

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.

HARBOR COMMISSION MEETING OCTOBER 13, 2025

- L.2. DISCUSSION AND POSSIBLE ACTION ON A RECOMMENDATION TO CITY COUNCIL TO AUTHORIZE STAFF TO APPLY FOR A GRANT FROM THE CALIFORNIA DIVISION OF BOATING & WATERWAYS TO FUND A NEW PUBLIC BOAT LAUNCH AND TO IDENTIFY A RECOMMENDED PREFERRED LOCATION FOR THE NEW PUBLIC BOAT LAUNCH ON MOLE D AS A PART OF THE GRANT APPLICATION SUBMITTAL**

Attachment 1: Email comments from the public – Mark Hansen

CONTACT: GREG KAPOVICH, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR

From: [Mark L. Hansen](#)
To: [Mio Iwasaki](#); [Greg Kapovich](#); [Katherine Buck](#); [Dave Charobee](#); [jwehby@swagroup.com](#); [jholcomb@moffattnichol.com](#); [khvc@lcscluba.com](#); [kaholo@earthlink.net](#); [rogerc@mac.com](#); [leslie.chrzan@gmail.com](#); [JWaryck@gmail.com](#); [ryanabelman@gmail.com](#); [tomabauer@gmail.com](#)
Subject: Boat Ramp Observations & Summary - TONIGHT, 6:30 pm - Harbor Commission
Date: Monday, October 13, 2025 2:38:51 PM
Attachments: [Summary - HC 101325 - Boat Ramp.pdf](#)
[Participate.docx](#)
[Boat Ramp Summary 092325 v2 Mod.pdf](#)
[Option E.pdf](#)
[Options A, B, C 092325 Boat Ramp.pdf](#)

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

[Waterfront Staff, Moffatt & Nichol, SWA,](#)

Below and attached is a two-page report, that I provided to the boating community and the community at large, summarizing the 8-page Administrative Report.

It includes observations on location options, from the community over the years, that were not captured in the Administrative Report, **pros in green** and **cons in red**. I recommend that you consider including these in your presentation, in order to provide the most comprehensive overview of the location considerations. The majority of these tend to be consistent with Staff's new recommended Option E.

[Harbor Commissioners,](#)

Please consider these additional community observations in your deliberations.

Mark Hansen
King Harbor Public Amenities Plan Working Group
310-601-0710

HARBOR COMMISSION

MONDAY, OCTOBER 13, 2025 - 6:30 PM

CHAMBER, 415 DIAMOND ST, RB

<https://redondo.legistar.com/View.ashx?M=A&ID=1338348&GUID=5D6EFD4C-F389-4F46-A69E-E8166AE9A5AB>

L.2. IDENTIFY A PREFERRED LOCATION FOR A NEW PUBLIC BOAT LAUNCH ON MOLE D APPLY FOR A GRANT FROM THE CA DIVISION OF BOATING & WATERWAYS

<https://redondo.legistar.com/LegislationDetail.aspx?ID=7698119&GUID=561691DA-508A-4046-8927-F13AD49912A6>

Administrative Report - Excerpts:

<https://redondo.legistar.com/View.ashx?M=F&ID=14852871&GUID=55D558F9-5417-4A61-8C2B-DB34C7E67F4E>

In 2022, City Council approved the Public Amenities Plan which identified Mole D as the location for the public boat launch ramp. [A southerly Option C style was illustrated, into the south basin.]

The Division of Boating & Waterways Boat Launching Facilities grant program provides 100% funding for the building permit process and construction of public launch infrastructure. City Council appropriated approximately \$650,000 in the budget to cover the pre-planning phases.

The consultant created six location alternatives along Mole D. Staff and the consultant narrowed the alternatives down to three, referred to as alternatives A, B, and C. The three other designs that were eliminated from consideration were variations of Option C whereby the boat ramp faced west and had similar advantages/disadvantages; including the need for a 10-15-foot-tall sheet pile wall.

The Coastal Criteria and Hazards Analysis data indicated that the wave attenuation would have the most impact on Option C, thus requiring a 10-15-foot-tall sheet pile wall.

The consultant would further refine design to accommodate other elements of the boat launch, such as a boat wash-down area, pay station, open space, and relocated commercial structures.

Option A - Near the southern tip of Mole D

The ramp reduces the channel width to 130 feet.

There are existing commercial and recreational boats located within 58 slips and 4 docks in Basin III.

Basin III contains commercial vessel operators that rent stand up paddleboards, pedal boats, and Duffy boats for use by the general public. All three examples are small, slow-moving and are often utilized by inexperienced operators. There is concern that the inexperienced users of pedal boats/paddleboards/Duffy boats will attempt to traverse the narrow channel width while two larger vessels already occupy the travel lanes.

Additionally:

- Fairway exit is upwind; sailboats w/o auxiliary power would be required to tack back & forth.
- Breakwater creates wind-shadowed / wind-swirling areas that are hard to sail through.
- Fairway silts in, creating a risk of going aground.
- Small centerboard sailboats do not have auxiliary power and must sail in and out of the docks. The 'beam reach' exit to the south is a sailboat's fastest point of sail and higher performance sailboats do not have the ability to fully depower their sails. (Option B has more cueing docks.) These sailboats would be surging into each other, awaiting egress from Options A and B.

Option B - Similar to Option A - Ramp further west, within footprint of the existing Cantina restaurant. Channel width is approximately 170 ft or 40 ft wider than Option A. Waterside navigability is gained. Wave uprush is expected to be higher in Option B. That said, a sheet pile wall is not needed.

Option C – Completely changes the angle to face west [into the South Turning Basin]

Results in the most waterside navigability clearance.

To mitigate against the wave uprush issue the west facing option would require the construction of a 10-15-foot- tall sheet pile wall.

Most environmental impact to the soft bottom habitat. Other options could be viewed as more favorable by the CCC and other regulatory agencies. [CenterCal project found this negligible.]

Additionally:

Can be coordinated with the hand launch to share bathrooms, wash down and supplies/bait.

King Harbor Youth Foundation routinely uses this area for youth sailboat training.

Medium-size and larger sailboats use this area to turn into the wind to drop their sails.

More southerly locations in “Other locations considered” would mitigate these concerns.

Cueing docks are on a ‘beam reach’, which is difficult for sailboats without auxiliary power.

Public Outreach

On September 23, the City hosted a workshop to review the three locations, and conduct a survey.

Option C was [initially] the most favored by respondents (42%), followed by Option A (35%). Option B was the least favored (23%).

The question was asked again after the Q&A session.

Option C remained the most popular choice (46%), while Options A and B received similar levels of support, each at approximately 27%.

[The biggest change after hearing the pros and cons, was an 8% decrease in support for Option A.]

Option E

Staff and the consultant have explored another option with the premise of improving upon the drawbacks of Option A and Option B. The consultant rotated the angle of the ramp to the west. The channel width in Option E is approximately 160 feet, or 30 feet wider than Option A. Staff recommends Option E, which improves upon the deficiencies of both Options A and B.

Additionally:

Option E provides a southwest egress, partially into the wind, a much safer egress heading.

This angle, partially into the wind, will reduce the overhang of booms over the walking docks.

When returning to any of the ramp options, sailboats without auxiliary power will need to use the cueing/courtesy docks to slow down - Option E provides more such cueing dock space.

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*Click "In Progress" hyperlink under Video section of meeting

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Register in advance for this meeting:

https://www.zoomgov.com/webinar/register/WN_wYDC3O57R52Co5wCZ8sV_g

After registering, you will receive a confirmation email containing information about joining the meeting.

If you are participating by phone, be sure to provide your phone # when registering. You will be provided a Toll Free number and a Meeting ID to access the meeting. Note; press # to bypass Participant ID. Attendees will be muted until the public participation period is opened. When you are called on to speak, press *6 to unmute your line. Note, comments from the public are limited to 3 minutes per speaker.

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON WEBSITE AGENDA PAGE:

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- 1) Public comments can be entered before and during the meeting.
- 2) Select a SPECIFIC AGENDA ITEM to enter your comment;
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- 4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record. Comments may be read out loud during the meeting.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION WITH ATTACHED DOCUMENTS BEFORE 3PM DAY OF MEETING:

Written materials that include attachments pertaining to matters listed on the posted agenda received after the agenda has been published will be added as supplemental materials under the relevant agenda item. Mio.Iwasaki@redondo.org

Public Boat Launch Ramp – Community Meeting

Tuesday, September 23 – 5:30 pm to 7:00 pm

Main Library – 303 N. PCH

The Engineering Consultants and City Staff are anticipated to present three location options:

Option A

- Southeast corner of Mole D, South of hoist
- Launching directly into the Basin 3 fairway
- Docks oriented abeam of the prevailing wind

Option B

- South of the Riviera Mexican Cantina building
- Launching into the head of the Basin 3 fairway
- Docks oriented abeam of the prevailing wind

Option C

- South of the CA Surf Club
- Launching into the South Turning Basin
- Docks oriented parallel to the prevailing wind



Option A Concerns

- Sailboats without auxiliary power will approach docks on a beam reach, the very fastest point of sail **
- Fairway silts in, creating a risk of going aground / Wind-shadowed areas are hard to sail out of

Options A & B Concerns

- Subjects ramp launching boats to conflicts with larger commercial traffic *
- Subjects ramp launching boats to traffic congestion with paddle craft and peddle craft *
- Provides limited open maneuvering water area in front of docks

Option C Concerns

Requires more wave mitigation and thus potentially higher cost than other options ***

For the past 25 years of in-depth boat launch ramp discussions, boaters have recommended that it have direct access to the South Turning Basin, and NOT be located in Basins 1-3 or their fairways.

After a year of in-depth discussions, the working group of the Harbor Amenities Plan recommended that the ramp be located in a similar location to Option C. It specifically illustrates an 'egress preparation zone' where boats can wait their turn to exit the water. In Options A & B, boats will congest the Basin 3 fairway.



Amenities Plan Boat Ramp Recommendation

* The Demand Study estimates a conservative *average* of 54 launches per day, 100 on peak days.

** Many sailboats that utilize boat ramps do not have auxiliary power and must sail into the docks. A 'beam reach' is a sailboat's fastest point of sail. Higher performance sailboats, including catamarans, do not have the ability to fully release their sails in order to completely depower.

**** Sailboats cannot launch via the existing hoist with their masts up, which has nearly eliminated their launching in our harbor, ever since beach launching was prohibited decades ago. A boat ramp with a safe and convenient dock would allow us to once again support this low-cost recreational boating. A review of existing centerboard classes at local clubs reveals 45 active classes, currently sailing and racing in other Southern California harbors – but essentially none are now sailing in King Harbor.**

******* For over 60 years, the City has financially profited from the State Tidelands that were trusted to it. However, during those decades, the City has not met its obligation to the Trust to provide a boat ramp. In 2009, the Coastal Commission found it necessary to *order* the City to construct a boat ramp. It would not seem unreasonable to now accept a modestly higher cost in order to provide a safer ramp.

South Breakwater Extension

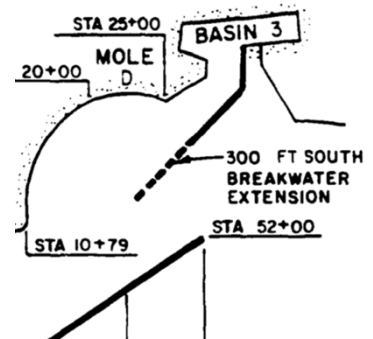
In a prior statement to the City Council for the Strategic Plan, the Harbor Commission recommended:

“Explore the feasibility of extending the south sea wall with the Army Corps of Engineers and others... Rationale: Army Corps of Engineers studies show wave and surge action on Moles C and D could be significantly reduced by extending the south sea wall. See Figures 1 and 2. With the investment in Mole C and D infrastructure, extension of the sea wall would reduce the risk of storm activity damaging the new amenities. Also, the calming effect of the extension would reduce shut down times of the new boat ramp and make it safer to use.”

The referenced A.C.E. study concluded:

“An extension of the south breakwater for approximately 500 ft along its present alignment would eliminate a large part of the wave energy which is now permitted to propagate almost unrestricted [and] will eliminate the predominant amount of wave energy now permitted to strike Moles C and D.”

During a recent inspection of our breakwater by the A.C.E, the lead engineer was not aware of the extensive developments being planned for Mole C and Mole D, in the Harbor Amenities Plan and in the Harbor Commercial Plan, including the potential for a new Market Hall.



Dry Boat Storage

The *Coastal Act* and the *Tidelands Trust* direct that:

“Increased recreational boating use of coastal waters shall be encouraged ...by developing dry storage areas, increasing public launching facilities, providing additional berthing space...”

As with the boat ramp in 2009, the Coastal Commission could, at any time, *order* the dry boat storage. It is almost certainly better to develop our own storage solution than to have one imposed upon us. The demand study estimates 100 launches per day during the peak season – dry boat storage would reduce the vehicle/trailer traffic through the city to the new ramp.

The *Parking Study* concludes that there will be “a surplus of 116 parking spaces” - this could accommodate some dry boat storage, particularly for mast-up, swing-keel sailboats.

Conceptual Designs and Studies

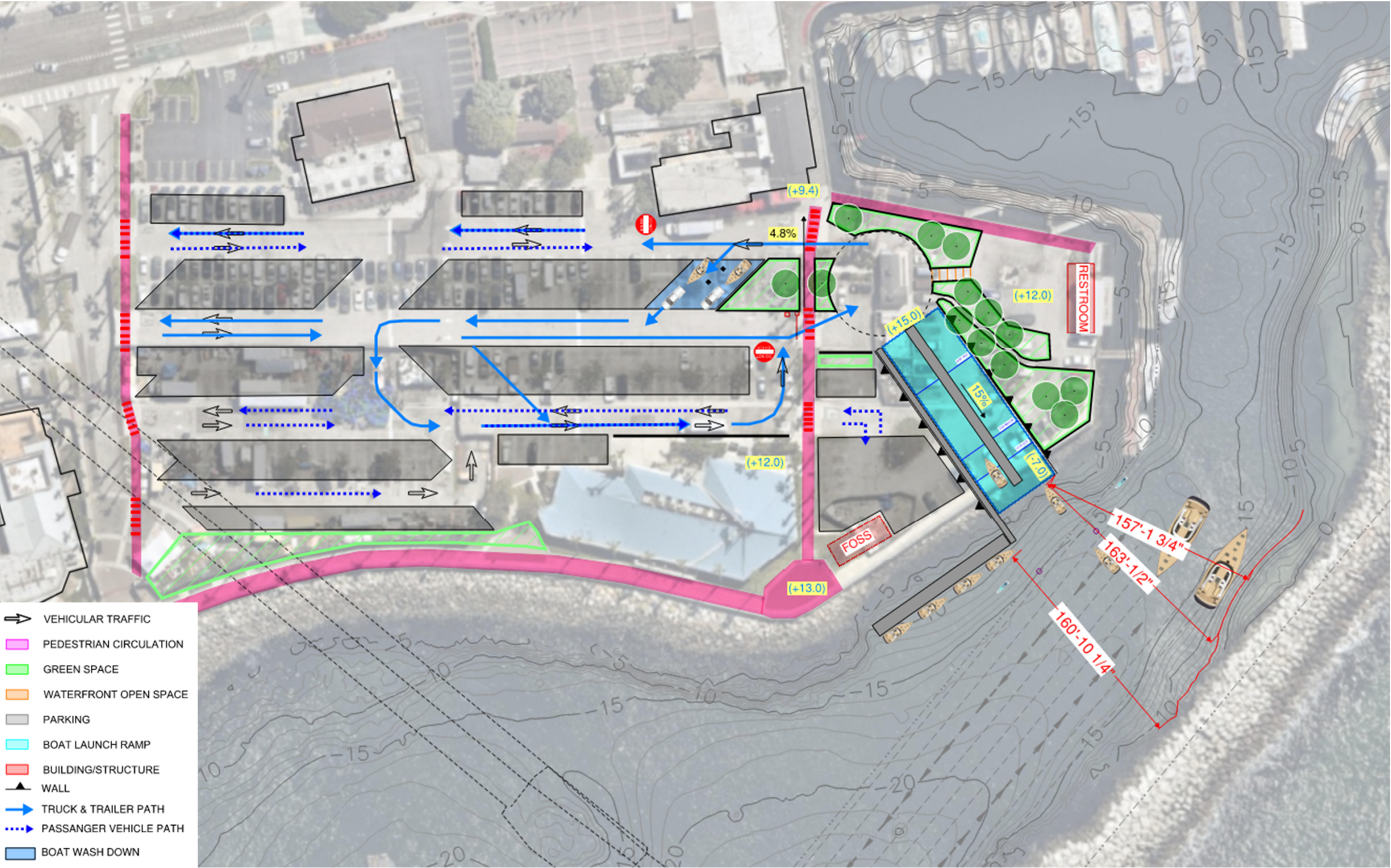
www.redondo.org/departments/waterfront_and_economic_development/harbor/public_boat_launch.php

Conceptual Designs - Boat Launch Demand Study (PDF) - Coastal Criteria and Hazards Analysis (PDF)
Transportation Impact and Parking Study (PDF) - Vehicle Miles Traveled (VMT) Memo (PDF)

The Hazards Study recommends 'Option A' based solely on wave studies, without mentioning the Option A & B concerns. The Parking and Miles Studies then seem to be based on Option A, dismissing the other options.

- Hansen Pubs

BOAT LAUNCH CONCEPTUAL PLACEMENT – OPTION E (A-B HYBRID)



KEY FACTS

- Two lane launch ramp
- Total trailer parking spaces:
 - 60 on-site
 - 20 overflow
- Total pedestrian parking spaces:
 - 40-60 on-sites

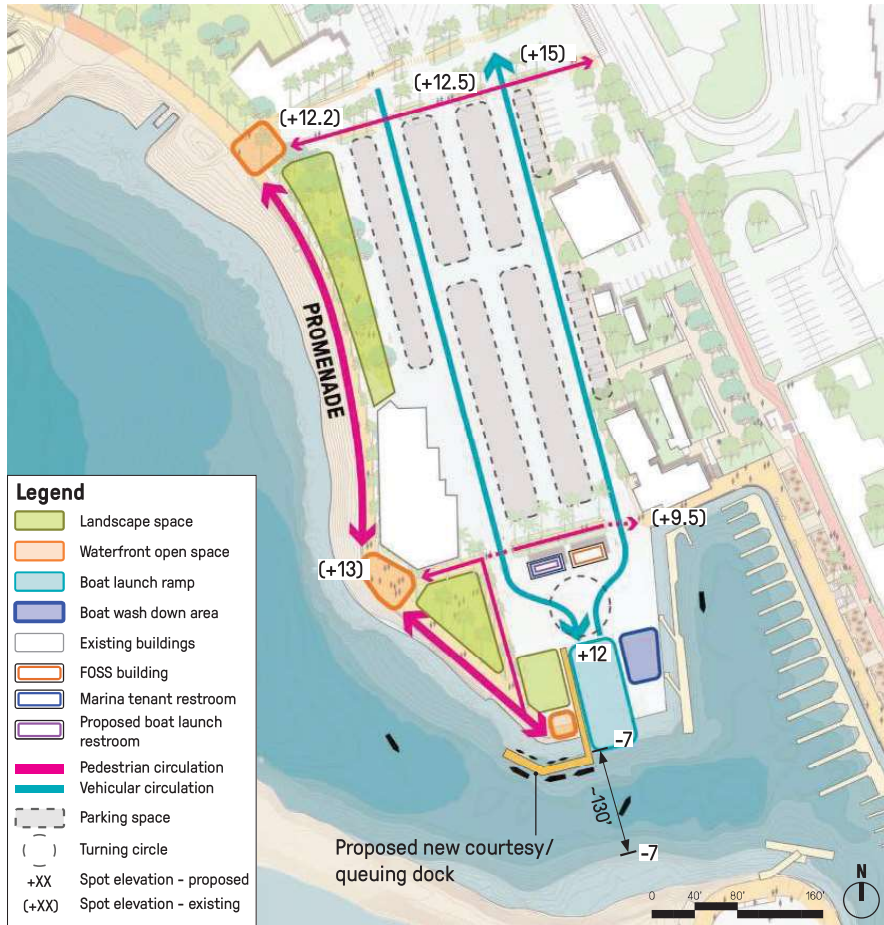
Benefits

- Good vehicle circulation and parking layout like Option A
- Minimal disruption to waterfront pedestrian promenade
- Improved Channel Navigation width over Option A
- Ability to protect existing Mole D restaurant building in place

Drawbacks

- Bisects Mole D south of the promenade walkway
- Increased grading challenges to meet requirements for parking, ADA, and sea level rise.
- Larger ramp footprint and top of ramp elevation compared to Option A and B
- Higher wave run-up
- Demolition and/or relocation of existing Basin 3 tenant restroom and FOSS buildings and parking.

BOAT LAUNCH RAMP CONCEPTUAL PLACEMENT - OPTION A



Key Facts

- Two lane launch ramp
- Total trailer parking spaces:
 - 60 on-site
 - 20 overflow
- Total pedestrian parking spaces:
 - 40-60 on-site

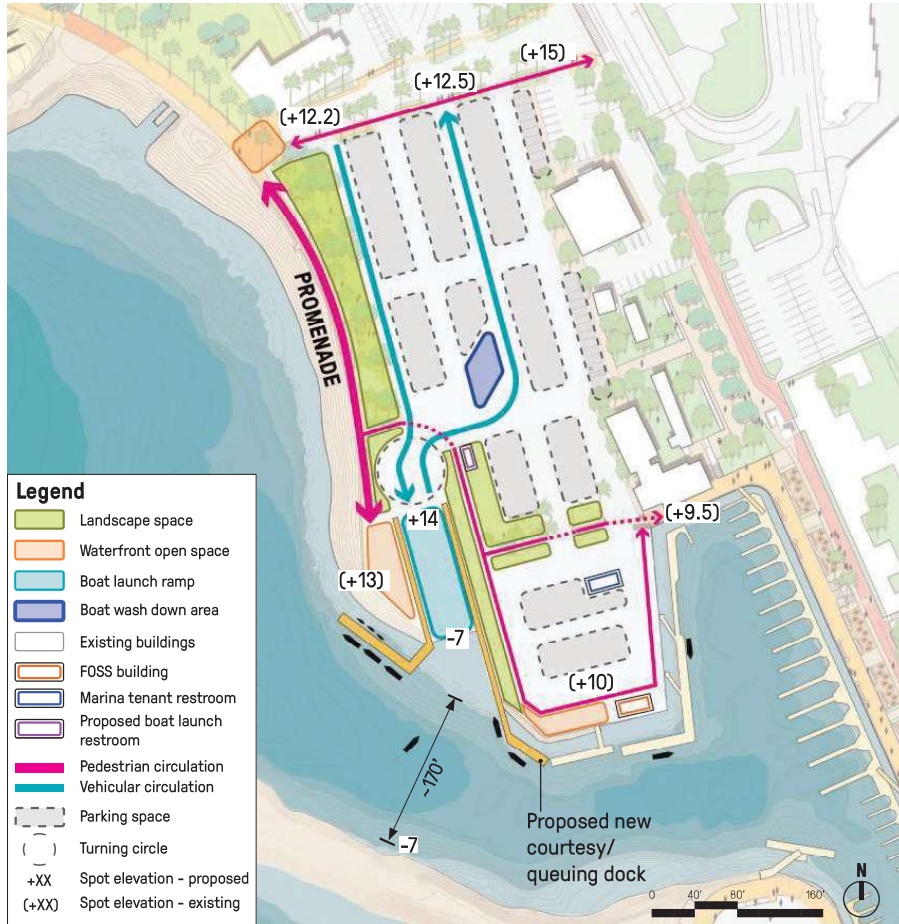
Benefits

- Best option in terms of circulation due to space for turning and ample space for queuing lanes
- Minimal disruption to waterfront pedestrian promenade
- Lowest expected wave run-up, most protected area from waves
- Smallest ramp footprint
- Cost effective
- Ability to protect existing Mole D restaurant tenant building in place

Drawbacks

- Ramp is further away from access of Harbor Dr
- Demolition and/or relocation of existing Basin 3 tenant restroom and FOSS buildings and parking
- Reduced channel width for vessel navigation, but still meeting, and exceeding, minimum requirements

BOAT LAUNCH RAMP CONCEPTUAL PLACEMENT - OPTION B



Key Facts

- Two lane launch ramp
- Total trailer parking spaces:
 - 60 on-site
 - 20 overflow
- Total pedestrian parking spaces:
 - 40-60 on-site

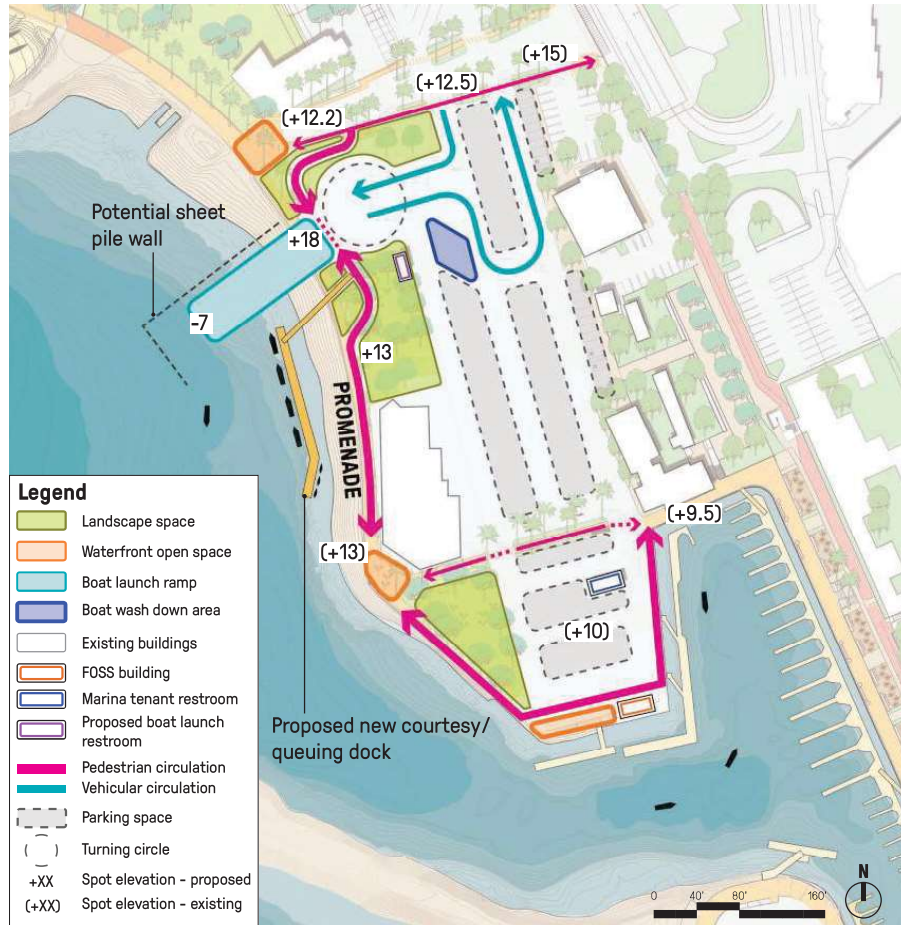
Benefits

- Allow existing basin 3 tenant restroom and FOSS building to be protected in place
- Vehicle queuing can begin in the parking lot
- Maintains channel width for vessel navigation

Drawbacks

- Location of ramp requires separation from parking and boat wash down areas
- Shorter vehicle queuing in parking lot
- Increased conflicts between pedestrian circulation & boat launch activity
- Limited green space and reduced waterfront promenade
- Demolition of existing Mole D restaurant tenant building

BOAT LAUNCH RAMP CONCEPTUAL PLACEMENT - OPTION C



Key Facts

- Two lane launch ramp
- Total trailer parking spaces:
 - 60 on-site
 - 20 overflow
- Total pedestrian parking spaces:
 - 40-60 on-site

Benefits

- Closest to Harbor Dr. Access
- Widest navigational clearance
- Ability to protect existing Mole D restaurant tenant building and FOSS building in place

Drawbacks

- Severed pedestrian promenade
- Potential conflict with kayak drop off area
- Minimum queue/stacking length
- Turning circle difficult to navigate from main entrance off Harbor Dr
- High potential wave run-up, least protected from waves and requires significant grading and/or sheet pile protection
- Significant regulatory permitting hurdle
- Largest ramp footprint
- Highest cost