

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 APRIL 14, 2026

J.1 PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

- **Public Communications**

From: [Stop BCHD](#)
To: [Stop BCHD](#)
Cc: [City Council](#); citycouncil@manhattanbeach.gov; citycouncil@torranceca.gov; [CityClerk](#); cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; [Residents Against Overdevelopment](#); [Kevin Cody](#)
Subject: BCHD is operating in the SHADOWS AGAIN - Construction Meeting 4/16/26 530-630pm
Date: Monday, April 6, 2026 10:11:31 AM
Attachments: [campus construction flyer v3b.pdf](#)

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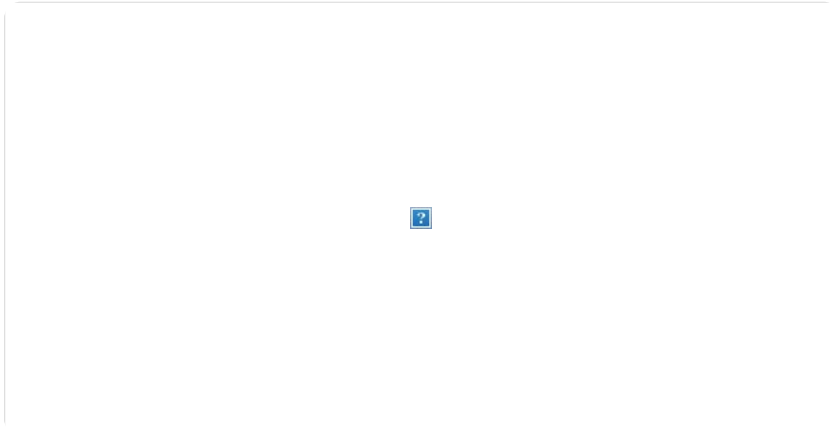
PUBLIC COMMENT: RB, MB, HB, Torrance City Councils

Seriously. Is there a less convenient time for working people than 530PM for a public meeting? BCHD obviously INTENDS for people to not be able to attend.

This is a long used strategy of BCHD - MAKE MEETINGS INCONVENIENT - DURING RUSH HOUR? NO ZOOM LISTED?

allcove Beach Cities & Center for Health & Fitness Neighborhood Construction Meeting

April 16, 2026 @ 5:30 pm - 6:30 pm



BCHD CLAIMS: We are committed to keeping neighbors informed and minimizing construction impacts.

SO BCHD HAS A MEETING DURING EVENING COMMUTE FROM 530-630PM?

514 N. Prospect Ave. and parking lot

Healthy Living Campus Project

- Agreement with Sunrise Senior Living ("Partner #3") expected in Summer 2026; the Conditional Use Permit process will follow
- Reduced building height (**NOT TRUE - 4-story Hospital is 51.5-feet - BCHD's 60-FOOT TALL PLAN IS TALLER**),
- greater setbacks (**NOT TRUE - 4-story Hospital is currently OVER 100-FEET from Residential - BCHD's NEW PLAN IS CLOSER TO HOMES**) a
- shorter construction timeline than the 2021 plan and certified EIR (**BCHD's SELF-CERTIFIED EIR IS GARBAGE - EIR WAS DONE BY AN OIL FIELD SERVICES COMPANY THAT WAS CONVICTED OF MULTINATIONAL BRIBERY**) (<https://crigroup.com/john-wood-group-pay-177-million-bribery-charges/>)

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StopBCHD.com (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.

From: [Mark Nelson \(Home Gmail\)](#)
To: [PRR](#)
Cc: [Communications](#); [Jane Diehl](#); rmiller@hooperlundy.com; [Robert W. Lundy](#); [CityClerk](#); cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; CityCouncil@torranceca.gov
Subject: CPRA - Pricing of proposed IL, AL, MC using 100% publicly purchased on owned land for up to 100 years/5 generations
Date: Saturday, April 4, 2026 12:17:10 PM

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Because BCHD intends to encumber a 5 acre, \$50M public-purchased and owned land parcel, provide or obtain the following documents:

Provide documents demonstrating the specific costs expected to be charged to RESIDENT and NON-RESIDENT tenants of each class of housing above

If no current pricing is available, provide documents with the pricing for Sunrise Hermosa Beach, an 80% BCHD owned facility

Further, provide documents with the proposed pricing for Sunrise Manhattan Beach. If BCHD chooses not to engage Sunrise for such pricing, it will result in an OpEd and Facebook ad due to BCHD's encumbrance of the public parcel for up to 100 years

cc: Public Comment, BCHD and the City Councils on the CC list

From: ajsams@verizon.net
To: [CityClerk](mailto:CityClerk@hermosabeach.gov); cityclerk@manhattanbeach.gov; citycouncil@torranceca.gov; CityClerk@torranceca.gov; citycouncil@hermosabeach.gov; citycouncil@manhattanbeach.gov; info@lalafco.org; BoardClerk@metro.net; executiveoffice@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; CA33TLIMA@mail.house.gov
Subject: SUBJECT: BCHD PRIVATE SITE DEVELOPMENT LIMITS: MAXIMUM 51.5-FT BUILDING HEIGHT, 100-FT MINIMUM SETBACK TO R-1, BASE F.A.R. OF CURRENT 0.56, WITH CONSIDERATION OF A MAXIMUM F.A.R. OF 0.75 (0.75 REQUIRES 51.5-FT MAXIMUM HEIGHT AND 100-FT MIN SETBACK)
Date: Monday, April 13, 2026 5:42:49 PM

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Stop lying to us! Stop the madness!

Current statistical analysis demonstrates surrounding residential property has suffered over \$200M in reduced property values based on Hedonic Price Models of dwelling characteristics and distance from BCHD. That is SIGNIFICANT VALUE DAMAGE from BCHD's impacts to the neighborhood. Beach Cities Health District has never demonstrated any concern with the health, neighborhood character or property values of the surrounding neighborhood residents.

For example, BCHD's draft EIR proposed a building height of "133.5 feet above the vacant Flagler Lot" which is also "103 feet ... above the campus". The current campus is 99.7% at 51.5 feet tall or LOWER and only a tiny penthouse of 952-sqft extends to 76-feet. BCHD IGNORED ALL SURROUNDING RESIDENT INPUT TO ARRIVE AT A PROPOSAL THAT WAS 133.5 feet TALL!

The current campus is 312,900-sqft with an FAR of 0.56 according City Planners. BCHD's draft EIR proposed over 850,000-sqft for Phase 1 and 2 with a FAR of roughly 2.0. BCHD IGNORED ALL SURROUNDING RESIDENT INPUT TO ARRIVE AT A PROPOSAL THAT WAS OVER 3-TIMES DENSER THAN THE CURRENT CAMPUS!

Current setbacks to the 4-story hospital wings exceed 100-feet from BCHD's lot lines that are adjacent to residential R-1 neighborhoods. BCHD provided no labeled setback distances in the draft EIR. Based on observation and measurement, BCHD planned to have a 133.5-foot above the street tower with a roughly 20-foot setback on the east side of the campus on Flagler – abutting R-1, Torrance Hillside Overlay homes on Tomlee. BCHD IGNORED ALL SURROUNDING RESIDENT INPUT TO ARRIVE AT A PROPOSAL FOR 133.5-FT TOWER WITH A 20-FOOT SETBACK FROM TORRANCE R-1 THO HOMES!

It is VERY CLEAR that BCHD has paid no attention to resident input, nor to the damages it currently inflicts on

surrounding neighborhoods. It is EVEN CLEARER that BCHD INTENDS to inflict additional damages on surrounding neighborhood health, character, and property values.

BCHD's PRIVATE DEVELOPMENT MUST STAY WITHIN THE HEIGHT AND SETBACK PARAMETERS OF THE CURRENT CAMPUS!

MAX BUILDING HEIGHT 51.5-FEET

MANDATORY SETBACKS OF 100-FEET FROM LOT LINES ADJACENT TO R-1 BASE F.A.R. OF EXISTING 0.56

A MAX F.A.R. OF 0.75 WOULD BE CONSIDERED IF AND ONLY IF COUPLED WITH 51.5-FOOT

MAXIMUM HEIGHT AND 100-FOOT MINIMUM SETBACK FROM R-1 INTERFACES

BCHD has repeated lied to residents and ignored resident input, including input on crucial health

damages from its project including cardiovascular, neurological, psychological, and child

developmental damages as clearly demonstrated by peer-reviewed research that was rejected by

BCHD's CEQA Consultant that was an oil-field services, multinational bribery and financial fraud

sanctioned "environmental" consultant named Wood PLC of the UK.

Other agencies must represent the residents that BCHD ignores.

Jennifer Sams

From: [Tim Ozenne](#)
To: [CityClerk](#); cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; citycouncil@torranceca.gov; [City Clerk](#); [City Council](#); citycouncil@manhattanbeach.gov; [info](#); BoardClerk@metro.net; executiveoffice@bos.lacounty.gov; HollyJMitchell@bos.lacounty.gov; Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; CA33TLIMA@mail.house.gov; [TRAO News](#)
Subject: LIES, DAMN LIES, AND BCHD!
Date: Monday, April 13, 2026 6:53:22 AM

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Let me state that I live east of the so-called Healthy Living Campus. It is all to visible in my view west from my office and bedroom. It already dominates the skyline, and things (including land values here) will decline if the proposed lease and expansion go forward

These are my comments, based on looking to the west since 1979. Yes, more than half a century!

BCHD's CEO Bakaly lied to the Easy Reader when he claimed "height is to be limited to 60 feet – that of the four-story main hospital building, not counting its tower." That's a lie according to BCHD's own architectural drawings, EIR, and City of Redondo Beach Conditional Use Permit (CUP) filing. They all state that the 4-story hospital is 51.5-feet tall at the VERY TOP of the safety walls around its roof (the parapet). The actual roof is LESS THAN 50-FEET HIGH! **Bakaly's 60-FOOT CLAIM IS AN OUTRIGHT LIE.** To read Bakaly's full lie - <https://easyreadernews.com/bchd-seeks-expressions-of-interest-for-campus-site/> We always show our receipts! To see BCHD's drawing with heights check page 13 at for 51.5-ft <https://bchd.blob.core.windows.net/docs/hlc/BCHD%20HLC-20220202-DRAWING%20SET.pdf>

Local residential property has already suffered \$200M+ in value reduction around BCHD. Bigger, taller, denser will **STEAL EVEN MORE NEIGHBORHOOD VALUE!**

The floor space of the current campus is 99.7% at 51.5-feet and SHORTER. The planned private development is 5-stories and 60-feet. **That's 20% TALLER WITH HUNDREDS OF THOUSANDS OF SQUARE FEET MORE FLOOR SPACE!**

The current campus has a floor area ratio of 0.56. BCHD threatened to SUE THE CITY unless it was given a floor area ratio of 1.25. **That's more than TWICE AS DENSE! BCHD IS 75% SURROUNDED BY RESIDENCES - NOT 5-STORY APARTMENT BUILDINGS BUILT ON A 30-FOOT TALL BLUFF!**

All 51.5-feet tall buildings are set back more than 100-feet from lot lines that face residential property. **BCHD REFUSES TO EVEN SHOW ITS SETBACKS!**

Most of the new, private development will be senior apartments, not assisted living. **BCHD didn't**

analyze traffic, noise, privacy theft, emissions, or other impacts of SENIOR APARTMENTS!

BCHD's self-certified EIR is a sham. Wood PLC that was BCHD-hired for the EIR is an oil-field engineering and consulting company that pleaded guilty and paid fines for multinational bribery and falsifying financial records. **BCHD MUST STAY INSIDE THE LIMITS OF THE CURRENT CAMPUS! 51.5- FEET TALL MAX. NO INCREASE IN FAR SHOULD BE CONSIDERED UNLESS BCHD AGREES TO MINIMUM 100-FOOT SETBACKS AND 51.5-FOOT TALL MAXIMUM HEIGHT BUILDINGS.**

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Your truly
Tim Ozenne, Neighbor

From: [Darryl Boyd](#)
To: [James Light](#); [Paige Kaluderovic](#); [Mike Witzansky](#); [Andrew Winje](#); [Michael Klein](#); [CityClerk](#); [Ryan Liu](#); [Brian Long](#); [Stephen Sprengel](#)
Subject: NO NOTICE TO RESIDENTS: Street demolition & reconstruction 500-600 N Prospect Ave
Date: Thursday, April 9, 2026 2:41:59 PM

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

Once again, tax paying Residents of the 500-600 N Prospect Ave. have been treated with disrespect and no regard for our Quality of Life.

On April 7, 2026 a Redondo Beach Public Works crew arrived in front of 521 and 519 Prospect Avenue. The trucks and heavy equipment took up street space between 517 to 527 N Prospect Ave. We were not contacted by mail, nobody came to our doors to speak with us, we were not told what the job was about. Nothing. See the video below:



NProspectStreetDemo.mp4

This was a total disruption to my work day. I had a car that belonged to my deceased Mother in our driveway, I had just cleaned and detailed it as it was being sold that morning, when demolition started and dirt and dust began flying in the air over my property. I had to quickly move the car off of my property to avoid it becoming caked with dirt.

Additionally due to the noise issue I was forced to leave my house and my home office. It was impossible to work from home that day. I witnessed bulldozers backing into my neighbors driveways leaving marks on their driveways. The noise from the heavy equipment, demolition, and constant beeping from the heavy equipment made it impossible to stay in my house for the day. What I found from one of the workers was that this had something to do with Cal Water and that it ended up being an unnecessary job, whatever it was. So if it was an unnecessary job, that's City resources and tax payer dollars burned up for nothing, and an inconvenience and nuisance imposed on Residents. Right? Money wasted that could have been used to fix this hack median "beautification" project that we have been left with.

This is not how a City Government should be operating. This is unorganized and this is unprofessional. We go through too much on this street from all of the speeding, traffic, and noise issues, which are confirmed real public safety and noise nuisances that you people won't do anything about. To the abuse from BCHD that you people seem to have now aligned yourselves with and against your constituents, and being lied to about a median beautification project that never happened as was proposed to the tax paying Residents of this street.

What is wrong with you people? This is a continued dereliction of your duties to properly represent and protect your constituents and tax paying Residents.

Jim, stop with all the bird watching and playing Park Ranger like a Cub Scout or a wandering child in the Wilderness Park. Your stupid, constant parks and recreation posts on Facebook are embarrassing. You look childlike and incompetent. You were elected to be the Mayor. So act like the Mayor and be the Mayor or RESIGN.

Paige, District 3 isn't just North Redondo where you live. We don't care about crossing guards and parks and recreation in North Redondo. We have bigger problems here in Beryl Heights and 500-600 N Prospect Ave. and you aren't doing your job for us. So could you forget about things that don't matter to us for a while and you do your job for us here? This median job is half ass and is a disgrace and was a big lie to the Residents here. It sure didn't land on your photo opp list did it? How about doing something about it?

There is much unfinished business here, and I'm not going away. You people would never hear from me if you all just did your damn jobs, did things the right way, and showed some courtesy and respect to us here. Step it up or step down.

Darryl Boyd

bcc: 500-600 N Prospect Ave. Residents and
other concerned Residents of Redondo Beach

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Darryl Boyd - Broker/Owner, MRP, SFR, CPTS

Specialized Court Services:

Expert Witness - Probate & Trust Valuation Disputes

Substitute Administration - Probate Cases

[DARRYL B. BOYD, BROKER](#)

Redondo Beach, CA 90277

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darrylchr@gmail.com

DarrylBoydBroker.com

CA DRE #01178871



From: [Stop BCHD](#)
To: [CityClerk](#); [City Council](#); citycouncil@manhattanbeach.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; citycouncil@torranceca.gov; cityclerk@torranceca.gov
Subject: Public Comment: Neighborhood Communication - BCHD Neighbors Have Been Damaged for Too Long
Date: Monday, April 13, 2026 8:02:03 AM

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The following was distributed to our list that has recently expanded by about 4,000 recipients. It's high time that the Cities stand up for their taxpayers.

To the BCHD Neighborhoods:

BCHD has ignored the surrounding neighborhoods for far too long. Housing values are \$200M lower than expected for our homes. BCHD now wants to allow a PRIVATE DEVELOPER to build TALLER, CLOSER TO SURROUNDING RESIDENCES, AND DENSER. That reckless action will bring more sirens, noise, commuters, traffic, view block, shadows, stress, physiological and psychological health damages, loss of privacy and value diminishment to the residents and properties that surround the BCHD site.

We fully expect that BCHD will continue to be dismissive of its damages, the same way that it was in its self-certified EIR for the project.

We currently have work underway to determine causes of action to oppose BCHD's Private Developer's higher, bigger, closer to the edge development at the City. One party the other is likely to take the CUP and Planning Commission Design Review decisions to court after the City Council's final appeal.

We are also reviewing causes of action to sue BCHD, its private developer, the demolition contractor, and the construction contractors for the damages they impose on residents' health and property. There are plenty of examples of neighborhoods banding together in these types of actions and given BCHD's misdirection and stonewalling, it appears to be a necessary next step to recover the damages that BCHD and its collaborators are planning for the surrounding neighbors.

We anticipate providing the surrounding area with materials to capture health and physical environment baselines and damages during BCHD hospital demolition and ALLCOVE construction. That work can serve as the ultimate template for capturing the physical and emotional damages from BCHD and its collaborators' actions.

Thank you for your continued support and more will follow.

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From: [Mark Nelson \(Home Gmail\)](#)
To: [CityClerk](#)
Subject: Public Comment: Redondo Beach Truck Route Concerns, To: Mayor, Council, Public Works, and Commissioners
Date: Wednesday, April 1, 2026 7:23:02 PM

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I join with others who are concerned about risks of trucks on Redondo Beach streets. They are much heavier than cars, do much more damage, and generally are much slower in evasive maneuvers or stops than lighter vehicles. It's also quite easy to understand the confusion level in Redondo Beach for truck traffic as it enters from Torrance.

First, I see very few "Truck Route" vs "No Trucks" or "Not a Truck Route" signs in Redondo Beach. I suspect that many trucks are unaware of Redondo Beach's designated truck routes.

Second, only 3 East-West streets from Torrance continue as truck routes in Redondo Beach. Those are 190th, Torrance Blvd, and PCH (which turns north at Rivera Village).

Third, there is only 1 North-South Truck Route in Redondo Beach and it is PCH. Torrance Blvd and 190th ultimately connect with PCH, and obviously on the South side of Redondo Beach, PCH proceeds west until it turns north toward Hermosa Beach.

Fourth, The City of Torrance designates Del Amo from Anza to Prospect as a Truck Route, as well as, Sepulveda from the Anza intersection down Palos Verdes Blvd to Prospect as a Truck Route. It's little mystery why these "dead end" routes place heavy truck traffic into Redondo Beach. It's not like semi's and other heavy trucks can simply "flip a U".

So now that we see the problems, it begs the questions:

- **How have Redondo Beach and Torrance allowed this to happen?**
- **Why haven't the Cities corrected this situation?**

There's a series of what appear to be pretty simple logistical moves that can help the issue with Sepulveda and Del Amo westbound in Torrance.

1) Convince Torrance to terminate its Truck Route at Anza for Sepulveda.

Signage on westbound Sepulveda to the effect of "ALL THRU TRUCKS MUST TURN RIGHT" onto Anza northbound would help get truck traffic headed west on Sepulveda to avoid both Sepulveda west to Camino Real and Palos Verdes Blvd traffic to Prospect.

2) Convince Torrance to terminate its Truck Routes at Anza for Del Amo.

Signage on westbound Del Amo to the effect of "ALL THRU TRUCKS MUST TURN ONTO ANZA" onto Anza northbound or southbound would help get truck traffic headed west on Del Amo to avoid heading to Prospect. Furthermore, it would direct truck traffic to 190th and Torrance Blvd, both truck routes.

3) Educate all Rivera Village Area Businesses/Vendors that they MUST USE PCH for Truck Ingress/Egress.

There's a relatively known and finite amount of vendor truck traffic headed to the Rivera Village area. The City could work through the businesses getting deliveries to put out the message that ONLY PCH IS A TRUCK ROUTE TO Rivera Village. The City could also provide a handout for the truck companies noting the Truck Routes.

4) Enforcement and Continued Information Flows.

Ultimately, truck traffic will need to understand that its delivery paths will need to use 190th, Torrance Blvd, and PCH when entering and exiting the City. Further, those same routes should be used between deliveries subject to some trade-off mechanism that would also consider the shortest path between deliveries. This is the most problematic issue of the 4, however it is not insurmountable with consistent enforcement and information campaigns.

I don't know if Redondo Beach and Torrance have inter-City traffic working groups or other mechanisms, but the current arrangement appears flawed-by-design (or lack of design) and residents are put at risk by 20-40 tons of tractor, trailer and merchandise that currently doesn't follow Redondo Beach Truck Routes.

I highly recommend that this become a priority of communication between Redondo Beach and Torrance, and a safety priority for Public Works and the PD.