RESOLUTION NO. CC-2410-106

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE GENERAL PLAN LAND USE ELEMENT TO IMPLEMENT THE CITY'S CERTIFIED 6TH CYCLE 2021-2029 HOUSING ELEMENT AND OTHER AMENDMENTS REGARDING RESIDENTIALLY DESIGNATED PROPERTIES NOT IDENTIFIED AS PROGRAM ACTIONS IN THE CITY'S HOUSING ELEMENT.

WHEREAS, the City's current General Plan was adopted on May 26, 1992; and

WHEREAS, on March 29, 2016 the City Council approved the City's three-year Strategic Plan goal to "Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs"; and

WHEREAS, on October 4, 2016, the City Council awarded the contract for planning and environmental consulting services to Placeworks, Inc. for updates to the "Land Use Element" and "Conservation, Recreation and Parks, and Open Space Element" of the City's General Plan and preparation of the required environmental documents; and

WHEREAS, on December 13, 2016 the City Council approved Resolution No. CC-1612-122 establishing a 27-member General Plan Advisory Committee (GPAC) to provide direct community stakeholder input to the update of the Land Use and Conservation, Recreation and Parks, and Open Space Elements of the General Plan including analysis and recommendations regarding amendments to the Mixed-Use Zoning and Development Standards, and opportunities for additional recreation, parks, and open space areas; and

WHEREAS, on February 21, 2017 pursuant to Resolution No. CC-1612-122, the Mayor and City Council selected the members of the GPAC and the City Clerk reviewed all selections and confirmed each was a resident of Redondo Beach. Two (2) members were appointed by the Mayor, one (1) of whom served as the Chair, and each Council Member appointed five (5) members, three (3) of whom resided in their District; and

WHEREAS, the GPAC conducted a total of twenty-eight (28) noticed public meetings since April 27, 2017, with their final meeting being held on January 31, 2024. At the final meeting, GPAC completed their discussions and recommendations for the final draft focused General Plan, which includes a consistently formatted, comprehensive General Plan document with a new Introduction, along with updated Goals, Policies, and Implementation Measures for the Land Use, Open Space and Conservation, Safety, and Noise Elements; and

WHEREAS, on February 29, 2024 the City's Draft General Plan document was released for comment on the City's website, allowing the public and other interested

parties to comment directly on the Draft General Plan Document. Additionally, on March 20, 2024 City staff and Placeworks, Inc. conducted an open house meeting to present and take input on the City's Draft General Plan update; and

WHEREAS, concurrently with the City's work on the Focused General Plan Update work was also initiated on the City's 6th Cycle 2021-2029 Housing Element; and

WHEREAS, the City's 6th Cycle 2021- 2029 Housing Element presents a framework for meeting the housing needs of existing and future resident populations within the City based on the Regional Housing Needs Allocation (RHNA) of 2,490 units. While the RHNA allocation is 2,490 units, when accounting for a credit of 451 units and 240 anticipated ADUs, the total need with a 10% buffer is 1,944 units; and

WHEREAS, the 6th Cycle 2021- 2029 Housing Element identifies strategies and programs to conserve and improve existing affordable housing; provide adequate housing sites; assist in the development of affordable housing; remove governmental and other constraints to housing development; and promote equal housing opportunities in a strategic manner; and

WHEREAS, the 6th Cycle 2021- 2029 Housing Element actualizes the noted strategies and programs with proposed additional residential densities within mixed-use designations, residential recycling, residential overlays in commercial and industrial zones, and residential development on religious properties through coordination with nonprofit organizations; and

WHEREAS, the City Council, at its duly noticed public meetings on April 20, May 4, May 11, and May 18, 2021, at which time all interested parties were given an opportunity to be heard and to present evidence, considered multiple land plans for the purpose of identifying housing sites throughout the City that would accommodate the City's RHNA; and

WHEREAS, the City Council at its duly noticed public meeting on June 15, 2021 approved a draft land use plan that identified housing sites that can accommodate the City's RHNA and other land use changes and adjustments to some commercial, industrial, and public institutional designations; and

WHEREAS, the City Council held a duly noticed public hearing on July 5th, 2022, at which time it considered evidence presented by staff, the consultant, and other interested parties and adopted the revised City of Redondo Beach 6th Cycle 2021-2029 Housing Element, incorporating the amendments recommended by the California Department of Housing and Community Development (HCD) and submitted the revised Housing Element to HCD on July 11, 2022; and

WHEREAS, on September 1, 2022, the State Department of Housing and Community Development (HCD) issued a letter certifying the City's 6th Cycle 2021-2029

Housing Element and noting that the City must continue timely and effective implementation of all programs; and

WHEREAS, the City's Draft General Plan Land Use Element is consistent with, supports, and serves to implement Programs 8 and 11 of the City's certified 6th Cycle 2021-2029 Housing Element; and

WHEREAS, the associated updates to the City's Zoning Ordinances and Local Coastal Program (LCP) required for consistency with the General Plan are also consistent with, support, and serve to implement the City's Housing Element inclusive of the "Housing Sites" and "Housing Programs", and also serve to update the City's Zoning Ordinances and LCP consistent with State Housing Laws; and

WHEREAS, on June 20, August 1, and August 15, 2024 the Planning Commission held multiple duly noticed public hearings to take testimony from staff, the public and other interested parties, and to deliberate on updates to the City's General Plan Land Use, Open Space & Conservation, Noise, and Safety Element, and revisions to the City's Zoning Ordinances and LCP required for consistency and to implement the City's Housing Element; and

WHEREAS, on September 19, 2024 the Planning Commission held a final duly noticed public hearing and completed its deliberations on updates to the City's General Plan Land Use, Open Space & Conservation, Noise, and Safety Elements, and updates to the City's Zoning Ordinances and LCP required for consistency and to implement the City's Housing Element, and took testimony from staff, the public and other interested parties, and considered the associated Draft Program Environmental Impact Report and made the following recommendations:

1. That the City Council certify, pursuant to CEQA, the Final Program Environmental Impact Report inclusive of its referenced appendices for the "Redondo Beach Focused General Plan Update, Zoning Ordinance Updates and Local Program Amendments", approve appropriate findings, a statement of overriding considerations, and mitigation monitoring and reporting program; and
2. That the City Council adopt a General Plan Amendment to update the City's Land Use, Open Space and Conservation, Noise, and Safety Elements with certain proposed changes and edits as set forth in Planning Commission Resolution No. 2024-09-PCR-09; and
3. That the City Council adopt amendments to the Redondo Beach Municipal Code, Title 10, Planning and Zoning, Chapter 1, Subdivisions, Chapter 2 Zoning and Land Use, Chapter 5 Coastal Land Use Plan Implementing Ordinance to make consistent the General Plan Update and to implement the 6th Cycle 2021-2029 Housing Element inclusive of the zoning amendments for implementing "Housing Sites" and "Housing Programs"; and
4. That the City Council adopt amendments to the City of Redondo Beach's Coastal Land Use Plan of the Local Coastal Program to make consistent the

General Plan Update and to implement the 6th Cycle 2021-2029 Housing Element inclusive of the zoning amendments for implementing "Housing Sites" and "Housing Programs";

WHEREAS, pursuant to CEQA, a Draft Program Environmental Impact Report (Draft PEIR) has been prepared and was presented to the Planning Commission at the same time as the final draft of the General Plan Update, Zoning Ordinance Amendments, Zoning Ordinance for the Coastal Zone Amendments, and Local Coastal Program Amendments; and

WHEREAS, the overall purpose of the PEIR is to inform the City, responsible agencies, decision makers, and the public about the potential environmental effects resulting from full implementation of the proposed Redondo Beach General Plan Update, and the associated Zoning Ordinance, Zoning Ordinance for the Coastal Zone, and Local Coastal Program amendments that are required for consistency purposes and to implement the City's certified 6th Cycle 2021-2029 Housing Element; and

WHEREAS, the PEIR addresses effects that may be significant and adverse; evaluates alternatives to the project; and identifies mitigation measures and alternatives to reduce or avoid identified potentially significant impacts; and

WHEREAS, included as an appendix to the PEIR, Appendix A Buildout Methodology, explains the buildout assumptions and methodologies utilized for projecting the potential growth in the City over the next 25 years to the horizon year of the General Plan Update of 2050; and

WHEREAS, on August 1, 2024 an "Amended Notice of Availability of a Draft Environmental Impact Report" was issued to advise the public and interested parties that the City of Redondo Beach Planning Division had released the Draft PEIR addressing potential impacts associated with the Redondo Beach Focused General Plan Update, Zoning Ordinance Update and Local Coastal Program Amendment (proposed project) for a 47-day review period beginning on August 1, 2024, and ending on September 16, 2024; and

WHEREAS, on August 1, 2024 the City's Updated Draft General Plan, Draft Zoning Ordinance, and Draft LCP, were released for comment on the City's website, allowing the public and other interested parties to comment directly on the Draft General Plan Document; and

WHEREAS, the City timely received 18 written comments on the Draft PEIR; and

WHEREAS, all comments timely received on the Draft PEIR have been responded to and are included in the Final PEIR, which consists of the Draft EIR, responses to comments timely received on the Draft PEIR, and clarifications/revisions to the Draft EIR; and

WHEREAS, on October 1, October 15, and October 29, 2024, the City Council, at duly noticed public hearings, considered the Project and the Final PEIR, at which times the City staff presented its reports and interested persons had an opportunity to be heard and to present evidence regarding the Project and the Final PEIR; and

WHEREAS, at their duly noticed public hearing on October 15, 2024, City Council directed staff to move forward with the Housing Element implementation related General Plan, Zoning Ordinance, and Local Coastal Program Amendments to comply with the statutory deadline of February 12, 2025 and defer other proposed nonresidential amendments for later consideration. Additionally, City Council directed City staff to include other residential amendments not required by the City's Housing Element that change residential capacity at the same time as the Housing Element related amendments; and

WHEREAS, multiple technical studies, environmental scoping meetings, community surveys, public meetings and workshops with the GPAC, the general public, the Planning Commission, and the City Council since 2016 have all served to engage and inform the general public including residents, business owners/operators, and other interested parties and have shaped the resulting draft General Plan Update, and the associated Zoning Ordinance, Zoning Ordinance for the Coastal Zone, and LCP amendments required for consistency and implementing the Housing Element.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AS FOLLOWS:

1. That the amendments to the General Plan Land Use Element are consistent with the "Purpose" and procedures pursuant to Redondo Beach Municipal Code Sections 10-2.2505 and 10-5.2505 General Plan and Specific Plan amendments.
2. That the amendments to the General Plan Land Use Element are consistent with and serve to implement the City's certified 6th Cycle 2021-2029 Housing Element.
3. The amendments to the General Plan Land Use Element are necessary to facilitate the development of affordable housing in the community consistent with State housing law.
4. The City Council considered the information contained in the Final Program Environmental Impact Report for the proposed General Plan Land Use Element amendments, and the City Council certified the Final Program Environmental Impact Report (State Clearinghouse Number 2023050732), adopted findings pursuant to the California Environmental Quality Act, adopted a Statement of Overriding Considerations, and adopted a Mitigation Monitoring and Reporting Program.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the above recitals and findings are true and correct, and are incorporated herein by reference as if set forth in full.

SECTION 2. PUBLIC COMMENT. That agencies and interested members of the public have been afforded ample notice and opportunity to comment on the Final PEIR and the proposed General Plan Land Use Element amendments.

SECTION 3. FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT. That the City Council considered the information contained in the Final Program Environmental Impact Report for the proposed General Plan Land Use Element amendments, and the City Council certified the Final Program Environmental Impact Report (State Clearinghouse Number 2023050732), adopted findings pursuant to the California Environmental Quality Act, adopted a Statement of Overriding Considerations, and adopted a Mitigation Monitoring and Reporting Program, and directed City staff to implement and monitor the mitigation measures, and file a Notice of Determination as set forth in Public Resources Code Section 21152.

SECTION 4. GENERAL PLAN AMENDMENT. That the City Council adopt a General Plan Amendment to update the City's Land Use Element to make consistent and implement the City's certified 6th Cycle 2021-2029 Housing Element as well as other amendments regarding residentially designated properties, which amendments are not identified as program actions in the City's Housing Element, in accordance with the proposed changes/edits attached as "Exhibit A".

SECTION 5. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this General Plan Amendment to update the City's Land Use Element is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the General Plan Land Use Element. The City Council declares that it would have passed this General Plan Amendment to update the City's Land Use Element and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

[THIS SECTION INTENTIONALLY LEFT BLANK]

PASSED, APPROVED AND ADOPTED this 29th day of October, 2024.

_____
James A. Light, Mayor

APPROVED AS TO FORM:

_____
Michael W. Webb, City Attorney

ATTEST:

_____
Eleanor Manzano, CMC, City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Resolution No. CC-2410-106 was passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 29th day of October, 2024, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Eleanor Manzano, CMC
City Clerk

RESOLUTION NO. CC-2410-106

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE GENERAL PLAN LAND USE ELEMENT TO IMPLEMENT THE CITY'S CERTIFIED 6TH CYCLE 2021-2029 HOUSING ELEMENT AND OTHER AMENDMENTS REGARDING RESIDENTIALLY DESIGNATED PROPERTIES NOT IDENTIFIED AS PROGRAM ACTIONS IN THE CITY'S HOUSING ELEMENT.

"EXHIBIT A"

CITY OF REDONDO BEACH

LAND USE ELEMENT
OF THE GENERAL PLAN

MAY 26, 1992

Amended by Res. 7514 (9/22/92); Res. 7526 (11/10/92); Res. 7541 (12/15/92); Res. 7600 (7/20/93); Res. 7664 (6/7/94); Res. 7779 (12/12/95); Res. 7794 (3/19/96); Res. 7803 (5/7/96); Res. 7825 (7/16/96); Res. 7872 (11/19/96); Res. 7893 (2/18/97); Res. 7949 (8/5/97); Res. 7971 (1/20/98); Res. 7992 (4/21/98); Res. 8022 (8/4/98); Res. 8023 (8/4/98); Res. 8107 (6/1/99); Res. CC-0106-45 (6/5/01); Res. CC-0209-098 (9/17/02); Res. CC-0302-09 (2/4/03); Res. CC-0309-90 (9/2/03);Res. CC-0402-05 (2/17/04); Res. CC-0409-91 (9/7/04); Res. CC-0508-85 (8/16/05); Res. CC-0510-110 (10/4/05); Res. CC-0602-9 (2/7/06); Res. CC-0607-68 (7/11/06); Res. CC-0805-47 (5/6/08) Res CC-2410-106 (10/29/24)

City of Redondo Beach Planning Department
415 Diamond Street
Redondo Beach, CA. 90277

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2.0 COMMUNITY DEVELOPMENT AND RESOURCES

2.1 LAND USE

2.1.1 Land Use Policy

Overview of Land Use Policy

The Land Use Section of the General Plan establishes goals, objectives, policies, and implementation programs to guide the manner in which new development will occur and existing uses will be conserved in the City of Redondo Beach.

In general, these are structured at two levels: a) policies which pertain to the City at-large and b) policies which pertain only to specific sub-areas or portions of the City. The policies are defined to address the nine following fundamental issues:

a. What types of land uses should be permitted in the City of Redondo Beach?

b. How should the land uses be distributed throughout the City?

d. In each of the City's land use districts, what should be their functional role, what uses should be permitted, and what should be their physical form and character?

e. What mechanisms can be used to increase the supply of housing units affordable for very low, low, and moderate income households?

f. How should existing uses which are inconsistent with an area's objectives be maintained or replaced?

g. How can the City's properties, structures, and public open spaces be designed to provide a high quality image and character for the City?

h. How can compatibility be ensured between land uses characterized by differing functions and intensities?

i. What mechanisms can be used to maintain the quality of the City's built environment?

j. What mechanisms can be used to ensure the maintenance of environmental quality in the City?

In response to these issues, the Land Use policy recognizes that the basic pattern of land uses of the City of Redondo Beach are established and provides for their continuation into the future. With few undeveloped parcels remaining, the policy defines the manner in which existing uses can be maintained and future development will be infilled to be compatible with these.

Fundamentally, the Land Use policy will:

a. retain existing residential neighborhoods and principal commercial districts, allowing for infill development and recycling for uses which are comparable in function and scale to existing development;

b. allow for the modest intensification of selected "key" sites which are economically underutilized or contain "marginal" uses, have the potential for achieving significant benefits to the City, and can be designed to be compatible with adjacent uses; and

c. allow for a change of use on selected sites to improve their economic viability and compatibility with adjacent uses.

The Land Use policy provides for a pattern and form of development which will maintain and enhance distinct residential neighborhoods and commercial and industrial corridors and districts. These will be differentiated by their functional role, uses, density/intensity of development, and design characteristics. Residential neighborhoods throughout the City will be maintained at essentially their existing scale and density. New housing will occur as replacement or infill within the context of densities which have been confirmed by City policy in recent years. Opportunities for increased residential development are provided for at a number of specifically targeted sites to achieve recycling objectives on a special pedestrian-oriented community character (as subsequently discussed) and for seniors and affordable units.

The fundamental pattern of commercial districts will be maintained. As examples, the Galleria at South Bay will be maintained as a regionally-oriented commercial center and the Riviera Village will be maintained as a local-oriented, pedestrian-scaled specialty commercial center.

At a number of sites, the Plan provides for a change from the existing pattern and intensity of uses. Properties containing existing development which is economically obsolete are targeted for redevelopment for another use. The recommended use has been selected to account for its compatibility with adjacent uses and the community character and potential for achieving economic benefits for the City. The Ruxton Avenue industrial area is an example of an area so designated.

Changes in the pattern of development are also recommended to achieve greater economic viability and character along extended strip corridors containing an undifferentiated and unfocused variety (or "hodge-podge") of existing development. This is a particular problem in Redondo Beach where most of the commercial development is located along the City's arterial corridors (Pacific Coast Highway, Artesia Boulevard, and Aviation Boulevard). Economic market analyses indicates that viable and healthy commercial development needs to be focused in definable and focused clusters, rather than spread continuously along corridors. In response, the Plan provides two policy mechanisms: a) Re-differentiation of the corridors into pedestrian-oriented, mixed-use, high activity, and general automobile oriented segments and b) recycling of selected properties for residential development. To stimulate the latter, residential densities are permitted which are somewhat higher than those allowed in other areas of the City.

A land use concept new to the City of Redondo Beach is the development of parcels for mixed commercial and residential use. This would, normally, involve the development of structures wherein commercial and parking uses are incorporated on the lower floors above which residential units are located.

This form of development was a staple during the formative years of the nation, where merchants lived above their ground floor retail. It has re-emerged as a viable planning and development concept in recent years, as a means to a) reduce vehicular trips and associated air pollution, providing housing opportunities in proximity to jobs, b) establish active, pedestrian-oriented districts which enhance the quality of life and vitality of the city, and c) increase the supply of moderately priced and affordable housing, without increasing the densities of traditional residential neighborhoods.

While the Plan does not mandate the development of mixed-use structures, it does permit them in a number of key activity areas of the City. These locations include the western segment of Artesia Boulevard, Torrance Boulevard and Pacific Coast Highway intersection, and southern segment of Pacific Coast Highway.

The Plan provides for the continuing long-term use of the Redondo Beach Pier and King Harbor areas for coastal-related recreational, marine, and commercial uses. It acknowledges and endorses the recent planning efforts by the City for the Pier's reconstruction and restoration as an amenity which can be used year-round by residents, as well as visitors to the City. Potential aesthetic and land use improvements, including more effective consolidation of development, are suggested for long-term consideration for the land areas of King Harbor.

Policy provides for the retention of lands for public (parks, schools, and governmental administration and capital), transportation (highways and railroad corridors), and utility (electrical generating plants and transmission corridors) uses and facilities. In recognition that the facility needs and programs of these public uses may change over time, the Plan

provides for the re-planning, re-use and redevelopment of these properties and facilities as they may become surplus and available.

2.1.2 Land Use Policy Buildout Estimate

Development in accordance with the Land Use Plan would result in an 18 percent increase in residential units (5,062 units) of which 571 units would be single-family and 4,491 units would be multi-family. Approximately 34 percent of the multi-family units (1,541) would occur in mixed-use development integrating residential with commercial.

Additionally, the total estimated capacity for additional housing units in accordance with the 6th Cycle Housing Element is 3,007, of which 1,413 units are affordable to lower income, 683 to moderate income, and 911 to above moderate or market rate.

All categories of commercial use would experience a 29 percent increase, or approximately 1,818,935 square feet additional. An estimated 23 percent of the total commercial space could be developed as a component of mixed-use developments if all areas designated for this use were to be fully developed for this purpose.

Industrial development would increase by approximately 29 percent. This represents an additional 1,863,184 square feet of development.

These estimates represent the maximum amount of development which could occur if all properties in the City were to be developed for the uses and densities prescribed by the Plan. To a certain extent, these are theoretical maximums, as many parcels which are developed at densities below those permitted are occupied by physically stable and economically viable uses which are unlikely to be recycled.

Table 1 indicates the estimated maximum amount of development which would occur in each general land use category and the changes from the existing level of development.

2.1.3 Land Use Policy Map

The key component of the Land Use policy is the attached Land Use Plan map (**Figure 4**) which depicts the permitted land use of all lands within the City of Redondo Beach. These are designated by categories of residential, commercial, mixed residential and commercial, industrial, and public use which are differentiated by the specific uses and denisties/intensities permitted.

TABLE 1

Estimated Maximum Permitted
General Plan Development Buildout

Land Use	Total Existing Development (in units) (1991)	Maximum Additional Permitted Buildout (in units) (1991-2010)	Total City-Wide Development (in units) (2010)	Total Increase in Development (in percent) (1991-2010)
RESIDENTIAL	28,161[1]	5,062	33,223	18.0
Single-family	9,236	571	9,807	6.2
Multi-family	18,925	4,491	23,416	23.7
- Free Standing	18,925	2,950	21,875	15.6
- Mixed Use	0	1,541	1,541	n/a
- 6th Cycle HE	0	2021-2029 3,007	n/a	n/a

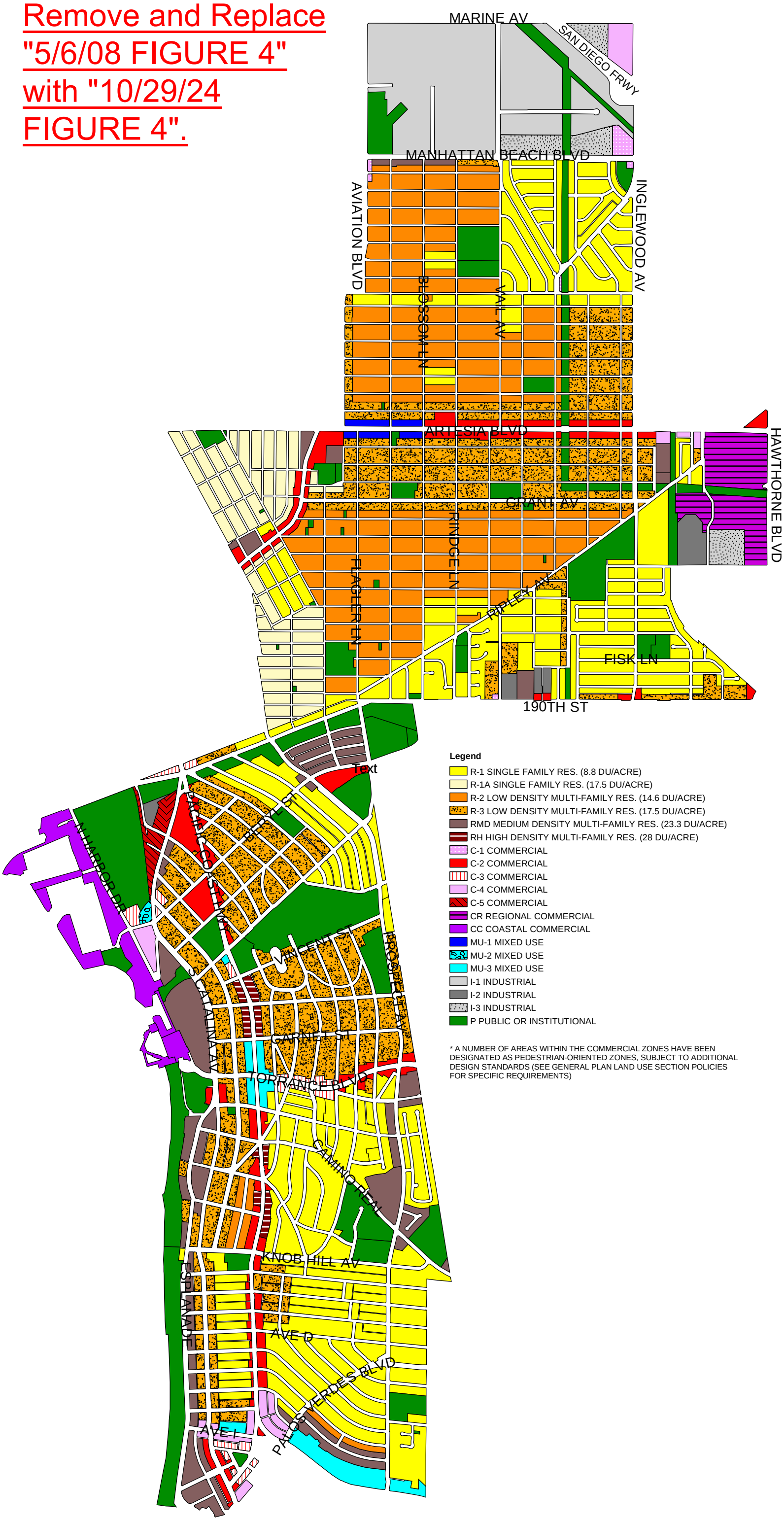
Land Use	Total Existing Development (in sq.ft.) (1991)	Maximum Additional Permitted Buildout (in sq.ft.) (1991-2010)	Total City-Wide Development (in sq.ft.) (2010)	Total Increase in Development (in percent) (1991-2010)
COMMERCIAL	6,278,011	1,818,935	8,096,946	29.0
Retail	2,161,677	833,923	2,995,600	38.5
Retail/Office	3,001,023	525,825	3,526,848	17.5
Mixed Use Retail	1,115,311	459,187	1,574,498	41.2
INDUSTRIAL	6,374,062	1,863,184	8,237,246	29.2

[1] Reduced a total of 59 units from the 28,220 unit gross existing local residential total to account for the number of units that are located on sites expected to convert to conforming commercial land uses over the life span of the updated General Plan.

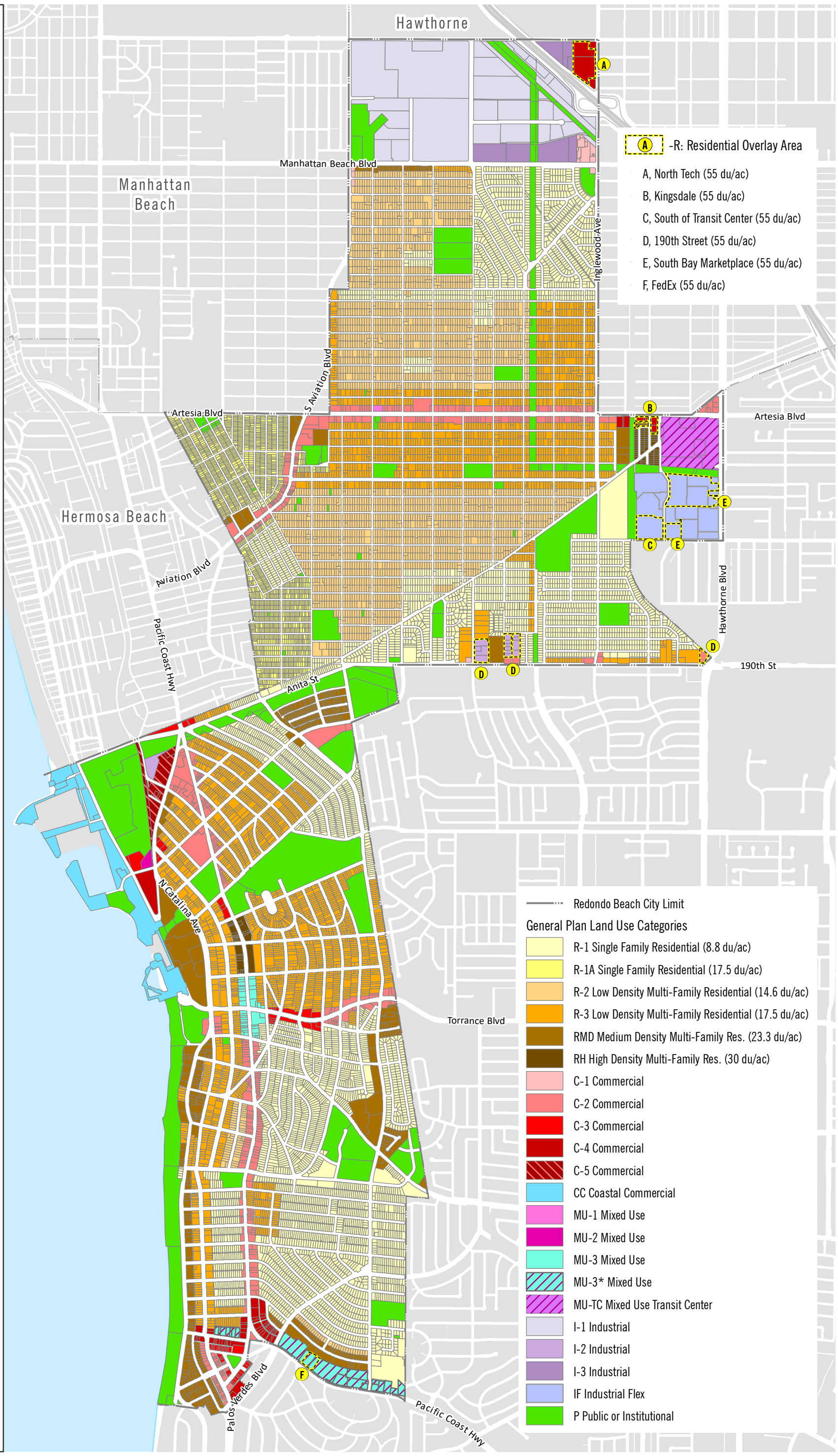
Source: Envicom Corporation, based on a calculation of the hypothetical mathematical buildout of all land uses and parcels to the maximum building density permitted under the updated General Plan.

Remove and Replace "5/6/08 FIGURE 4" with "10/29/24 FIGURE 4".

REDONDO BEACH GENERAL PLAN LAND USE MAP - 5/6/08 FIGURE 4



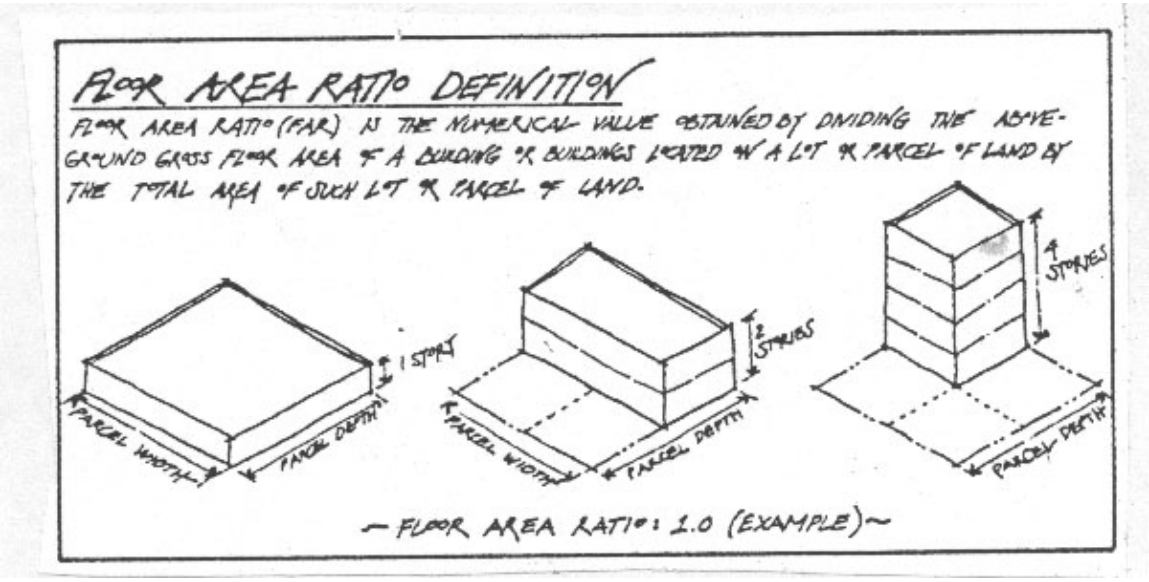
REDONDO BEACH GENERAL PLAN LAND USE MAP - 10/29/24 FIGURE 4



Data Source: The City of Redondo Beach 2024

A summary of the land use classifications and building density allowances contained within the plan is attached (**Table 2**). They are defined to account for the textual policies and standards contained in the subsequent sub-section of this Element. It should be noted that the Land Use Plan map **must** be used in concert with the policies, as the latter often prescribes development standards and requirements in greater detail than the map designations (e.g., limitations on building height). Land use classifications used in the General Plan may not directly correspond to those of the zoning ordinance.

Residential density limitations are measured by the number of units permitted on a net acre and minimum parcel size. Commercial and industrial density limitations are measured by the ratio determined by dividing the building area by the size of the lot. For example a floor area ratio of 1.0 would result by the development of a 20,000 square foot building on a 20,000 square foot site (i.e., 20,000 ÷ 20,000 = 1.0).



Though not previously used by the City of Redondo Beach, the floor area ratio (FAR) is commonly used throughout the state and is a means to satisfy legislative requirements to establish density limits on commercial properties, comparable to those traditionally imposed on residential. FAR limitations are usually related to impacts on traffic and public services and alone do not necessarily imply the resulting bulk and height. For example, as illustrated in the diagram, a constant FAR of 1.0 may result in a one-story building on 100 percent of a site, a two-story building on 50 percent of the site, or a four-story building on 25 percent of the site.

TABLE 2

Land Use Plan Classifications

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Residential		
R-1	Single-family residential units.	8.8 units per net acre; 5,000 square feet minimum lot area.
R-1-A	Single-family residential units	17.5 units per net acre; 2,500 square feet minimum lot area.
R-2	Single-family residential, duplexes, townhomes, condominiums, apartments.	14.6 units per net acre; 6,000 square feet minimum lot area.
R-3	Single-family residential, duplexes, townhomes, condominiums, apartments.	17.5 units per net acre; 5,000 square feet minimum lot area.
RMD	Single-family residential, duplexes, townhomes, condominiums, apartments.	23.3 units per net acre; 5,000 square feet minimum lot area.
RH	Single-family residential, duplexes, townhomes, condominiums, apartments.	~~28~~ 30 units per net acre.
Commercial		
C-1	Retail commercial, eating and drinking establishments, household goods, food sales, drugstores, building materials and supplies, professional offices, personal services, cultural facilities, and similar uses.	Floor area ratio: 0.35.
C-2	Same uses as C-1 and movie theaters, and overnight accommodations; except Riviera Village where no "footprint" exceeding 30,000 square feet is permitted for a single use for food sales, retail goods, or other large volume use.	Floor area ratio: 0.50
C-3	Same uses as C-2.	Floor area ratio: 0.70.
C-4	Same uses as C-2.	Floor area ratio: 1.0.

TABLE 2 (Cont.)

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Commercial		
C-5	a. Retail commercial, personal and business services, professional offices, household supply and furnishings, eating and drinking establishments, drug stores, entertainment, automobile related sales, car wash, and similar uses.	Floor area ratio: 0.70.
	b. Automobile and marine related repair (west side of Catalina Avenue).	Floor area ratio: 0.70
	c. Light industrial and wholesale uses (west side of Catalina Avenue).	Floor area ratio: 1.0.
	d. Storage and self-storage (west side of Catalina Avenue).	Floor area ratio: 1.5.
	e. Boat and recreational vehicle outdoor storage (west side of Catalina Avenue).	N/A.
~~CR~~	~~a. Regional-serving commercial and ancillary uses; department stores, promotional/discount retail, eating and drinking establishments, entertainment, movie theaters, financial institutions, and professional offices.~~	~~Floor area ratio: 1.0; provided that impacts are mitigated, architectural and site design amenities, economic benefits to the City, and public review and input~~
	~~b. Residential units on the second floor and higher integrated with commercial; provided that impacts are mitigated.~~	~~Floor area ratio: 1.5; provided that all density exceeding 1.0 is developed for residential units to a maximum density of 35 units per net acre.~~
CC	Coastal- and recreation-oriented commercial retail and service uses.	As established by the City in the Redondo Beach Pier Master Plan and the Local Coastal Program (LCP).

TABLE 2 (Cont.)

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Mixed-Use		
MU-1	a. All uses permitted in C-2, except large-scale single use food sales and retail facilities "footprints" exceeding 30,000 square feet.	Floor area ratio 0.5.
	b. Residential units on the second floor and higher integrated with commercial; provided that impacts are mitigated.	Floor area ratio: 1.5; provided that all density exceeding 0.7 is developed for residential units to a maximum density of ~~35~~ 30 units per net acre.
	c. Single-family residential, duplexes, townhomes, condominiums, apartments.	~~35~~ 30 units per net acre; minimum development site is the entire block face.
MU-2	a. All uses permitted in C-2, except large-scale single use food sales and retail facilities "footprints" exceeding 30,000 square feet.	Floor area ratio: 0.7.
	b. Residential units.	~~35~~ 30 units per net acre.
	c. Residential units on the second floor and higher integrated with commercial; provided that impacts are mitigated.	Floor area ratio: 1.5; provided that all density exceeding 0.7 is developed for residential units to a maximum density of ~~35~~ 30 units per net acre.
MU-3	a. All uses permitted in C-2, except large-scale single use food sales and retail facilities "footprints" exceeding 30,000 square feet.	Floor area ratio: 1.0.
	b. Residential units on the second floor and higher; provided that impacts are mitigated.	Floor area ratio: 1.5; provided that all density exceeding 0.7 is developed for residential units and densities exceeding 35 units per net acre (30 du/ac for MU-3 not located at Torrance Boulevard and PCH) are developed as affordable units.
Mixed-Use Transit Center (MU-TC)	Provides for an integrated mix of both community and regional serving commercial retail, service, office, entertainment, hotel and residential uses in close proximity to transit stations. Mixed-use transit center development should be of high quality and designed to be pedestrian-oriented and integrated with existing surrounding uses. This designation also allows for public uses such as libraries, parks, museums, and cultural facilities. Configurations include ground floor commercial with residential units on upper floors or stand-alone commercial, office and residential development. It is recommended that residential projects in this designation include an affordable component. Maximum FAR 1.50 and density up to and including 30 dwelling units per acre, density may increase consistent with state law for affordable units.	Max. FAR 1.50 Up to and including 30 du/ac

TABLE 2 (Cont.)

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Industrial		Floor area ratio: 0.7.
I-1	Light industrial, research and development, "office park" facilities, manufacture of spacecraft and associated aerospace systems, supporting commercial uses (e.g., restaurants, banks, copiers, and similar uses), educational and governmental facilities, and day care centers.	
I-2	Uses permitted in I1.	Floor area ratio: 1.0.
I-3	Uses permitted in I1, and building material sales, furniture stores, vehicle sales and services, maintenance and repair services, restaurants, banks, photocopies, and similar uses.	Floor area ratio: 0.7.
Industrial Flex (IF)	Provides for an integrated mix of light industrial and commercial and/or office uses such as: commercial, research and development, incubator space, creative or technology-based businesses, offices, hotel, and supporting commercial uses. The overall character in this designation is intended to create a creative/tech incubator district with supporting uses.	Max FAR 1.00
Public		
P	Governmental administrative and capital facilities, parks, schools, libraries, hospitals and associated medical offices, public cultural facilities, public open space, utility easements, and other public uses.	N/A
Overlays		
-PD	Offices shall be located at the rear or above the first floor of structures whose ground floor is occupied by pedestrian-oriented uses (e.g., retail sales and restaurants).	N/A
Residential Overlay (-R)	An overlay is a planning tool used to provide flexibility in land use designations. This designation allows uses that differ from or are in addition to, the underlying General Plan land use. This flexibility can help the City respond to State-mandated housing requirements and increase development options in different market conditions. The Residential Overlay allows residential infill projects in six areas of the City: The North Tech District, the northern portion of the Kingsdale neighborhood, the area immediately south of the city's transit center, the area south of the Galleria, several areas along 190th Street, and an area along south Pacific Coast Highway east of Palos Verdes Boulevard. The North Tech District, and the areas south of the transit center and Galleria are all located in close proximity to existing or future Metro Station stops, which provides access to existing or planned transportation alternatives. Properties with the Residential Overlay designation may be developed as the underlying land use designation (industrial, industrial flex, or commercial depending on the location) and also have the option of developing as infill residential without the need for a General Plan amendment. The Residential Overlay is intended to encourage the development of affordable housing by providing added land use flexibility that could allow for the integration of new residential housing opportunities in close proximity to transit, job centers, and commercial service centers. Residential uses in the overlay area may be stand-alone projects, horizontal mixed use, or vertical mixed use. Residential projects must have a minimum density of 20 dwelling units per acre, and they cannot exceed the maximum density identified within each overlay area.	Min. 20 du/ac Max. 55 du/ac

2.1.4 Goals, Objectives, and Policies

The following prescribes the goals, objectives, and policies for land use in the City of Redondo Beach. Programs which implement the policies are defined in the subsequent subsection of this Element. At the conclusion of each policy is listed a capital "I" and number in parentheses which refers to the pertinent implementing program.

Issue **WHAT TYPES OF LAND USE SHOULD BE PERMITTED IN THE CITY OF REDONDO BEACH?**

GENERAL

Goal *It shall be the goal of the City of Redondo Beach to:*

1A Provide for the types and mix of land uses necessary to serve the needs of existing and future residents.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.1 Ensure that lands are designated to accommodate the housing, commercial, employment, educational, recreational, cultural, social, and aesthetic needs of the residents and that they are developed to maintain and enhance the quality and character of the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.1.1 Establish land use designations to accommodate housing units of a variety of types and prices; retail, office, personal service, entertainment, and food service commercial uses; employee-generating industrial; recreational; governmental services; utility and infrastructure; and other uses required to support the population *(I1.1).*

1.1.2 Establish density limits and standards which ensure that new development maintains and enhances the overall quality of life, scale, and physical characteristics which are the City's assets *(I1.1).*

1.1.3 Establish standards which maintain and enhance the economic viability of development and fiscal well-being of the City *(I1.1).*

RESIDENT-SERVING LAND USES

Objective *It shall be the objective of the City of Redondo Beach to:*

1.2 Provide for the continuation of existing and new development of housing to meet the diverse economic and physical needs of the City's residents.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.2.1 Preserve existing single-family residential neighborhoods, in areas classified as Residential Single-Family ("R-1" and "R-1-A") on the Land Use Plan map *(I1.1)*.

1.2.2 Continue existing and allow for the development of new multi-family residential units (duplexes, townhomes, condominiums, and apartments) and single-family units, in areas classified as Multi-Family Residential ("R-2," "R-3," "RMD," and "RH") on the Land Use Plan map *(I1.1)*.

1.2.3 Allow for the development of housing types intended to meet the special needs of senior citizens, the physically challenged, and low and moderate income households in areas classified as Multi-Family Residential ("R-2," "R-3," "RMD," and "RH"), Mixed Use ("MU-1," "MU-2," and "MU-3") and ~~Commercial Regional ("CR")~~ Mixed-Use Transit Center (MU-TC), and Residential Overlay (-R) on the Land Use Plan map provided that they are designed to be compatible with adjacent residential structures and other areas designated for other categories of use provided that no substantial adverse impacts will occur *(I1.1)*.

1.2.4

Allow for the development of housing for senior citizens by permitting such housing to vary from the development standards in the zone in which it is located (subject to approval of a Conditional Use Permit and Planning Commission Design Review) in areas classified as Multi-Family Residential ("R-3," "RMD," and "RH"), Commercial ("C-2", "C-3" and "C-4"), and Mixed Use ("MU-1," "MU-2," and "MU-3") ~~and Commercial Regional ("CR")~~ on the Land Use Plan map provided that a) it is appropriate at the proposed location; b) it is located within a reasonable walking distance of commercial retail, professional, and social and community services patronized by senior citizens, or has its own private shuttle bus that will provide daily access to these services, or be within a reasonable walking distance of a bus or transit stop providing access to these services; and c) the project includes units affordable to lower-income or moderate-income households to the extent feasible.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.3 Provide for the continuation of existing and new development or recycling of commercial uses to meet the needs of the City's residents.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.3.1 Allow for the development of community-oriented retail sales (food, clothing, building materials, etc.), services (finance, repair services, personal, etc.), professional offices, and other commercial uses which provide for the needs of existing and future residents as appropriate in areas classified as Commercial ("C-1," "C-2," "C-3," "C-4", and "C-5") on the Land Use Plan map *(I1.1).*

1.3.2 Differentiate the specific mix and intensities of uses permitted in each zone based on the intended role and function of the district/area in which they are located *(I1.1).*

Objective *It shall be the objective of the City of Redondo Beach to:*

1.4 Provide for the continuation of existing and development of new land uses which contribute job opportunities for existing and future residents of the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.4.1 Allow for the development of expanded research and development, light manufacturing, aerospace, and similar uses which provide employment for City of Redondo Beach residents in areas classified as Industrial ("I-1", "I-2, ~~and~~ "I-3", and "IF") on the Land Use Plan map *(I1.1).*

1.4.2 Allow for the development of corporate and professional offices and retail commercial uses in areas designated as Commercial ("C-1," "C-2," "C-3," "C-4," "C-5," and ~~"CR"~~ "MU-TC") on the Land Use Plan map *(I1.1).*

1.4.3 Allow for the development of commercial recreation uses in the King Harbor and Pier Areas *(I1.1).*

Objective *It shall be the objective of the City of Redondo Beach to:*

1.5 Provide for the continuation of existing and development of new public service uses and facilities which meet the needs of the City's residents.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.5.1 Allow for the continuation of existing public recreational, cultural (libraries, museums, etc.), educational, institutional (governmental, police, fire, etc.), and health uses at their present location [areas classified as Public ("P") on the Land Use Plan map] and development of new uses where they complement and are compatible with adjacent land uses *(I1.1).*

1.5.2 Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial ("C-1," "C-2," "C-3," "C-4", and "C-5") and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided that they are compatible with adjacent uses *(I1.1)*.

1.5.3 Allow for the development of religious uses in the portion of the industrial zone east of Freeman Boulevard and adjacent to Manhattan Beach Boulevard provided that they are compatible in function, scale, and character with adjacent uses *(I1.1)*.

REGIONAL-SERVING LAND USES

Goal *It shall be the goal of the City of Redondo Beach to:*

1B Provide land uses which attract a regional customer base and contribute significant revenue to the City.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.6 Provide lands for and encourage the development of retail, specialty, entertainment, and similar uses which attract customers from adjacent cities and the region, as well as serving the City's residents.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.6.1 Allow for the continuation and expansion of regional-serving commercial, specialty, entertainment, and related uses at the Galleria at South Bay and adjacent properties classified as ~~Commercial Regional ("CR")~~ Mixed-Use Transit Center (MU-TC) on the Land Use Plan map *(I1.1)*.

COASTAL-RELATED LAND USES

Goal *It shall be the goal of the City of Redondo Beach to:*

1C Provide land uses which reflect and capitalize on the City's location along the Southern California coastline.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.7 Accommodate coastal-related recreation and commercial uses which serve the year-long need of the residents and visitors and are attractive and compatible with adjacent residential neighborhoods and commercial districts.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.7.1 Allow for the development of coastal-related commercial retail and service uses (fishing supplies, marine supplies, recreational equipment rentals and sales, recreational clothing, entertainment, and similar) within King Harbor, the Redondo Beach Pier, and lands classified as Coastal Commercial "CC" on the Land Use Plan map *(I1.1, I1.3).*

1.7.2 Allow for the continued operation and enhancement of King Harbor *(I 1.1, I1.3, I1.13).*

1.7.3 Allow for the operation and maintenance of the Pier as a recreational asset for the City and region; ensuring a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts *(I1.1, I1.3, I1.14).*

1.7.4 Allow for the continued use of the City's public beaches for coastal recreational uses *(I1.1, I1.3, I1.15).*

PUBLIC INFRASTRUCTURE

Goal *It shall be the goal of the City of Redondo Beach to:*

1D Provide for the development of public infrastructure to support existing and future residents, businesses, recreation, and other uses.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.8 Commit lands for the continued operation of public infrastructure which supports residents, businesses, and visitors and protects them from environmental hazards.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.8.1 Allocate lands for the continuation and expansion of public streets and highways in accordance with the Master Plan of Streets and Highways, as defined in the Transportation and Circulation section of the General Plan *(I1.1, I1.2).*

1.8.2 Allow for the continuation of utility corridors, easements, and facilities (sewer, water, energy, storm drainage, telecommunications, and other) to provide for existing and future land use development in areas classified as Public ("P") on the Land Use Plan map *(I1.1).*

1.8.3 Provide lands for the expansion of public infrastructure as necessary to maintain the level of service for the City's residents and accommodate future development *(I1.1).*

1.8.4 Develop plans and programs for the reuse of infrastructure and utility properties and easements should they no longer be required for their intended operations *(I1.1).*

CONTROL OF HIGH-IMPACT USES

Goal *It shall be the goal of the City of Redondo Beach to:*

1E Ensure that the types of land uses developed in the City complement and do not adversely affect the quality of life and health of the City's residents, businesses, and visitors.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.9 Control the development of land uses which may adversely impact the character of the City and quality of life of its residents.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.9.1 Control the development of industrial and other uses which use, store, produce, or transport toxics, generate unacceptable levels of noise, air emissions, or contribute other pollutants; requiring adequate mitigation measures confirmed by environmental review *(I1.1, I1.8).*

1.9.2 Control the location and number of adult bookstores and businesses, game arcades, and similar "high-impact" uses, based on proximity to residences, schools, religious facilities, and parks in accordance with legislative and legal requirements *(I1.1, I1.8).*

1.9.3 Require Police Department review of uses which may be characterized historically by high levels of nuisance (noise, nighttime patronage, and/or rates of criminal activity); providing for conditions of control of use to prevent adverse impacts on adjacent residences, schools, religious facilities, and similar "sensitive" uses *(I1.1, I1.8, I1.9).*

Issue **HOW SHOULD LAND USES BE DISTRIBUTED THROUGHOUT THE CITY?**

Goal *It shall be the goal of the City of Redondo Beach to:*

1F Maintain the fundamental pattern of existing land uses, preserving residential neighborhoods and commercial and industrial districts, while providing opportunities for intensification or reuse of selected sub-areas which improve the definition of centers of community activity and identity.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.10 Provide for new land use development and adaptive reuse which is reflective of and complements the overall pattern and scale of existing development, infills vacant and underutilized parcels, and offers the opportunity for the evolution and intensification and/or reuse of selected sub-areas as distinctly identifiable activity centers of the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.10.1 Accommodate existing land uses and new development in accordance with the Land Use Plan map of the General Plan *(I1.1).*

1.10.2 Permit the adjustment of land use classification boundaries to coincide with legal parcel boundaries, provided that land use compatibility is maintained, the integrity of each land use district is maintained, and adverse impacts (traffic, noise, etc.) of the boundary adjustment do not result or can be adequately mitigated *(I1.1, I1.2).*

1.10.3 Permit the establishment of mixed-use zones where appropriate to provide flexibility in the boundary line between zones with different land use classifications in order to permit creative solutions for establishing compatibility between the differing uses *(I1.1).*

Issue **WHAT SHOULD BE THE FUNCTIONAL ROLE, PERMITTED USES, AND PHYSICAL FORM AND CHARACTER OF THE CITY'S LAND USE DISTRICTS?**

RESIDENTIAL DEVELOPMENT

Goal *It shall be the goal of the City of Redondo Beach to:*

1G Maintain existing residential neighborhoods and provide opportunities for the development of additional housing to provide for the diverse needs of the population.

SINGLE-FAMILY RESIDENTIAL NEIGHBORHOODS

Historically, Redondo Beach has been mostly a low density, single-family residential community. While some areas have transitioned to multiple-family development, the areas

that have remained "R-1" are now firmly established as permanent single-family neighborhoods. It is the intent of the General Plan to preserve these traditional single-family areas, and to institute protections regarding the character and quality of new development.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.11 Provide for the retention and maintenance of residential neighborhoods which are primarily developed with single-family houses and ensure that new development is compatible with the character of evolving neighborhoods.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses, Density, and Height

1.11.1 Accommodate the development of single-family residential units at a maximum density of 8.8 units per net acre on parcels of a minimum of 5,000 square feet and height of 30 feet (two stories) in areas designated as "R-1." Accommodate the development of single-family units on existing legal parcels of less than 5,000 square feet.*(I1.1, I1.2).*

1.11.2 Accommodate the development of single-family residential units at a maximum density of 17.5 units per net acre on parcels of a minimum of 2,500 square feet and height of 30 feet (two stories) in areas designated as "R-1-A." Accommodate the development of single-family units on existing legal parcels of less than 2,500 square feet.*(I1.1, I1.2).*

Design and Development

1.11.3 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

1.11.4 Require that new residential development be compatible with evolving neighborhoods, utilizing design considerations such as:

a. use of complementary building materials, colors, and forms, while allowing flexibility for distinguished design solutions; and

b. limitation of building volume and bulk so that it does not adversely affect the character of evolving neighborhoods *(I1.1, I1.10, I1.18).*

1.11.5 Require that single-family residential units and sites be designed to convey a high level of quality and character, utilizing design considerations such as:

a. modulation and articulation of building elevations, facades, and masses (avoiding undifferentiated “box-like” structures);

b. incorporation of a well-defined roofline;

c. inclusion of recessed entries and/or porches;

d. use of extensive site landscape to complement the architectural design of the structure;

e. minimization of amount and width of the paving of front yards for driveway and garage access; and

f. location and design of garages so that they do not dominate the street frontage, except in areas designated as “R-1-A” *(I1.1, I1.10, I1.18).*

1.11.6 Require, in areas where alleys currently exist and driveways from the street frontage have not been developed on a significant number of parcels, that parking access be from these unless infeasible *(I1.1).*

1.11.7 Allow the incorporation of a third parking space, developed in tandem, in an enclosed garage for larger residential units *(I1.1).*

LOW DENSITY MULTI-FAMILY RESIDENTIAL NEIGHBORHOODS

These areas, designated "R-2" and "R-3," are intended to accommodate multiple-unit housing developments, while still maintaining a lower density character. The maximum "R-2" density of 14.6 units per acre allows two units on a 6,000 square foot lot, and the maximum "R-3" density of 17.5 units per acre allows two units on a 5,000 square foot lot.

Most of these areas were originally developed with single-family homes and have been allowed to transition to two or three condominium units on a lot to encourage revitalization and to meet a diversity of housing needs. Even though multi-family development is permitted, it is desired to maintain a lower density, single-family type of character through architectural design and limits on density.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.12 Provide for the retention and maintenance of the existing scale and character of multi-family residential neighborhoods which are characterized by a predominance of one- and two-story attached units, duplexes, and condominiums.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses, Density, and Height

1.12.1 Accommodate the development of multi-family residential units at a maximum density of 14.6 units per net acre on parcels of a minimum of 6,000 square feet and height of 30 feet (two stories) in areas designated as "R-2." Accommodate the development of single-family units on existing legal parcels of less than 6,000 square feet *(I1.1, I1.2).*

1.12.2 Accommodate the development of multi-family residential units at a maximum density of 17.5 units per net acre on parcels of a minimum of 5,000 square feet and height of 30 feet (two stories) in areas designated as "R-3." Accommodate the development of single-family units on existing legal parcels of less than 5,000 square feet *(I1.1, I1.2).*

1.12.3 Prohibit the consolidation of parcels to create large scale building masses and volumes in areas designated as "R-2" and "R-3," except that consolidation of parcels shall be allowed in areas designated "R-3" west of Pacific Coast Highway provided that the front-facing street frontage of the consolidated lots does not exceed 100 linear feet *(I1.1, I1.2).*

Design and Development

1.12.4 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

1.12.5 Require that residential projects be designed to convey the visual character of single-family residential neighborhoods and a high quality character, utilizing design considerations such as:

a. maintenance of a front yard setback comparable to single-family residential neighborhoods;

b. location of the elevation of the first occupiable floor at or in proximity to the predominant grade elevation, precluding the visibility of subterranean parking along the street elevation;

c. use of building materials, colors, and forms which complement the neighborhood, while allowing flexibility for distinguished design solutions;

d. modulation and articulation of all building elevations, conveying the visual character of individual units rather than a singular building mass and volume;

e. use of a well-defined roofline;

f. inclusion of separate and well-defined entries on the exterior building facade for each residential unit which are designed to convey the visual character of individual identity;

g. inclusion of recessed entries and/or porches; and

h. siting and design of parking areas and facilities to be integrated with and not dominate the architectural character of the structure;

i. use of extensive site landscape; and

j. minimization of amount and width of the paving of front yards for driveway and garage access *(I1.1, I1.7, I1.18).*

MEDIUM DENSITY MULTI-FAMILY RESIDENTIAL NEIGHBORHOODS

These areas, designated "RMD" are intended to provide more affordable multiple-family housing opportunities, including both apartments and condominiums. The maximum density of 23.3 units per acre allows up to four units on a 7,500 square foot lot.

One of the major concerns expressed in the development of the General Plan was controlling residential density levels. Because of this, the "RMD" designation was only applied to areas mostly built out at an overall density exceeding 23.3 units per acre.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.13 Provide for the retention, maintenance, and development of multi-family residential units which convey a distinctive residential neighborhood quality.

Policies *It shall be the policy of the City of Redondo Beach to:*

<u>Permitted Uses, Density, and Height</u>

1.13.1 Accommodate the development of multi-family residential units at a maximum density of 23.3 units per net acre on parcels of a minimum of 5,000 square feet and a maximum height of 30 feet (two stories) in areas designated as “RMD." Accommodate the development of single-family units on existing legal parcels of less than 5,000 square feet *(I1.1, I1.2).*

Design and Development

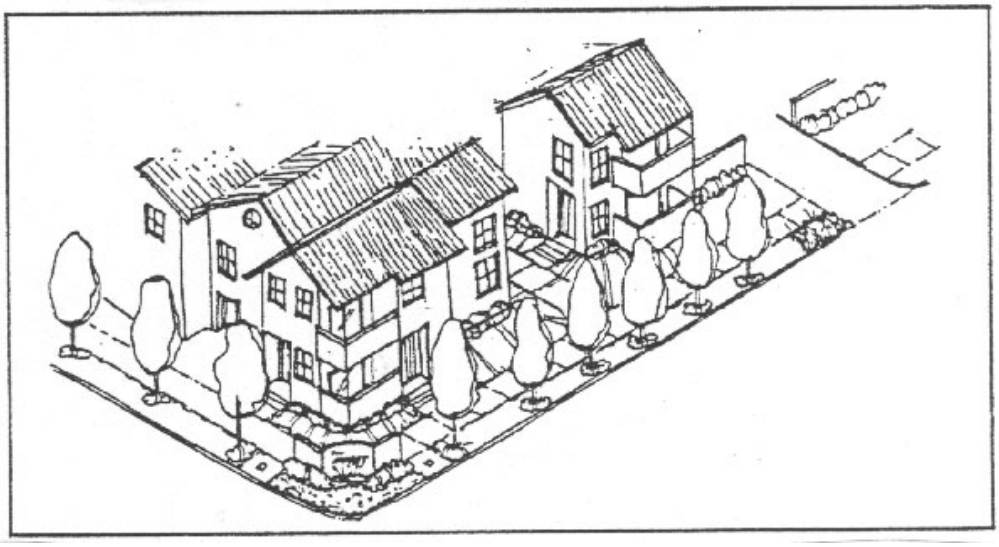
1.13.2 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

1.13.3 Require that multi-family residential projects be designed to convey a high quality and distinctive neighborhood character, in accordance with Policy 1.12.5 and the following modifications:

a. maintenance of a landscaped front yard setback in accordance with sub-section "a," though not necessarily to the depth or standards typical of a single-family neighborhood;

b. inclusion of recessed entries and/or porches for each unit (in accordance with sub-section "g") are encouraged, but not mandated; and

c. inclusion of separate and well-defined entries to convey the visual character of individual identity for each residential unit, which may be developed from interior courtyards and common areas, rather than exterior facades *(I1.1, I1.10, I1.18).*



1.13.4 Require the provision of on-site open space amenities and design of these to be accessible and of sufficient size to be usable by tenants *(I1.1).*

HIGH DENSITY MULTI-FAMILY RESIDENTIAL NEIGHBORHOODS

These areas, designated "RH," allow higher density multiple-family housing at a maximum density of ~~28~~ 30 units per acre. The areas designated "RH" are located along certain portions of Pacific Coast Highway. These areas were previously zoned commercial, but were determined to have potential for higher density residential development. Reference should be made to Pacific Coast Highway, Sub-Areas 5 and 6 for more details regarding the reasons for designating these areas "RH."

Objective *It shall be the objective of the City of Redondo Beach to:*

1.14 Provide for the retention, maintenance, and development of high density multi-family residential units to provide for the housing needs of existing and future populations, including the children of existing residents and retired heads of household, and which convey a distinctive residential neighborhood quality.

Policies It shall be the policy of the City of Redondo Beach to:

Permitted Uses, Density, and Height

1.14.1 Accommodate the development of multi-family townhomes, condominiums, and apartments at a maximum density of ~~28~~ 30 units per net acre and a maximum height of 35 feet and (three stories) or 30 feet and two stories (as specified) in areas designated as “RH." (I1.1, I1.2).

Design and Development

1.14.2 Require that projects be designed and developed to achieve a high level of quality and distinctive character, and compatibility with existing uses and development in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) (I1.1, I1.10, I 1.18).

1.14.3 Require that multi-family residential projects be designed to convey a high quality and distinctive neighborhood character, in accordance with Policy 1.13.3 (I1.1, I1.10, I1.18).

1.14.4 Require the provision of on-site open space amenities and design of these to be accessible and of sufficient size to be usable by tenants (I1.1).

COMMERCIAL AND INTEGRATED COMMERCIAL AND RESIDENTIAL MIXED-USE DEVELOPMENT

Goal *It shall be the goal of the City of Redondo Beach to:*

1H Continue and enhance existing commercial districts which contribute revenue to the City and are compatible with adjacent residential neighborhoods.

ARTESIA BOULEVARD

General Corridor

Artesia Boulevard is the main commercial corridor of North Redondo. It originally developed as a typical "strip" commercial street with mostly one-story buildings with adjacent surface parking. Many of the older buildings have parking located in the rear, while more recent developments have parking located in the front and/or side.

Typical for a commercial street of its era, Artesia Boulevard still tends to be a collection of small individual developments, many of which lack physical coordination with adjoining properties. Because of this, a focus has been placed on revitalization through coordinated improvements and development. The City is undertaking an ambitious improvement program to create an attractive, coordinated appearance along the entire length of the corridor.

In addition to establishing policies to assure quality design, the principal strategy for Artesia Boulevard is to divide the corridor into four sub-areas. This has been done in an attempt to change Artesia Boulevard from a long, largely undifferentiated corridor into distinct sub-areas, each with its own functional and design emphasis. Each sub-area was developed to be compatible with the prevailing character of existing development and to enhance trends that were already occurring.

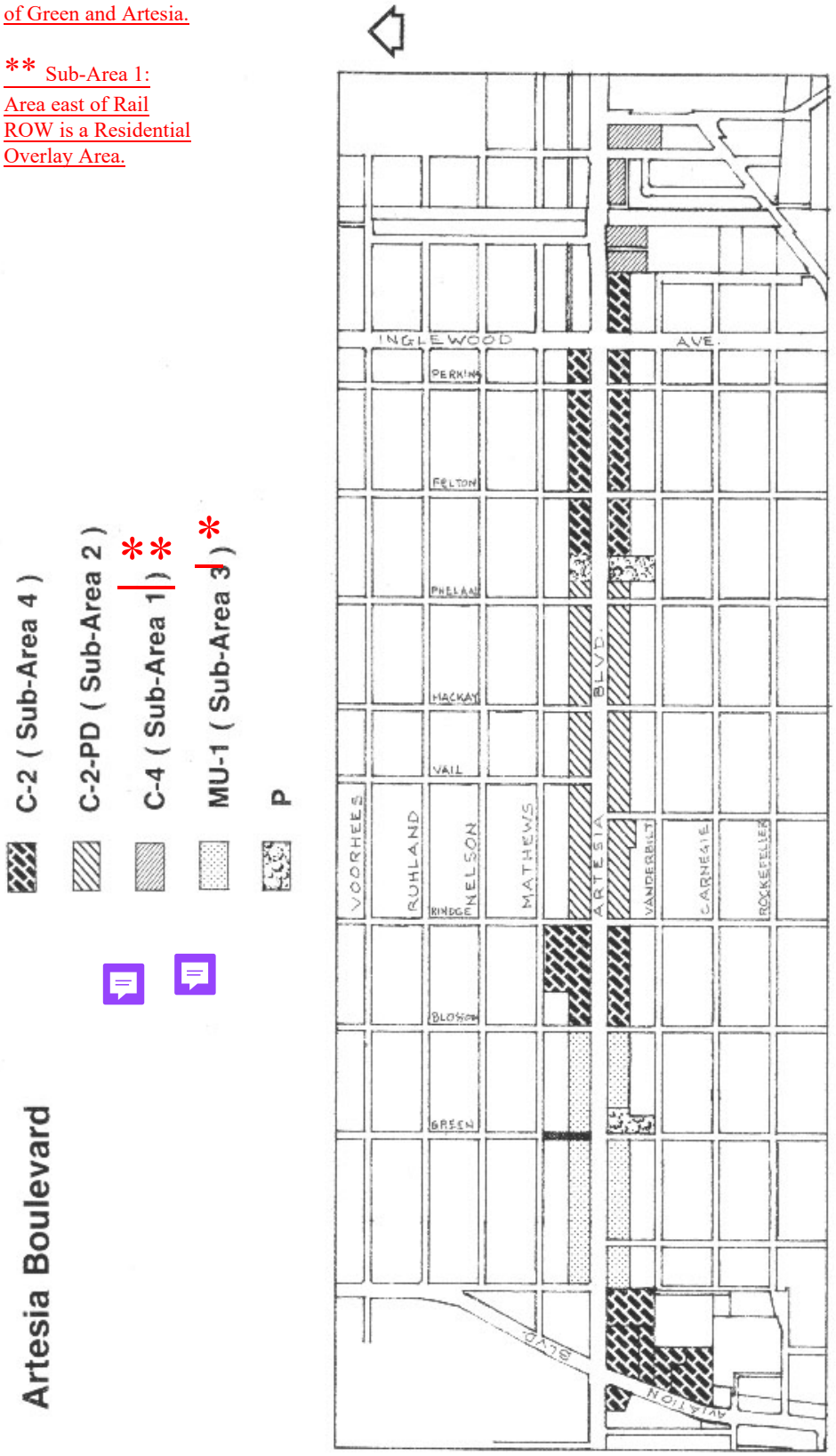
The implementation of these sub-areas should allow future development in each area to be more coordinated and compatible, while creating a discernible pattern of diversity as one travels the length of the corridor.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.15 Provide for the evolutionary development of Artesia Boulevard into four distinct sub-areas which reflect and reinforce the existing primary activity areas and adjacent land uses, are oriented and accessible to the needs of nearby residents, and differentiated by use, density/intensity, and physical form and character.

* Sub-Area 3: All MU-1 to C-2 except the northeast corner of Green and Artesia.

** Sub-Area 1: Area east of Rail ROW is a Residential Overlay Area.



Policies *It shall be the policy of the City of Redondo Beach to:*

Function and Permitted Uses

1.15.1 Accommodate land uses and provide for a physical form and scale of development which differentiates Artesia Boulevard into the four following sub-areas:

a. East of Ruxton Lane: developed as a higher intensity transitional area to the Galleria at South Bay (Sub-Area 1). This area includes a Residential Overlay Area;

b. Phelan Lane to Rindge Lane: developed as a pedestrian-oriented community-serving commercial "village" (Sub-Area 2);

c. Blossom Lane to west of Flagler Lane: developed as a mixed-use node, integrating residential with community-serving commercial uses (Sub-Area 3). All areas designated MU-1 are amended to C-2, with the exception of the northeast corner of Green Lane and Artesia Blvd; and

d. Remaining areas: mix of highway- and community-oriented commercial uses (Sub-Area 4) *(I1.1)*.

1.15.2 Publicly initiate and allow for the private sector development of municipal or shared parking lots, which incorporate bicycle storage facilities, along the street frontages to provide for joint use of adjacent commercial properties and allow for the incorporation of commercial uses into the structure along the street frontage (except for areas required for access) *(I1.1, I1.16)*.

1.15.3 Provide for the continued use of existing parking lots which extend to Mathews Avenue and Vanderbilt Lane, ensuring their compatibility with adjacent residences *(I1.1)*.

Design and Development

1.15.4 Implement the Artesia/Inglewood Public Improvement Project, including the incorporation of street trees, landscape (planters), street furniture (benches, trash receptacles, newsracks, etc.), street and crosswalk paving, lighting, public signage, and other appropriate elements *(I1.17)*.

1.15.5 Improve the design and landscape of the Artesia Boulevard median *(I 1.17)*.

1.15.6 Install signage or other visual elements to distinctly identify the entries to the Artesia Boulevard commercial corridor *(I1.17)*.

1.15.7 Integrate improvements which facilitate transit use of Artesia Boulevard, such as bus shelters and recessed access points *(I1.17).*

1.15.8 Require that the renovation of existing structures or new development on sites where parking lots currently extend to Mathews Avenue and Vanderbilt Lane restrict their access to Artesia Boulevard, unless there are no feasible alternatives, and that areas facing, abutting, or exposed to residential areas be extensively landscaped to include a screen wall incorporating evergreen plant material (covering a majority of the wall within a one year period) *(I1.1).*

1.15.9 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

Sub-Area 1: Galleria at South Bay Transitional Area-East of Ruxton Lane

Compared to the rest of the Artesia Boulevard corridor, the Galleria presents a substantial contrast in the character and scale of development. In recognition of this, the area immediately to the west of the Galleria, designated "C-4," is intended to function as a transitional area between the Galleria and the Artesia corridor. The area's nearness to the Galleria Transit Station and the general higher level of activity in the vicinity makes a higher intensity of development (1.0 maximum floor area ratio) in this area appropriate and compatible.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.16 Provide for the development of the parcels east of the hypothetical northern extension of Ruxton Lane corridor for uses which are transitional to (in type and scale) the Galleria at South Bay.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

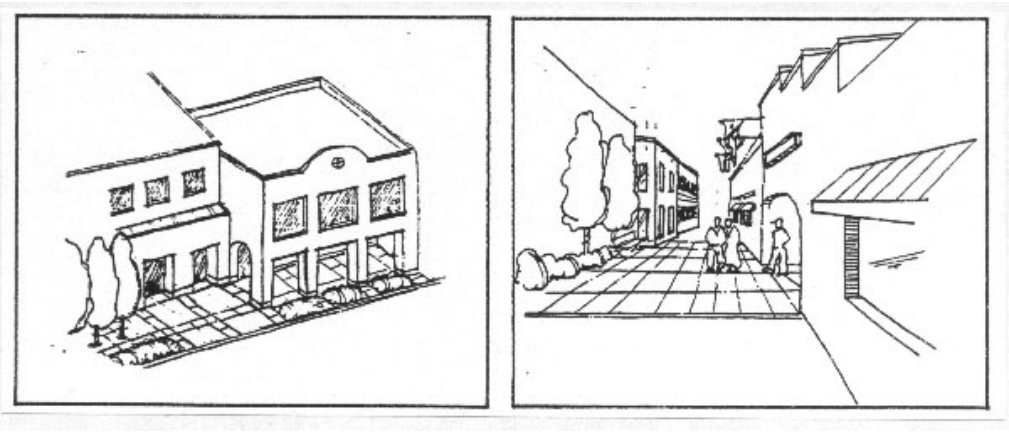
1.16.1 Accommodate a mix of retail and service commercial, household supply and furnishings, eating and drinking establishments, food sales, drug stores, professional offices, art and cultural facilities, overnight accommodations, and similar uses which serve local and regional residents on parcels designated as "C-4" *(I1.1).* Permit development of affordable housing within the "Residential Overlay Area."

Density/Intensity and Height

1.16.2 Permit development to a maximum intensity of a floor area ratio of 1.0 and height of three stories (45 feet) *(I1.1).*

Design and Development

1.16.3 Require that building elevations above the second floor be set back from the street facing facade for the first 30 feet of property depth to minimize impacts of height and bulk on abutting sidewalks and streets *(I1.1).*



1.16.4 Establish physical and visual streetscape connections to the South Bay Galleria, which may include consistent street trees, signage, lighting, and other distinctive elements *(I1.1, I1.17).*

Sub-Area 2: Pedestrian-Oriented, Community-Serving Commercial Center-Phelan to Rindge Lane

This three-block section in the central portion of the corridor has been designated as an area with a "pedestrian-oriented" design character ("C-2-PD"). As it implies, "pedestrian-oriented" design is intended to create an environment that will foster pedestrian circulation among businesses once a person has arrived in the area. Pedestrian-oriented areas are considered to be desirable in certain locations both as a means to provide diversity in design character and to provide a different type of shopping experience and environment.

Pedestrian-orientation is accomplished through policies related to design and permitted uses. In terms of design, buildings are to be located close to the sidewalk to provide interest and stimulation to pedestrians, and to de-emphasize the presence of autos. Design details such as signs and windows are also specifically geared to the pedestrian view.

In terms of uses, emphasis is placed on commercial businesses that are not strictly destination-oriented, or uses that can generate walk-in business. Typical examples would include book stores, apparel stores, specialty retail, restaurants and food stores. Offices,

which tend to be more destination-oriented, are only allowed toward the rear or above the ground floor of buildings.

It is important in pedestrian-oriented areas for adjoining developments to be designed in a coordinated manner that will promote a continuation of pedestrian circulation along the street and between the developments. Related to this, pedestrian-oriented areas usually need to be confined to a somewhat limited area since persons are generally not willing to circulate long distances on foot (i.e. more than a few blocks from where they have parked).

A final criteria is that an area should already possess some of the elements that are reflective of pedestrian-orientation. In the case of this segment of Artesia Boulevard, a large proportion of the existing buildings are situated close to the sidewalk. In addition, the character of many of the businesses are compatible with pedestrian-oriented areas. Because of this, future development should work together with existing development to promote and enhance a pedestrian-oriented character.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.17 Provide for the development of uses which predominantly serve and are accessible to local residents, create a distinctive pedestrian activity area of the City, and are compatible with adjacent residential neighborhoods.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.17.1 Accommodate a mix of commercial uses which provide for the needs of nearby residents (as defined by Policy 1.16.1) and enhance pedestrian activity on parcels designated as "C-2-PD" *(I1.1).*

1.17.2 Accommodate professional, finance, insurance, real estate, and other offices at the rear or on the second level of structures whose ground floor frontage is occupied by pedestrian-active retail or similar uses on parcels designated as "C-2-PD" *(I1.1).*

1.17.3 Encourage the development of outdoor dining and other similar uses which do not impede pedestrian circulation on the sidewalks *(I1.1).*

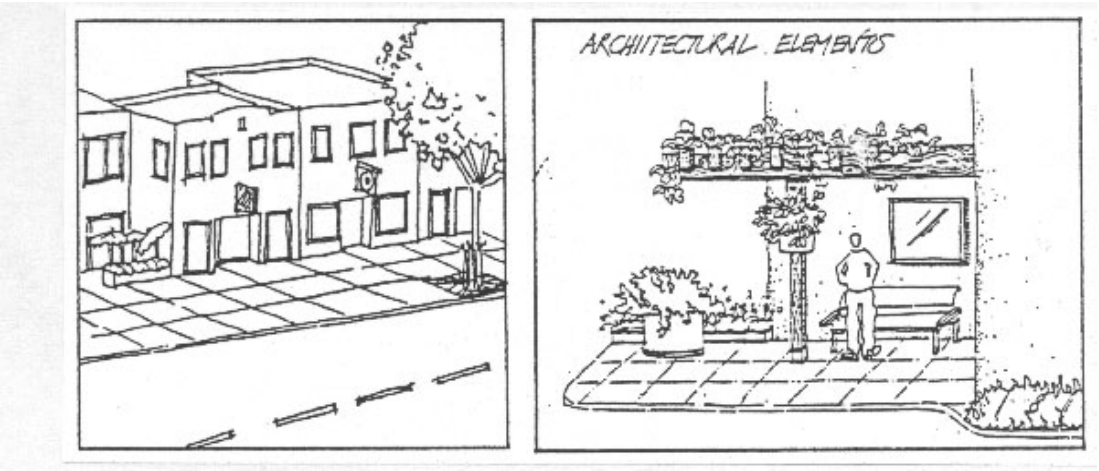
Density/Intensity and Height

1.17.4 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two stories (30 feet) *(I1.1).*

Design and Development

1.17.5 Require that buildings be sited and designed to enhance pedestrian activity along the sidewalks, including the following standards:

a. siting of a minimum of 50% of the linear frontage of the building within proximity to the sidewalk to maintain a "building wall" character, except for areas contiguous with the structure used for outdoor dining or courtyards;



b. assurance that the front setbacks are visually and physically accessible to pedestrians, except as may be required for security;

c. incorporation of landscape (hardscape and softscape) which visually distinguishes the site and structure (planted beds, planters, window boxes, and other elements);

d. provision of visually and physically transparent building elements (windows, door, etc.) along the majority of the ground elevation;

e. incorporation of arcades and other recesses along the street elevation to provide visual relief and interest;

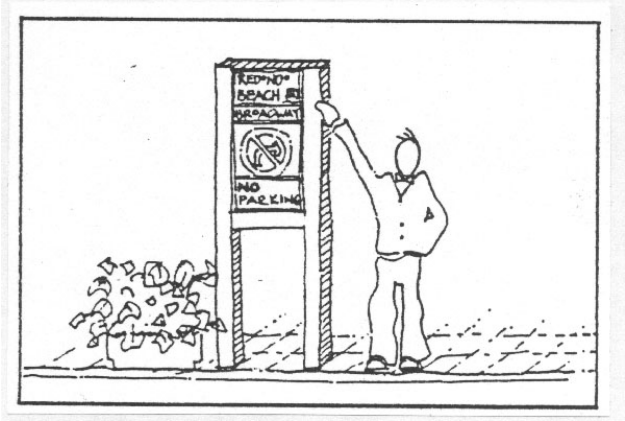
f. extensive articulation of the building facade and use of multiple building volumes and planes;

g. use of roofline and height variations to break up the massing and provide visual interest;

h. visual differentiation of upper from lower floors;

i. distinct treatment of building entrances; and

j. use of pedestrian-oriented projecting and other signage *(I1.1, I1.7, I 1.18)*.



Sub-Area 3: Mixed-Use Corridor-Blossom to West of Flagler Lane

This area is amended to C-2 and only subject to C-2 standards/policies of Sub-Area 4 with the exception of the existing mixed use project located at the northeast corner of Green Lane and Artesia Blvd. This section only applies to the remaining MU-1 designated property.

This is one of several areas within the City that has been designated for "mixed use." The mixed use designation permits commercial development by itself (and is therefore a commercial designation), but also permits the option of constructing residential units on the upper floors of a development with commercial uses on the ground floor. To complement the incorporated residential units, an emphasis is placed on a "pedestrian-oriented" character of the commercial component as described under the preceding sub-area.

The concept of mixing commercial and residential uses has been gaining in popularity in many cities. Traditional planning practice has dictated that residential uses should be physically separated and buffered from other types of "conflicting" uses. More recent experience, however, has shown that when properly planned and designed, mixed use developments can create a unique and positive environment for residents and businesses alike.

In mixed use developments, residential units are located and designed to provide sufficient privacy and security, while commercial uses are located and designed to provide easy accessibility and good visibility to the public.

While separated in this manner, the two types of uses also enjoy the benefits of their mutual proximity. For residents, they have the convenience and added dimension of having desirable retail businesses within a short walk. For businesses, they can draw vitality from having a "round-the-clock" source of patronage. This adds a type of "energy" to a development that would not exist if it were strictly commercial.

There are also several other potential benefits of mixed use development. These include (1) enhancing the opportunities for redevelopment of an area that may be currently lacking in vitality; (2) introducing a new and interesting form of development into the city; (3)

increasing affordable housing opportunities and providing an alternative type of housing; and (4) helping to curb traffic congestion by decreasing the need for automobile trips.

This segment of Artesia Boulevard was designated for mixed use primarily because it is in substantial need of revitalization, and mixed use is viewed as a viable means of achieving this. Within this area only ("MU-1"), an option has also been provided for strictly residential development, provided that the entire side of a block is developed for this use. This is intended to provide yet another option for the revitalization of this area.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.18 Provide for the development of local-serving pedestrian-oriented commercial uses and integration of multi-family residential on the upper floors or in intervening clusters along the corridor, provided that they are compatible with adjacent commercial uses.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.18.1 Accommodate the development of pedestrian-oriented retail, professional office, and other related land uses as permitted by Policies 1.16.1 and 1.17.2 on parcels designated as "MU-1" *(I1.1).*

1.18.2 Accommodate residential uses on the second floor or higher of structures developed with commercial uses on the lower levels on parcels designated as "MU-1" *(I1.1).*

1.18.3 Allow for the development of multi-family residential uses where the entirety of the block frontage is developed for this use on parcels designated as "MU-1" *(I1.1).*

Density/Intensity and Height

1.18.4 Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of 0.5 and height of two stories (30 feet) *(I1.1).*

1.18.5 Permit the development of mixed-use structures integrating residential with commercial uses to a maximum intensity of a floor area ratio of 1.5 and three stories (45 feet), providing that:

a. all floor area exceeding the ratio of 0.7 is developed for residential units;

b. the maximum residential density does not exceed 35 units per net acre; and

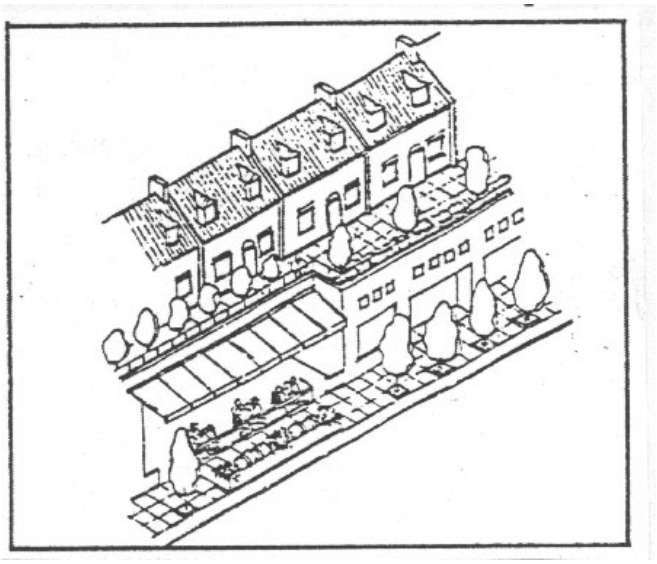
c. a minimum floor area ratio of 0.3 is developed for commercial uses *(I1.1).*

1.18.6 Permit the development of sites exclusively for residential uses to a maximum density of 35 units per net acre and three stories (45 feet) provided that the entire designated block frontage is developed for this use *(I 1.1).*

Design and Development

1.18.7 Require that commercial and mixed-use structures be designed to promote pedestrian activity in accordance with Policy 1.17.5 *(I1.1, I1.7, I 1.18).*

1.18.8 Require that mixed-use (commercial and residential) structures be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, and automobile access) and provide adequate amenities for residential occupants *(I1.1, I1.7, I1.18).*



1.18.9 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1).*

1.18.10 Require that sites developed exclusively for residential use incorporate elements to ensure their compatibility with adjacent commercial uses, including the following:

a. buffer the residential from the commercial use by the use of walls, landscape, horizontal and vertical setbacks;

b. adequately mitigate the noise, traffic, and lighting impacts of adjacent commercial uses;

c. provide passive recreation open space on-site;

d. provide adequate security; and

e. prevent impacts on the integrity and continuity of other commercial uses *(I1.1, I1.7, I1.8).*

1.18.11 Require that projects developed exclusively for residential use be designed and sited to convey a high quality character in accordance with Policy 1.13.3 *(I1.1, I1.7, I1.18).*

1.18.12 Require that sites exclusively developed for residential use provide on-site open space amenities which are designed and sized to be accessible to and usable by tenants *(I1.1).*

Sub-Area 4: Community- and Highway-Related Corridors-Remaining Areas

This sub-area, designated "C-2," is actually three separate segments interspersed between the other sub-areas. This area is intended to accommodate basic "highway commercial" development. Although this sub-area does not feature any unique standards, it helps to create a differentiated pattern of development along the length of the Artesia Boulevard corridor. This sub-area also provides for commercial uses such as auto-related uses and "stand-alone" offices that are also needed to serve the full range of community needs.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.19 Provide for the development of uses which predominantly serve and are accessible to local residents and compatible with adjacent residential neighborhoods.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.19.1 Accommodate a mix of retail, professional office, and similar uses in accordance with Policy 1.16.1 which principally provide for the needs of nearby residents on parcels designated as "C-2" *(I1.1).*

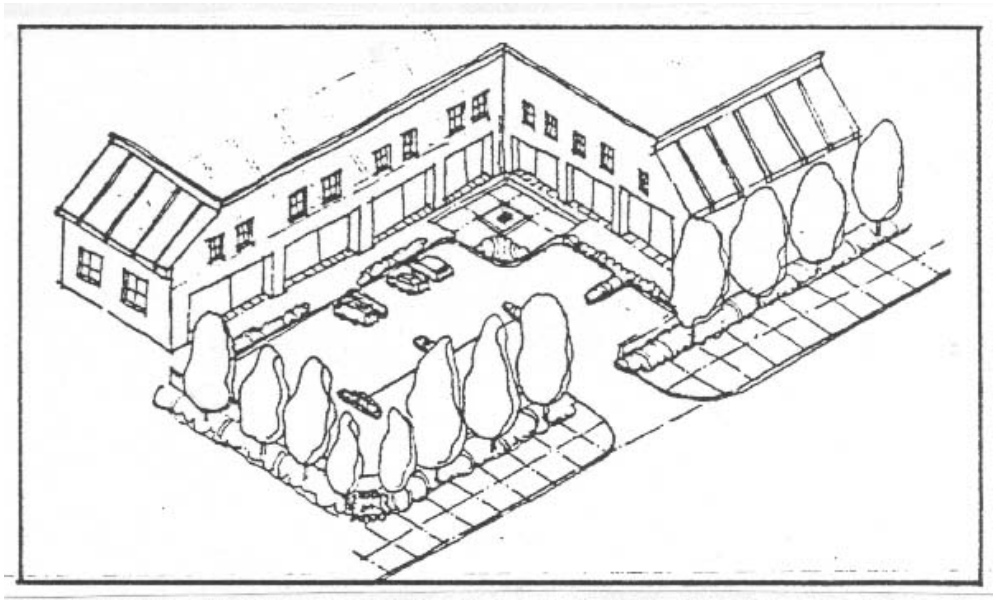
Density/Intensity and Height

1.19.2 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two stories (30 feet) *(I1.1).*

Design and Development

1.19.3 Require that structures sited on or within proximity to street frontage property lines incorporate adequate fixed and permanent landscape elements, possibly including planters, window boxes, or other elements *(I1.1, I1.7, I1.18).*

1.19.4 Require that a landscaped strip or berm, where feasible, be developed along property line frontages where the building is separated from the sidewalk by parking or an extensive setback, which shall contain trees and/or shrubs in addition to groundcover to provide three-dimensional visual character *(I1.1, I1.7, I1.18).*



PACIFIC COAST HIGHWAY

General Corridor

Pacific Coast Highway is South Redondo's main commercial street and north-south artery. Previously, almost the entire length of Pacific Coast Highway was under one commercial zoning designation. In the development of the General Plan, one of the objectives for Pacific Coast Highway was to differentiate sections of the corridor in terms of both the types and intensities of uses. The intent of this strategy was to (1) provide aesthetic relief and contrast along this long linear corridor, and (2) enhance the economic vitality of the corridor by "breaking up" the supply of land for different uses.

The economic study prepared for the General Plan showed that there was too much commercial development capacity in relation to forecasted demand. By changing some portions of Pacific Coast Highway to multiple-family residential, this creates a better balance between the supply of land and the economic demand for commercial and residential uses.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.20 Provide for the evolutionary development of Pacific Coast Highway into distinct sub-areas which reflect and reinforce the existing primary activity areas and adjacent land uses, are oriented and accessible to the needs of nearby residents, and differentiated by use, density/intensity, and physical form and character.

Policies *It shall be the policy of the City of Redondo Beach to:*

Function and Permitted Uses

1.20.1 Accommodate land uses and provide for a physical form and scale of development which differentiates Pacific Coast Highway into the following sub-areas:

a. East of Palos Verdes Boulevard: developed as a mixed-use node, integrating residential with community-serving retail and office commercial uses (Sub-Area 1);

b. East side of Pacific Coast Highway, Palos Verdes Boulevard to Avenue G: developed as a high intensity community-serving commercial area (Sub-Area 2);

c. Avenues A through H: developed as a low rise, low intensity neighborhood- and community-serving, pedestrian-oriented commercial "village" (Sub-Area 3);

d. Knob Hill Avenue to Avenue A and Diamond Street to 190th/Anita Street: developed for community- and highway-oriented commercial uses (Sub-Area 4);

e. Garnet Street to Vincent Street: developed for higher density residential to "break" the continuity of the commercial corridor and provide increased housing opportunities (Sub-Area 5);

f. Knob Hill Avenue to Ruby Street: developed for community- and highway-serving commercial uses or multi-family residential uses (Sub-Area 6);

g. Torrance Boulevard intersection and abutting properties: developed as a higher intensity mixed-use node, integrating residential with community-serving pedestrian-oriented retail and office commercial uses (Sub-Area 7);

h. West side of Pacific Coast Highway, Vincent Street to Diamond Street: developed as a mixed-use node, integrating residential with office and retail commercial, capitalizing on its adjacency to the Civic Center (Sub-Area 8); and

i. Anita Street/190th Street intersection: community- and highway-serving commercial node (Sub-Area 9) *(I1.1, I1.16).*

1.20.2 Publicly initiate and allow for the private sector development of municipal or shared parking lots, which incorporate bicycle storage facilities, along the street frontages to provide for joint use of adjacent commercial properties and allow for the incorporation of commercial uses into the structure along the street frontage (except for areas required for access) *(I1.1, I1.16).*

Design and Development

1.20.3 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

1.20.4 Require that structures located on Pacific Coast Highway be sited and designed to minimize viewshed impacts from inland residential areas, as feasible *(I1.1).*

1.20.5 Establish and implement a comprehensive plan for the upgrade of Pacific Coast Highway's streetscape to incorporate street trees, landscape (planters), street furniture (benches, trash receptacles, newsracks, etc.), street and crosswalk paving, lighting, public signage, and other appropriate elements, as permitted by Caltrans *(I1.17).*

1.20.6 Install signage or other visual elements to distinctly identify the entries and specific districts and nodes of the Pacific Coast Highway corridor *(I 1.17).*

1.20.7 Integrate improvements which facilitate transit use of Pacific Coast Highway, such as bus shelters and recessed access points *(I1.17).*

Sub-Area 1: Mixed-Use Node-Palos Verdes Boulevard and South

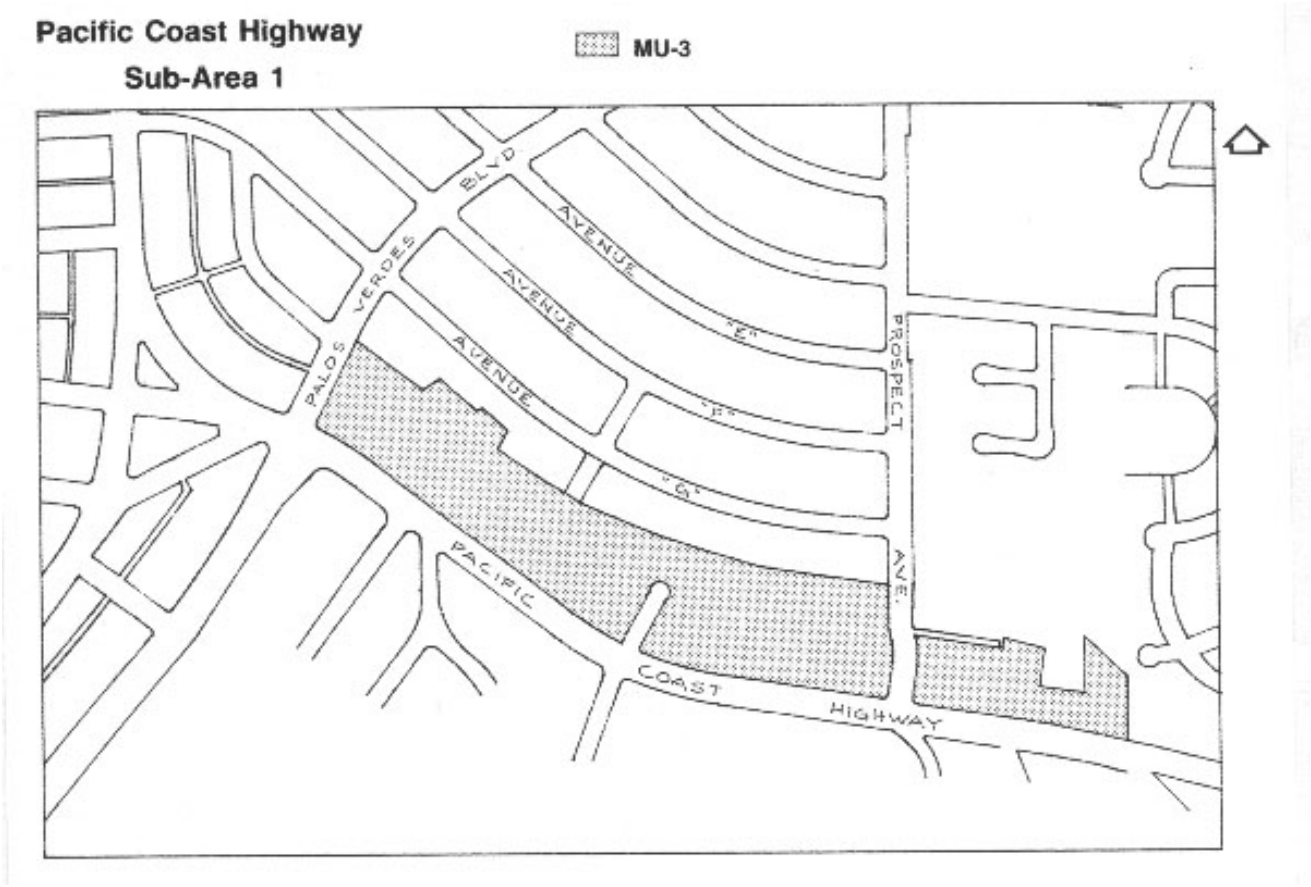
For a general discussion of mixed use development, see Artesia Boulevard: Sub-Area 3.

This area was designated for mixed use development ("MU-3") primarily because of its physical suitability for development of this scale. In particular, this area features lot depths in excess of 300 feet and is adjoined to the rear by high density apartment complexes situated at a higher elevation. Because of these factors, this area is more capable of supporting larger scale, higher intensity development without creating undue impacts. This fairly large area also provides a significant opportunity for the production of new affordable multiple-family housing.

The standards for this area include a few differences from other mixed use areas. These are (1) residential units can be developed on the ground floor of buildings located behind buildings with ground floor commercial uses; and (2) the minimum commercial floor area ratio of 0.3 applies only the first 130 feet of property depth. These standards were instituted since it was not felt to be economically or physically practicable to extend commercial uses entirely to the rear of these relatively deep sites.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.21 Provide for the development of community-serving retail and office commercial and mixed-use projects integrating residential with commercial uses southeast of Palos Verdes Boulevard as a primary activity center of the City.



Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.21.1 Accommodate the development of pedestrian-oriented retail, professional office, and related land uses as permitted by Policies 1.16.1 and 1.17.2 on parcels designated as "MU-3" *(I1.1)*. This area also includes a "Residential Overlay Area".

1.21.2 Accommodate residential uses according to the following standards:

a. along the street frontage: on the second floor or higher of structures developed with commercial uses on the lower levels; and

b. structures located behind street-facing mixed retail and residential buildings: on any floor (including the ground floor) or on the second level or higher with retail or parking located on the ground floor *(I 1.1)*.

c. Within the "Residential Overlay Area" projects are subject to the "Residential Overlay" standards as defined in "Table 2".

Density/Intensity and Height

1.21.25 Permit development subject to "Residential Overlay" standards as defined in "Table 2".

1.21.3 Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of 1.0 and height of two stories (30 feet) *(I1.1)*.

1.21.4 Permit the development of mixed-use structures integrating residential with commercial uses to a maximum intensity of a floor area ratio of 1.5 and three stories (45 feet), providing that:

a. all floor area exceeding the ratio of 0.7 is developed for residential units;

b. the maximum residential density for "market-rate" units does not exceed 35 units per net acre;

c. residential densities exceeding ~~35~~ 30 units per net acre shall be developed for units affordable for low and moderate income households; and

d. a minimum floor area ratio of 0.3, applied to the first 130 feet of property depth from Pacific Coast Highway, is developed for commercial uses. (This shall not be interpreted to limit the siting of commercial uses to the first 130 feet of lot depth) *(I 1.1)*.

Design and Development

1.21.45 Require development within the "Residential Overlay Area" to the Design and Development standards as defined in "Table 2".

1.21.5 Require that commercial and mixed-use structures be designed to promote pedestrian activity in accordance with Policy 1.17.5 *(I1.1, I1.7, I 1.18).*

1.21.6 Require that mixed-use structures be designed to mitigate potential conflicts in accordance with Policy 1.18.8 *(I1.1, I1.7, I1.18).*

1.21.7 Require that new development be sited and designed to convey a "village" character, including the:

a. siting of structures on common pedestrian walkways, courtyards, and other open spaces;

b. incorporation of arcades and other setbacks along the street frontage;

c. use of multiple building volumes and masses to reduce the "sense" of large scale "boxes" and create a visual fabric of multiple buildings;

d. incorporation of extensive facade modulation and articulation and design details;

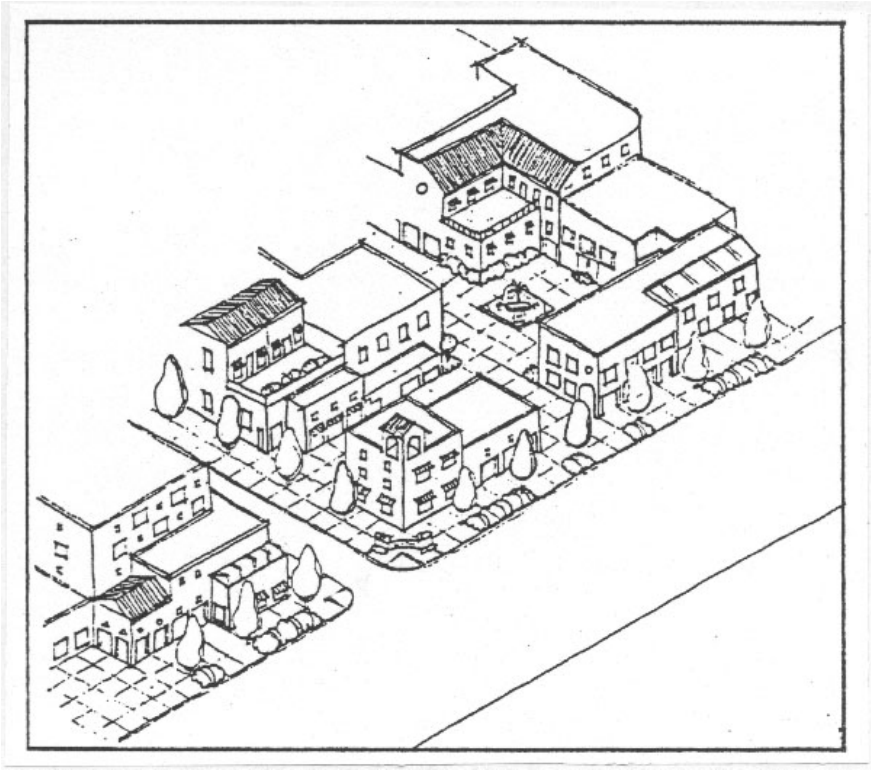
e. use of roofline and height variations to break up massing and provide visual interest;

f. use of unified architectural design styles;

g. clear identification of building entrances;

h. extensive use of landscape (planting beds, raised planters, containers, or window boxes) which provides a three-dimensional character; and

i. use of pedestrian-oriented signage (e.g., projecting signs) *(I1.1, I1.7, I 1.18).*



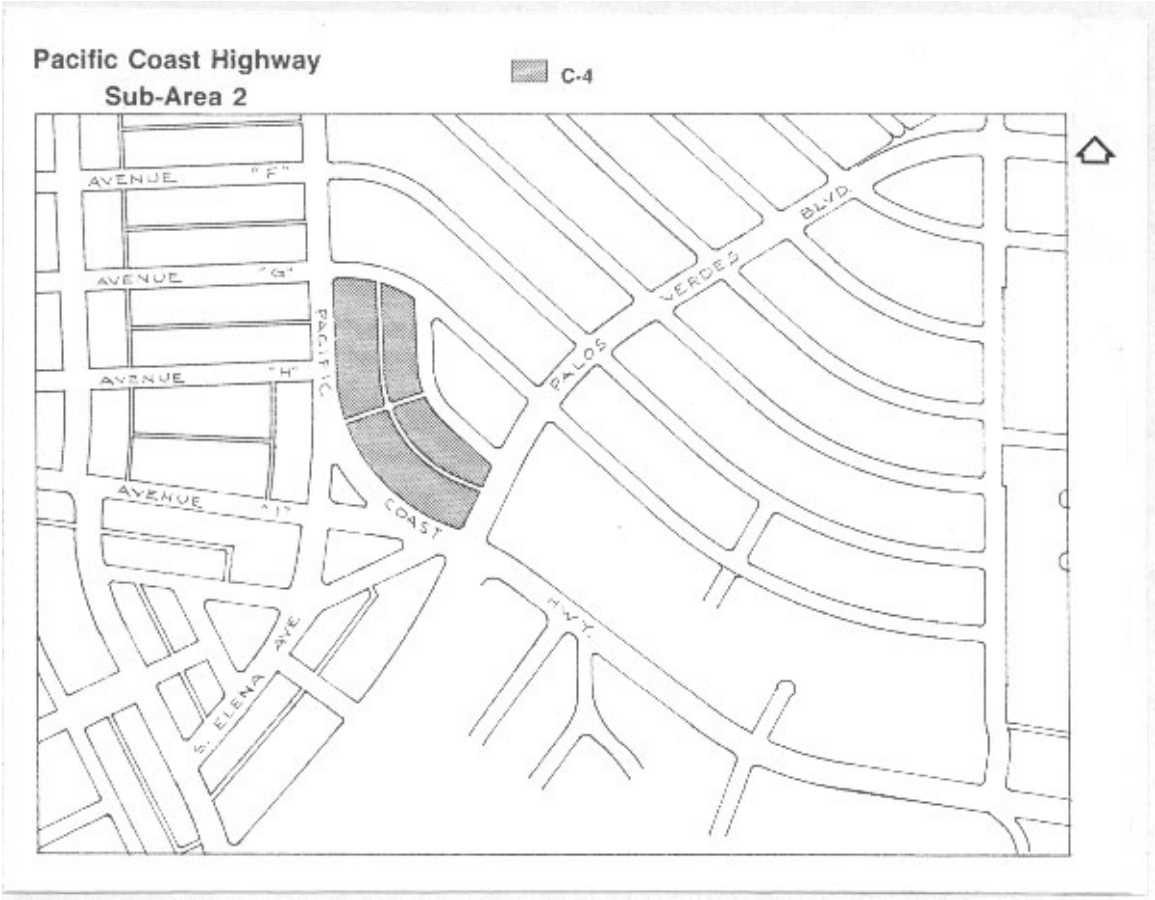
1.21.8 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1).*

<u>Sub-Area 2: High Intensity Community Commercial-East Side, Palos Verdes Boulevard to Avenue G</u>

This area was designated for commercial uses ("C-4") at a higher floor area ratio (1.0) primarily because of its relatively large parcel sizes. This should generally make it easier to assemble sites of the size necessary to comfortably support development of this intensity.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.22 Provide for community- and highway-oriented commercial uses on the east side of Pacific Coast Highway, between Palos Verdes Boulevard and Avenue G.



Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.22.1 Permit retail service and office commercial uses in accordance with Policy 1.16.1 on parcels designated as "C-4" *(I1.1).*

Density/Intensity and Height

1.22.2 Permit development to a maximum intensity of a floor area ratio of 1.0 and height of two stories (30 feet) *(I1.1).*

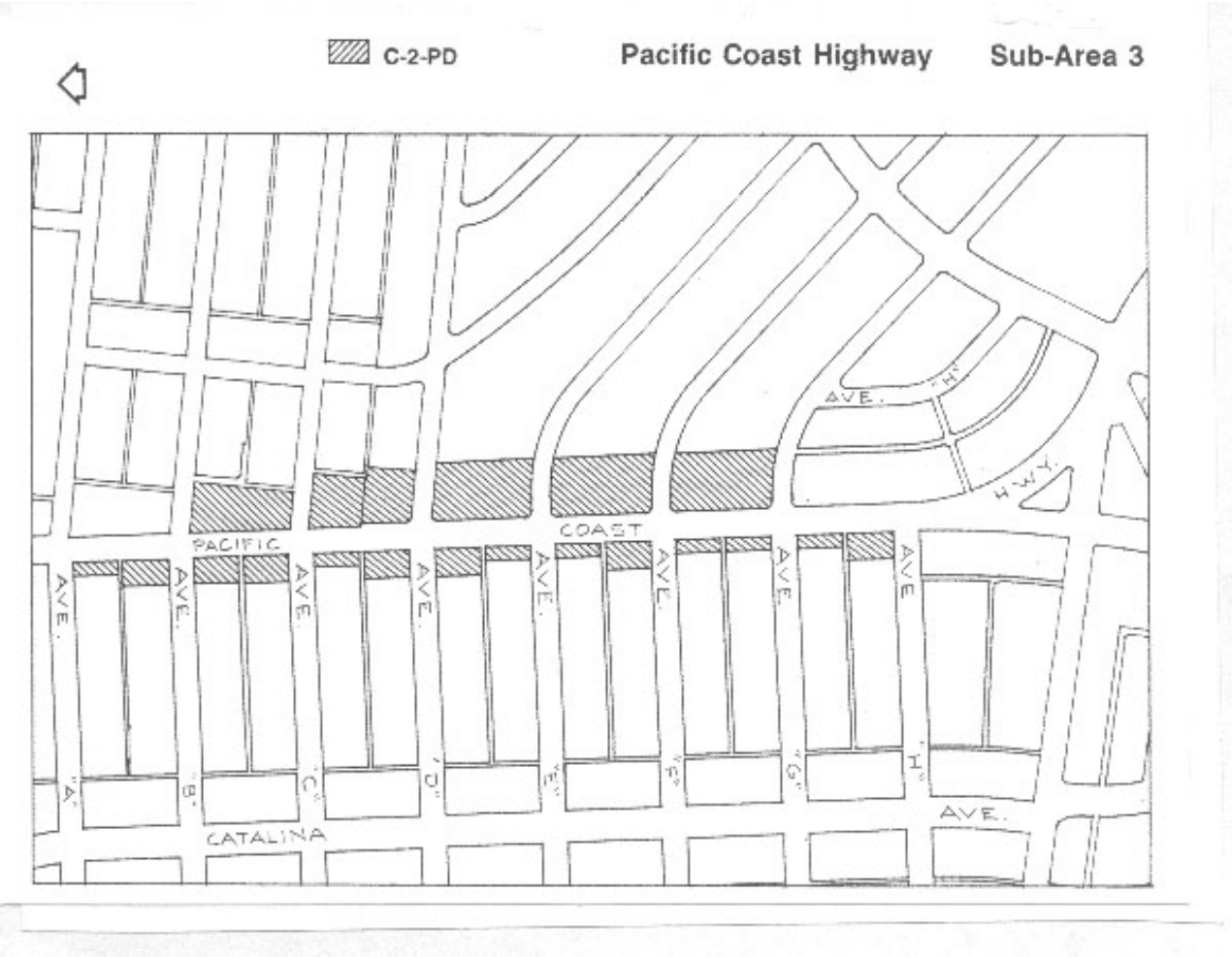
Design and Development

1.22.3 Require that a landscaped setback be developed along the Avenue H frontage to act as a visual buffer with adjacent residential units *(I1.1).*

1.22.4 Require that new development be sited and designed to convey a "village" character, in accordance with the requirements of Policy 1.21.7 *(I1.1, I1.7, I1.18).*

<u>Sub-Area 3: Low Intensity, Pedestrian-Oriented Commercial Village-Avenues A through H</u>

The primary objective for this area, designated "C-2-PD," is to maintain and enhance the modest scale, pedestrian-oriented type of development that currently exists. Along this stretch of Pacific Coast Highway, almost all of the buildings have been built close to the sidewalk. This situation helps to encourage pedestrian circulation along the sidewalk and between businesses. The design and development policies for this area will assure that future development will continue to promote and enhance the existing scale and character of development.



Objective *It shall be the objective of the City of Redondo Beach to:*

1.23 Provide for community- and neighborhood-oriented commercial uses in a pedestrian scaled "village" environment which serves the needs and are compatible with adjacent residential neighborhoods.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.23.1 Accommodate community- and neighborhood-oriented commercial uses in accordance with Policies 1.16.1 through 1.17.2, except those which require large scale and volume buildings and are incompatible with the intended "village" character of the Avenues on parcels designated as "C-2-PD" *(I1.1).*

Density/Intensity and Height

1.23.2 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) *(I1.1).*

Design and Development

1.23.3 Require that development be sited and designed to convey a low-rise "village" character, including the:

a. incorporation of arcades or other setbacks along the street frontage;

b. extensive use of landscape (trees, shrubs, and groundcover), providing a three-dimensional visual character;

c. incorporation of extensive facade modulation and articulation and design details; and

d. use of roofline and height variations to break up massing and provide visual interest *(I1.1, I1.7, I1.16).*

1.23.4 Require that buildings be sited and designed to enhance pedestrian activity along the sidewalks, in accordance with Policy 1.17.5 *(I1.1, I1.7, I 1.18).*

1.23.5 Implement streetscape improvements along the sidewalks including, but not limited to the use of decorative/aesthetic materials and colors for crosswalks and/or sidewalks, distinctive public signage, street trees, street furniture, and similar elements *(I1.17).*

Sub-Area 4: Community and Highway Oriented Corridors-Avenue A to Knob Hill Avenue, Diamond Street to Anita Street, and Pearl Street to Ruby Street

These segments of the Pacific Highway corridor have been designated to continue with low-intensity, highway-oriented commercial development ("C-2

The segment between Diamond and Anita Streets, on the east side of the street, warranted some special consideration because of the number of small lots and odd triangular-shaped blocks. These circumstances have made it difficult to assemble building sites of the size and shape usually needed to facilitate new commercial development. This will continue to constrain the area's development potential in the future.

The most readily available way to overcome these obstacles to new development is through the use of redevelopment laws. While there has been past community resistance to the use of redevelopment, it is also recognized that meaningful revitalization of this area will be very difficult to achieve without it. A policy has therefore been adopted to consider the use of redevelopment in future attempts to revitalize this area.

Reference should also be made to the Harbor/Civic Center Specific Plan, Pacific Coast Highway Sub-Area, Zones 1 and 2, which establishes additional standards and policies for the portion of this area between Diamond Street and Anita/Herondo Streets.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.24 Provide for the development of community- and highway-oriented commercial uses which are accessible to local residents and compatible with adjacent residential areas.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

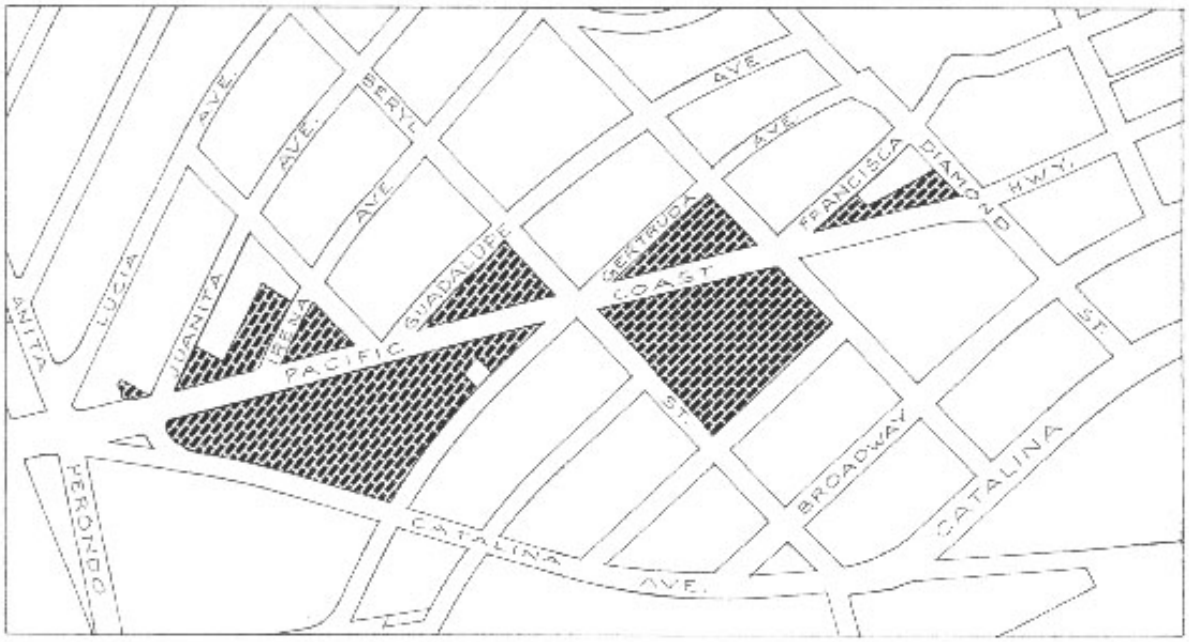
1.24.1 Accommodate retail and office commercial, restaurant, and other uses in accordance with Policy 1.16.1 on parcels designated as "C-2" *(I1.1).*

Density/Intensity and Height

1.24.2 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) *(I1.1).*

Pacific Coast Highway
(Sub-Area 4)
(North Portion)

C-2



Pacific Coast Highway
(Sub-Area 4)
(South Portion)

C-2

Design and Development

1.24.3 Require that extensive landscaping be incorporated along the sidewalk frontage in accordance with Policies 1.19.3 and 1.19.4 *(I1.1).*

1.24.4 Require that development be sited and designed to convey a low-rise "village" character as prescribed in Policy 1.23.3 *(I1.1, I1.7, I1.18).*

1.24.5 Consider the authorities of California Redevelopment Law as a mechanism to revitalize the parcels on the east side of Pacific Coast Highway between Diamond Street and Anita Street, including the aggregation and reconfiguration of parcels for higher economic use and improved compatibility with adjacent residential uses *(I1.12).*

Sub-Area 5: Residential Clusters- Garnet Street to Vincent Street

The most significant change in land use designations along Pacific Coast Highway occur within Sub-Areas 5 and 6, where the general commercial designation has been changed to multiple-family residential ("RH"). There were several reasons for making this change.

Pacific Coast Highway has historically been zoned as a continuous commercial corridor. The economic study prepared for the General Plan, however, indicated that there was a surplus of commercially-zoned property along the corridor in relation to demand. This imbalance has likely contributed to depressing the potential for new commercial development. Reducing the amount of commercially-zoned property should help to enhance the development potential of the property that remains commercial.

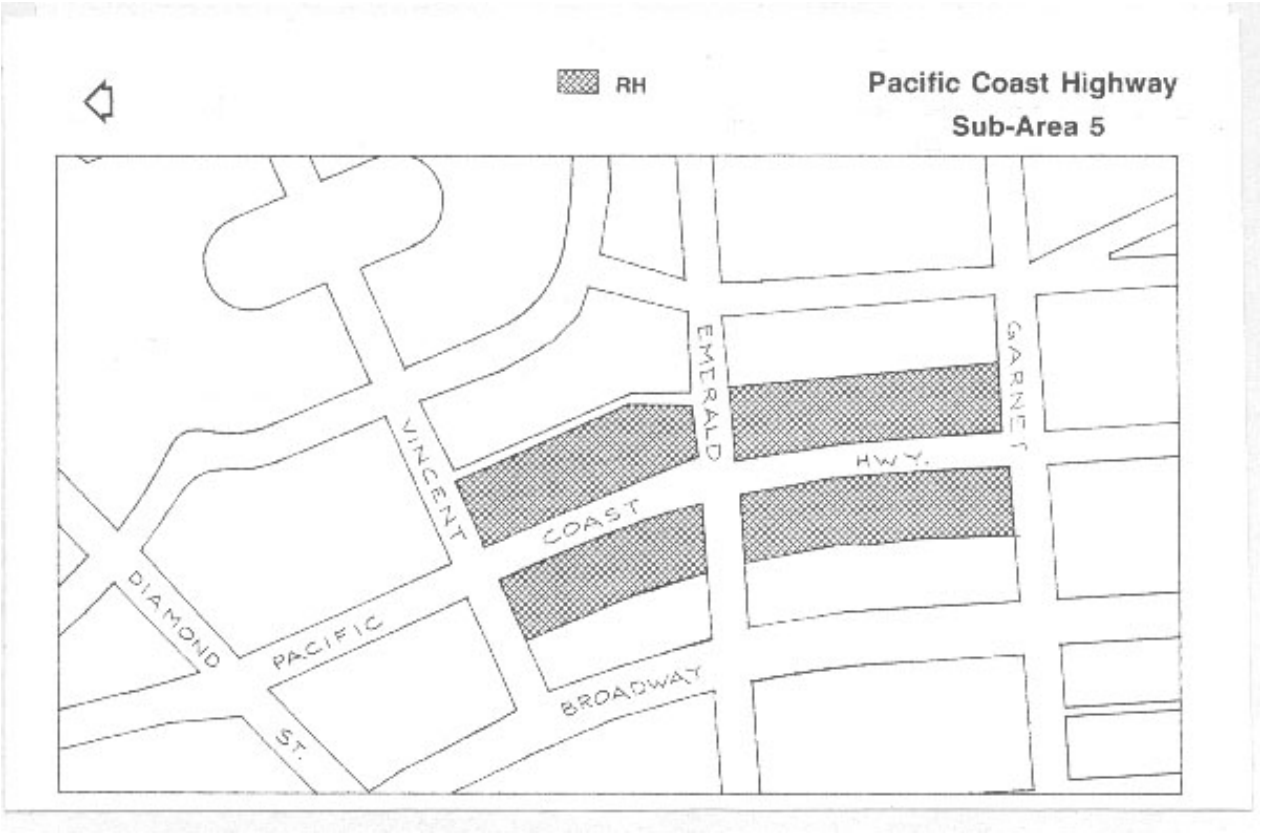
Conversely, there is a significant need for and lack of sites for new multiple-family housing in the City. Pacific Coast Highway presents a viable location for this while avoiding the need to increase densities within established residential neighborhoods. Based on these factors, the portions of Pacific Coast Highway that were designated "RH" are areas where there is currently little commercial investment and where residential and institutional uses already exist.

In addition to enhancing opportunities for both commercial and residential development, residential development along segments of Pacific Coast Highway will help to break up the long, monotonous commercial corridor and add new visual interest.

Reference should also be made to the Harbor/Civic Center Specific Plan, Pacific Coast Highway Sub-Area, Zones 4 and 5A, which establishes additional standards and policies for this area.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.25 Provide for the development of residential units as "clusters," interrupting the continuity of the commercial "strip" along Pacific Coast Highway and providing additional housing opportunities.



Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.25.1 Accommodate the development of residential units (townhomes, condominiums, and apartments) on parcels designated as "RH" *(I1.1).*

1.25.2 Accommodate the development of community-serving commercial uses on the McCandless site adjacent to Pacific Coast Highway *(I1.1).*

Density/Intensity and Height

1.25.3 On parcels designated as "RH" permit development of residential units to a maximum density of ~~28~~ 30 units per net acre and three stories (35 feet) *(I1.1).*

1.25.4 Allow a maximum of 52.0 dwelling units per acre for senior citizen, affordable and/or low-moderate income housing, on the McCandless site (between

Emerald Street and Garnet Street). Notwithstanding any policy in the General Plan to the contrary, lots or parcels may be combined on the McCandless site where such combination is in conjunction with a project for senior citizen, affordable and/or low-moderate income housing *(I1.1)*.

1.25.5 On a maximum of 56,000 square feet of the McCandless site adjacent to Pacific Coast Highway, permit the inclusion of community-serving commercial uses at a maximum 0.5 floor area ratio *(I1.1)*.

Design and Development

1.25.6 Require that residential units and sites be designed to convey a high quality character, in accordance with Policies 1.13.3 and 1.18.12 *(I1.1, I1.7, I 1.18)*.

1.25.7 Require that the residential sites be designed to be compatible with adjacent commercial development along Pacific Coast Highway, in accordance with Policy 1.18.10 *(I1.1)*.

1.25.8 Require that commercial uses on the McCandless site be designed and sited to ensure compatibility with on-site adjacent residential uses *(I1.1, I1.7, I1.18)*.

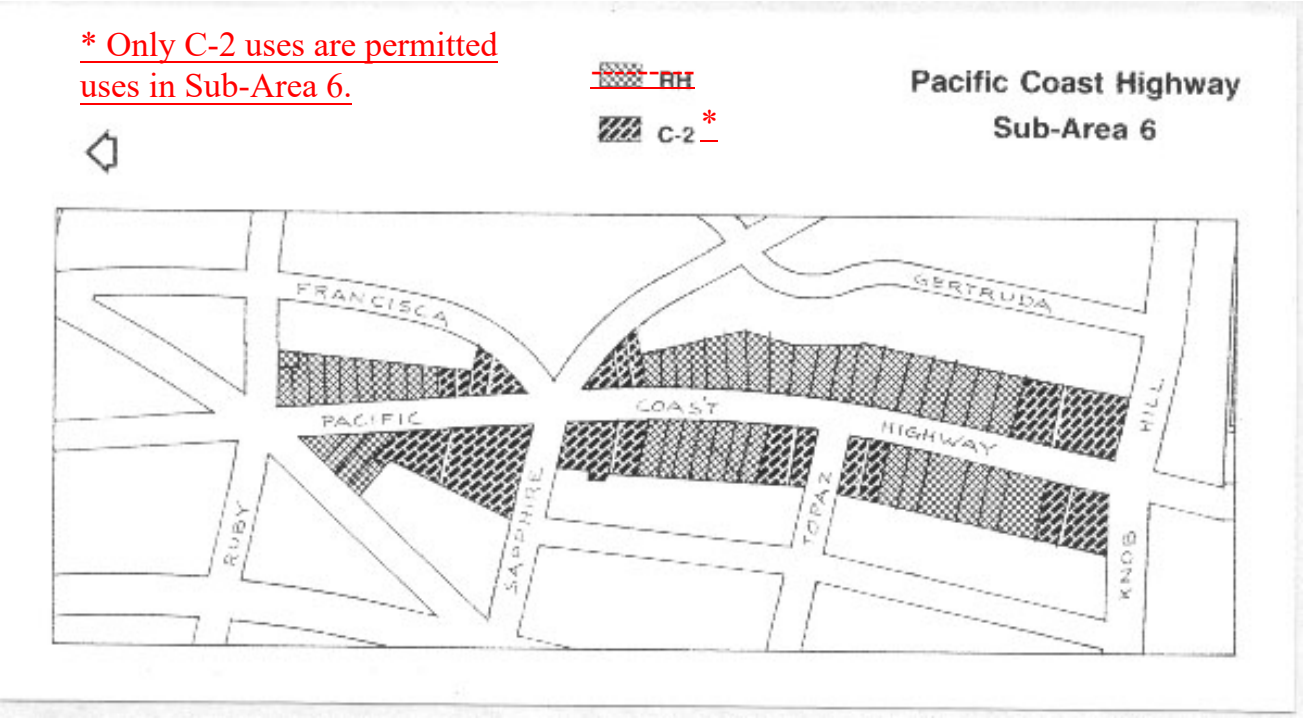
Sub-Area 6 Ruby Street to Knob Hill Avenue

For a discussion of the multiple-family residential designation ("RH"), refer to Sub-Area 5 above.

Within this three-block segment, there is a mixture of property designated for commercial ("C-2") and multiple-family residential ("RH") use. This somewhat unorthodox pattern was arrived at after extensive input from property owners during the public hearing process. ~~The adopted pattern recognized the existing land use pattern and the viability of commercial uses at corner intersections.~~ This change will recognize the City's intention to develop this corridor into a primarily local serving commercial corridor.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.26 ~~Provide for the development of residential units as "clusters," interrupting the continuity of the commercial "strip" along Pacific Coast Highway and providing additional housing opportunities, and continue viable commercial land uses on more visible and accessible corner locations.~~ Develop this Sub-Area with primarily local serving commercial uses.



Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

~~1.26.1~~ ~~Accommodate the development of residential units (townhomes, condominiums, and apartments) on parcels designated as "RH"*(I 1.1)*.~~

1.26.2 Accommodate retail, services and office commercial, restaurants, and other commercial uses, in accordance with Policy 1.16.1 on parcels designated "C-2" *(I 1.1)*.

Density/Intensity and Height

~~1.26.3~~ ~~On parcels designated as "RH" permit development of residential units at a maximum density of 28 units per net acre, and a height of 30 feet (two stories) *(I 1.1)*.~~

1.26.4 On parcels designated as "C-2" permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) *(I 1.1)*.

Design and Development

~~1.26.5 Require that residential units and sites be designed to convey a high quality character, in accordance with Policies 1.13.3 and 1.18.12 *(I1.1, I1.7, I 1.18).*~~

~~1.26.6 Require that the residential sites be designed to be compatible with adjacent commercial development along Pacific Coast Highway, in accordance with Policy 1.18.10 *(I1.1).*~~

1.26.7 Require that commercial sites incorporate extensive landscaping along the sidewalk frontage in accordance with Policies 1.19.3 and 1.19.4 *(I1.1).*

1.26.8 Require that commercial development be sited and designed to convey a low-rise "village" character as prescribed in Policy 1.23.3 *(I1.1, I1.7, I1.18).*

Sub-Area 7: Mixed-Use Node-Torrance Boulevard Intersection

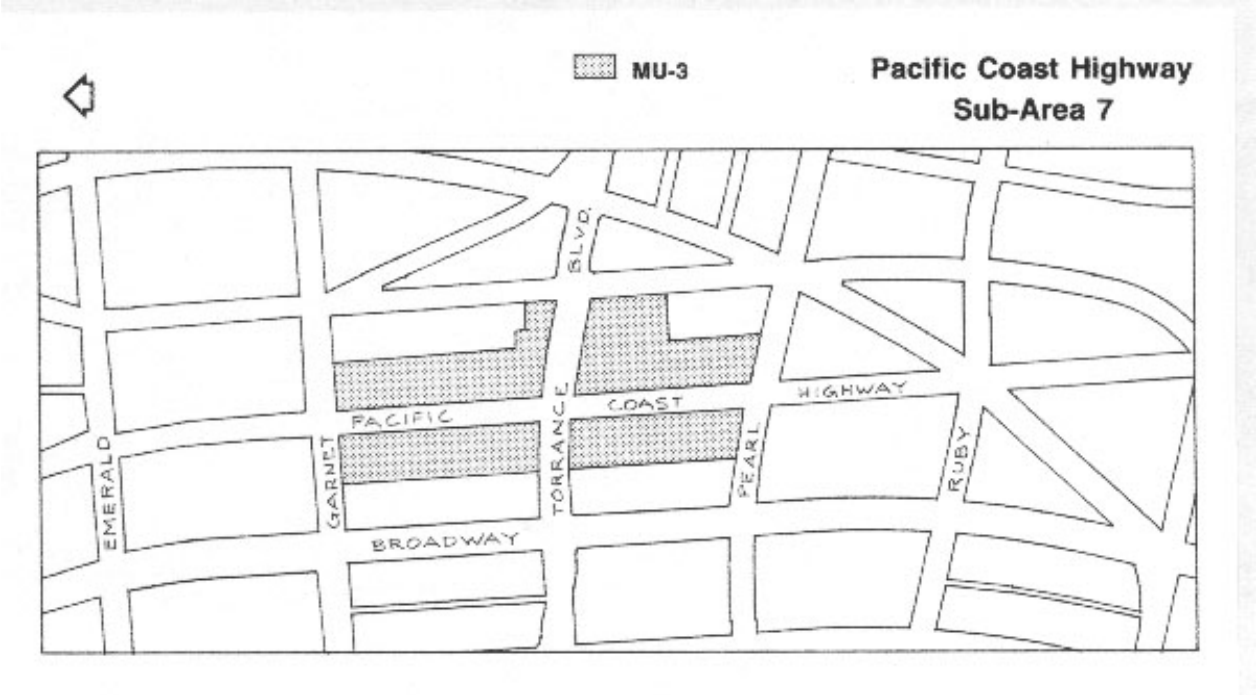
For a general discussion of mixed use development, see Artesia Boulevard: Sub-Area 3.

Pacific Coast Highway and Torrance Boulevard is the most prominent and highly trafficked intersection in South Redondo. Taking advantage of this, this area was designated for mixed use ("MU-3") to make this location into a focal point of activity within South Redondo. Special attention will be given to encourage the type of design and uses that will make the area distinctive in terms of both appearance and activity.

Reference should also be made to the Harbor/Civic Center Specific Plan, Pacific Coast Highway Sub-Area, Zone 6, which establishes additional standards and policies for this area.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.27 Provide for the development of a higher intensity pedestrian-oriented activity node containing community-oriented commercial uses and/or mixed-use development projects, integrating residential with commercial uses, as a primary activity area of the City.



Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.27.1 Accommodate the development of pedestrian-oriented retail, professional office, and related land uses as permitted by Policies 1.16.1 and 1.17.2 on parcels designated as "MU-3" *(I1.1).*

1.27.2 Accommodate residential uses in accordance with Policy 1.18.2 *(I1.1).*

Density/Intensity and Height

1.27.3 Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of 1.0 and height of two stories (30 feet) *(I1.1).*

1.27.4 Permit the development of mixed-use structures integrating residential with commercial uses to a maximum intensity of a floor area ratio of 1.5 and three stories (45 feet), providing that:

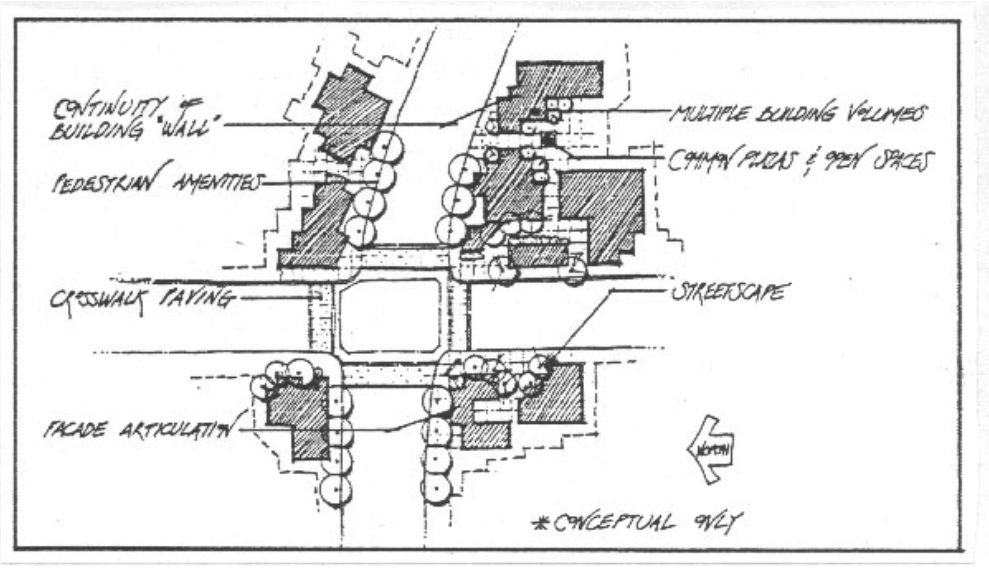
a. all floor area exceeding the ratio of 0.7 is developed for residential units;

b. the maximum residential density does not exceed 35 units per net acre; and

c. a minimum floor area ratio of 0.3 is developed for commercial uses *(I 1.1).*

<u>Design and Development</u>

1.27.5 Require that commercial and mixed-use structures be designed to promote pedestrian activity in accordance with Policy 1.17.5 *(I1.1, I1.7, I 1.18).*



1.27.6 Require that mixed-use structures be designed to mitigate potential conflicts in accordance with Policy 1.18.8 *(I1.1, I1.7, I1.18).*

1.27.7 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1).*

1.27.8 Require that any development projects involving multiple parcels site and design buildings to convey a "village" character, in accordance with Policy 1.21.7*(I1.1, I1.7, I1.18).*

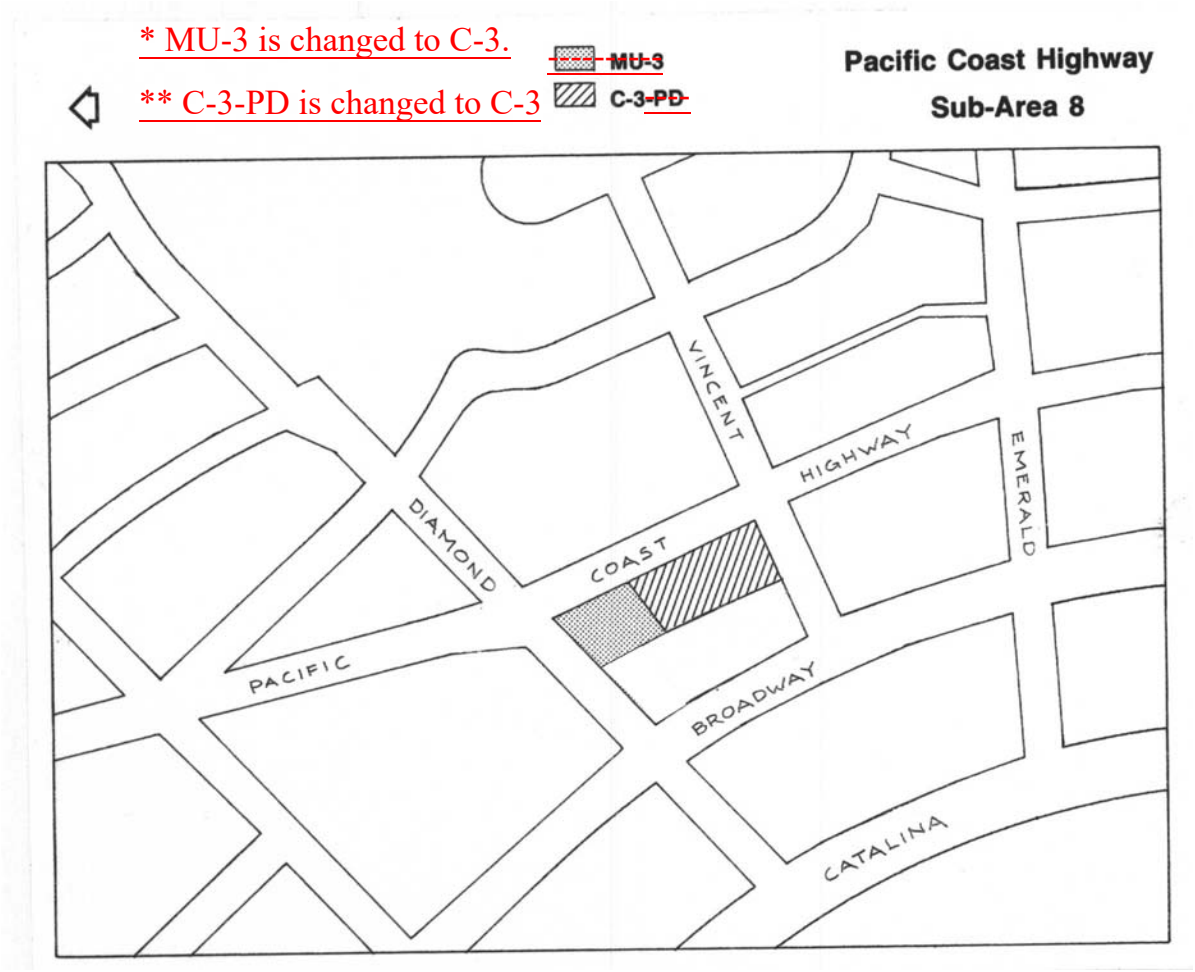
1.27.9 Implement streetscape improvements in the public areas at the intersection of Pacific Coast Highway and Torrance Boulevard including, but not limited to the use of decorative/aesthetic materials and colors for crosswalks and/or sidewalks, distinctive public signage, street trees, street furniture, and similar elements *(I1.17).*

Sub-Area 8: Civic Center-Related Node-West Side, Vincent Street to Diamond Street

The designations for this one-block area are influenced by its location between the Civic Center to the north and an area designated for multiple-family residential to the south. ~~The area adjacent to Diamond Street is designated for mixed use ("MU-3") with a maximum floor area ratio of 1.0 for commercial development and 1.5 for mixed use.~~ This is intended to allow for higher intensity commercial ~~and residential~~ uses that would complement the activity of the Civic Center.

The area extending south to Vincent Street is designated for pedestrian-oriented commercial uses ("C-3-~~PD~~") with a maximum floor area ratio of 0.7. The pedestrian orientation is intended to take advantage of the concentrations of people (residents, workers, and students) within the immediate surrounding area, including a high density residential designation ("RH") immediately to the south.

Reference should also be made to the Harbor/Civic Center Specific Plan, Pacific Coast Highway Sub-Area, Zones 5 and 6A, which establishes additional standards and policies for this area.



Objective *It shall be the objective of the City of Redondo Beach to:*

1.28 Provide for the development of parcels adjacent to the Civic Center for uses which relate to and/or are induced by governmental activities and adjacent residential clusters.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.28.1 Accommodate the development of pedestrian-oriented retail, professional office, and related land uses as permitted by Policies 1.16.1 and 1.17.2 on parcels designated as "~~MU-3~~" and "C-3-~~PD"~~ *(I1.1).*

~~1.28.2 Accommodate residential uses in accordance with Policy 1.18.2 on parcels designated as "MU-3" *(I1.1).*~~

Density/Intensity and Height

~~1.28.3 Permit development of sites designated as "MU-3" exclusively for commercial uses to a maximum intensity of a floor area ratio of 1.0 and height of two stories (30 feet) *(I1.1).*~~

~~1.28.4 Permit the development of mixed-use structures integrating residential with commercial uses to a maximum intensity of a floor area ratio of 1.5 and three stories (45 feet) on sites designated as "MU-3," providing that:~~

~~a. all floor area exceeding the ratio of 0.7 is developed for residential units;~~

~~b. the maximum residential density does not exceed 35 units per net acre; and~~

~~c. a minimum floor area ratio of 0.3 is developed for commercial uses *(I 1.1).*~~

1.28.5 Permit development of sites designated as "C-3" for commercial uses to a maximum intensity of a floor area ratio of 0.7 and height of two stories (30 feet) *(I1.1).*

Design and Development

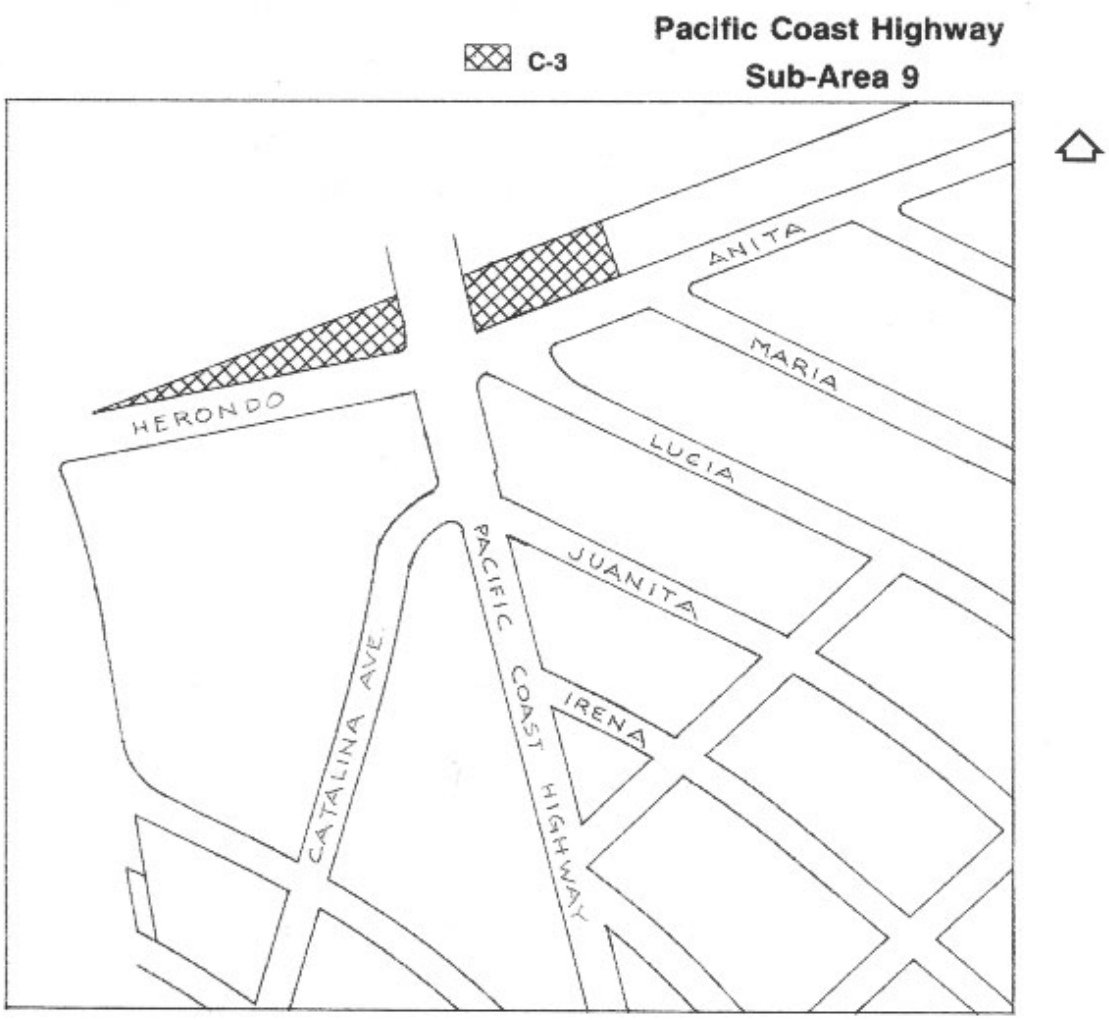
1.28.6 Require that mixed-use structures be designed to mitigate potential conflicts in accordance with Policy 1.18.8 *(I1.1, I1.7, I1.18).*

1.28.7 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1).*

1.28.8 Require that commercial ~~and mixed use~~ structures be designed to promote pedestrian activity in accordance with Policy 1.17.5 *(I1.1, I1.7, I 1.18).*

Sub-Area 9: Community- and Highway-Oriented Commercial Node-Anita Street Intersection

This small area is situated between Herondo/Anita Streets and the City boundary with Hermosa Beach. It has been designated for general commercial uses ("C-3") at a 0.7 floor area ratio (FAR) in recognition of its location at a major street intersection and because of slightly larger than average lot sizes.



Objective *It shall be the objective of the City of Redondo Beach to:*

1.29 Provide for the development of community- and highway-oriented commercial uses which are accessible to local residents and compatible with adjacent residential areas.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.29.1 Accommodate retail and office commercial, restaurant, and other uses in accordance with Policy 1.16.1 on parcels designated as "C-3" *(I1.1).*

Density/Intensity and Height

1.29.2 Permit development to a maximum intensity of a floor area ratio of 0.7 and height of two (2) stories (30 feet) *(I1.1).*

Design and Development

1.29.3 Require that extensive landscaping be incorporated along the sidewalk frontage in accordance with Policies 1.19.3 and 1.19.4 *(I1.1).*

TORRANCE BOULEVARD

From Pacific Coast Highway eastward, Torrance Boulevard has been historically developed with highway-oriented commercial uses, including a small concentration of medical offices between Francisca and Irena Avenues. With the exception of the mixed use node at Pacific Coast Highway (see Pacific Coast Highway, Sub-Area 7), no significant changes are proposed in the function or orientation of Torrance Boulevard.

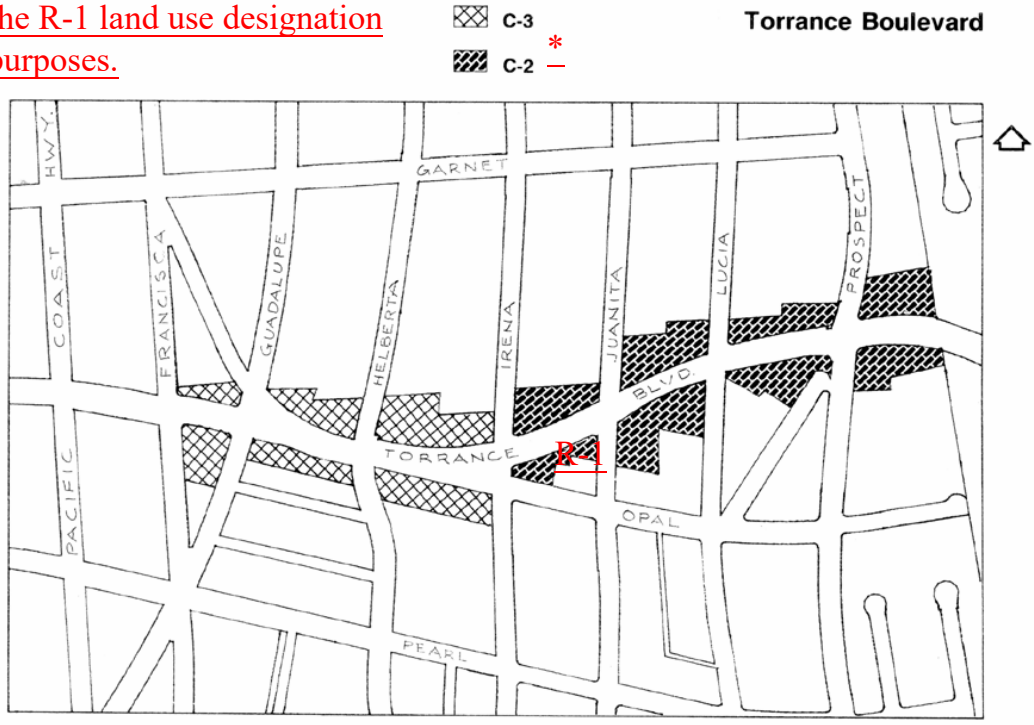
Two different levels of development intensity have been established west and east of Irena Avenue. The portion of Torrance Boulevard west of Irena Avenue has been designated "C-3" with a maximum floor area ratio is 0.7. This is consistent with the intensity of the existing medical offices and serves as a transition from the higher intensity of the mixed use node at Pacific Coast Highway. The area east of Irena Avenue has been designated "C-2" with a maximum floor area ratio of 0.5, a typical standard for general highway-oriented commercial.

307 and 311 S Juanita Avenue and are to remain as R-1 Zoned and their Land Use Designation will be amended to R-1. This amendment is consistent with the existing development of these properties as single family residences.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.30 Provide for the continued development of Torrance Boulevard as a local-serving commercial corridor containing a diversity of uses which are primarily oriented to the needs and accessible to nearby residents.

* Existing residentially zoned and developed properties at southwest corner of Juanita Avenue and Torrance Boulevard are amended to the R-1 land use designation for consistency purposes.



Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.30.1 Accommodate retail, professional office, and other community-serving land uses as prescribed in Policy 1.16.1 *(I1.1)*.

1.30.2 Accommodate expanded medical, medical-related offices, and ancillary uses *(I1.1)*.

Density/Intensity and Height

1.30.3 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) on parcels designated as "C-2" *(I1.1)*.

1.30.4 Permit development to a maximum intensity of a floor area ratio of 0.7 and height of two (2) stories (30 feet) on parcels designated as "C-3" *(I1.1)*.

Design and Development

1.30.5 Require that extensive landscaping be incorporated along the sidewalk frontage in accordance with Policies 1.19.3 and 1.19.4 *(I1.1)*.

1.30.6 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

1.30.7 Require that development be sited and designed to convey a low-rise "village" character in accordance with Policy 1.23.3 *(I1.1, I1.7, I1.18).*

1.30.8 Implement streetscape improvements including, but not limited to, the use of distinctive public signage, entry identification, street trees, street furniture, and similar elements to provide visual identity to the Torrance Boulevard corridor *(I1.17).*

1.30.9 Implement bus shelters, benches, or other improvements which facilitate transit use of the corridor *(I1.17).*

AVIATION BOULEVARD

The stretch of Aviation Boulevard from Aviation Boulevard south to Harper Avenue, designated "C-2," has been historically developed with highway-oriented commercial uses, including a number of auto-related uses. The General Plan continues to maintain the same highway-oriented commercial function for Aviation Boulevard with the inclusion of policies to enhance the quality and appearance of future development.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.31 Provide for the continued development of Aviation Boulevard as a local-serving commercial corridor containing a diversity of retail, personal service, office, and similar uses which are primarily oriented to the needs of and accessible to nearby residents.

Policies *It shall be the policy of the City of Redondo Beach to:*

<u>Permitted Uses</u>

1.31.1 Accommodate retail, professional office, and other community-serving land uses as prescribed in Policy 1.16.1 on parcels designated as "C-2" *(I 1.1).*

1.31.2 Publicly initiate and allow for the private sector development of municipal or shared parking lots, which incorporate bicycle storage facilities, along the street frontages to provide for joint use of adjacent commercial properties and allow for the incorporation of commercial uses into the structure along the street frontage (except for areas required for access) *(I1.1, I1.16).*

Density/Intensity and Height

1.31.3 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) on parcels designated as "C-2" *(I1.1).*

Design and Development

1.31.4 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design

(1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

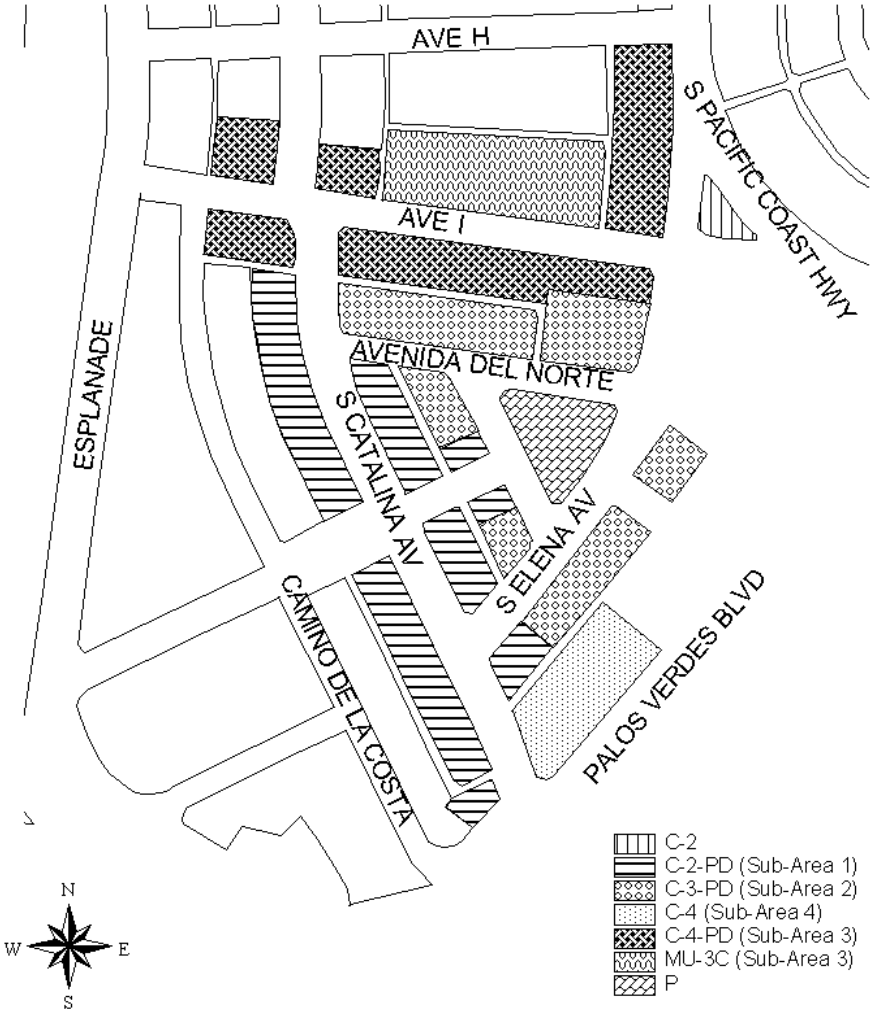
1.31.5 Require that extensive landscaping be incorporated along the sidewalk frontage in accordance with Policies 1.19.3 and 1.19.4 *(I1.1).*

1.31.6 Require that development be sited and designed to convey a low-rise "village" character in accordance with Policy 1.23.3 *(I1.1, I1.7, I1.18).*

1.31.7 Establish a system of public signage or monuments which distinctly identify the Aviation Boulevard corridor *(I1.17).*

1.31.8 Implement bus shelters, benches, or other improvements which facilitate transit use of the corridor *(I1.17).*

RIVIERA VILLAGE



<u>General Village</u>

Riviera Village has long been one of Redondo Beach's most attractive and desirable commercial areas. Its orientation around a central square; its collection of small shops, restaurants, and offices; and its low-rise buildings with sidewalk frontage all serve to create a "village" character. The intent of the General Plan is to preserve and enhance the character of Riviera Village by reinforcing the existing scale of development and style of design.

Despite its overall village character, portions of Riviera Village do feature differences in orientation and intensity of development. To account for these differences, Riviera Village has been divided into four sub-areas. This will help assure that the existing mix of uses and development that make Riviera Village an appealing area will continue to be maintained in the future.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.32 Provide for the maintenance of the Riviera Village as a low-density, local-serving commercial district of the City, which is identifiable as a distinct "village-like" environment characterized by a high level of pedestrian activity.

Policies *It shall be the policy of the City of Redondo Beach to:*

<u>Function and Permitted Uses</u>

1.32.1 Accommodate land uses and provide for a physical form and scale of development which differentiates Riviera Village into the following sub-areas:

a. maintenance of the Catalina Avenue frontage as the primary pedestrian-oriented and scaled "core" of the village, containing commercial, restaurant, and related uses and development;

b. development of the Avenida del Norte and South Elena Avenue frontages for pedestrian-oriented and community-serving uses;

c. development of Avenue I for a higher intensity of community-serving commercial activity, including mixed use developments integrating residential with commercial uses along the north side of Avenue I; and

d. development of the Palos Verdes Boulevard frontage for community- and highway-oriented commercial uses *(I1.1)*.

1.32.2 Allow for the development of expanded parking facilities on the site bounded by Via del Prado, Avenida del Norte, and South Elena Avenue, provided that all additional parking is located in a fully subterranean structure which is

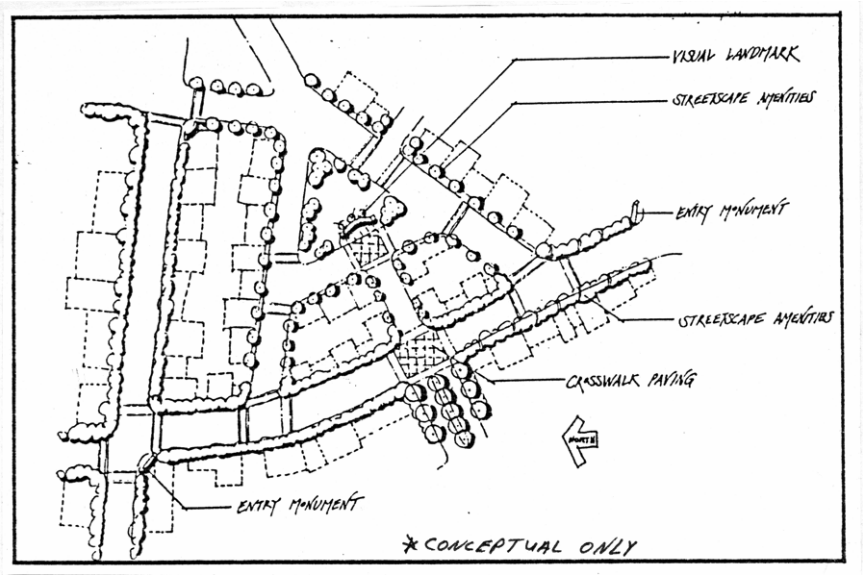
prioritized for use by local employees, provides controlled access, and limits the hours of operation *(I1.1, I1.16).*

Design and Development

1.32.3 Implement a program of public signage which uniquely identifies the entries to Riviera Village and key internal locations *(I1.17).*

1.32.4 Implement streetscape improvements along the sidewalks including, but not limited to the use of decorative/aesthetic materials and colors for crosswalks and/or sidewalks, distinctive public signage, street trees, street furniture, and similar elements *(I1.17).*

1.32.5 Maintain and enhance the kiosk at the intersection of Catalina Avenue and Vista del Mar as a landmark of Riviera Village *(I1.17).*



1.32.6 Require that any subterranean parking structure developed on the existing parking lot incorporate amenities at its grade elevation which establish the character and function of a public place, including, but not limited to, landscape (groundcover, shrubs, and trees), street furniture, pedestrian-scaled lighting, attractive paving, and other pedestrian-oriented amenities *(I1.17, I1.18).*

1.32.7 Require that renovation and adaptive reuse of existing structures and new construction respect the general design and bulk of existing structures *(I1.1, I1.7, I1.18).*

1.32.8 Require that development be designed to convey a "village" character in accordance with Policy 1.21.7 *(I1.1, I1.7, I1.18).*

1.32.9 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I 1.18).*

Sub-Area 1: Village Core-Catalina Avenue Frontages

The village character of Riviera Village is most pronounced along Catalina Avenue. With a virtually continuous line of shops along the sidewalk and diagonal street parking, Catalina Avenue reflects the character of a small town "Main Street." Intensity in this area, designated "C-2-PD," is kept modest (0.5 maximum floor area ratio), pedestrian-oriented design is required, and sidewalk activity (including outdoor dining) is encouraged.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.33 Maintain the Catalina Avenue frontage as the primary pedestrian-oriented "core" of Riviera Village.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.33.1 Accommodate the development of pedestrian-oriented community- and neighborhood-oriented commercial uses in accordance with Policies 1.16.1 and 1.17.2, except food sales and uses which require large scale and volume buildings and are incompatible with the intended "village" character of Riviera Village on parcels designated as "C-2-PD" *(I1.1).*

1.33.2 Encourage the development of outdoor dining and other sidewalk-oriented uses *(I1.1).*

Density/Intensity and Height

1.33.3 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) *(I1.1).*

Design and Development

1.33.4 Require that buildings be sited and designed to enhance pedestrian activity along the sidewalks, in accordance with Policy 1.17.5 *(I1.1, I1.18).*

Sub-Area 2: Secondary Corridors-Avenida del Norte and South Elena Avenue

This area, designated "C-3-PD," is situated around the central parking area and shares many of the same characteristics as Catalina Avenue. Development, however, is somewhat more intense with a greater number of two-story buildings. Consequently, a slightly higher floor area ratio of 0.7 has been assigned to this area.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.34 Maintain Avenida del Norte and South Elena Avenue as pedestrian-oriented commercial corridors which reflect and are linked and compatible with the primary Village "core."

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.34.1 Accommodate the development of pedestrian-oriented community- and neighborhood-oriented commercial uses in accordance with Policies 1.16.1 and 1.17.2, except uses which require large scale and volume buildings and are incompatible with the intended "village" character of Riviera Village on parcels designated as "C-3-PD" *(I1.1).*

1.34.2 Encourage the development of outdoor dining and other sidewalk-oriented uses *(I1.1).*

1.34.3 Allow for the development of professional offices along the street frontage *(I1.1).*

Density/Intensity and Height

1.34.4 Permit development to a maximum intensity of a floor area ratio of 0.7 and height of two (2) stories (30 feet) *(I1.1).*

Design and Development

1.34.5 Require that buildings be sited and designed to enhance pedestrian activity along the sidewalks, in accordance with Policy 1.17.5 *(I1.1, I1.18).*

Sub-Area 3: Peripheral Frontage-Avenue I

This area, designated "C-4-PD" and "MU-3" also possesses a pedestrian orientation with buildings situated along the sidewalk. The primary distinction of this area is that it supports a number of multi-story office buildings. In recognition of this higher intensity of development, the maximum floor area ratio has been established at 1.0 for commercial developments and 1.5 for mixed-use developments.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.35 Maintain Avenue I as a pedestrian-oriented commercial corridor which reflects and is linked to and compatible with the primary Village "core", and permit opportunities for mixed-use development projects, integrating residential with commercial uses, provided they are compatible with adjacent commercial uses.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.35.1 Accommodate the development of pedestrian-oriented community- and neighborhood-oriented commercial uses in accordance with Policies 1.16.1 and 1.17.2, except uses which require large scale and volume buildings and are incompatible with the intended "village" character of Riviera Village on parcels designated as "C-4-PD" and "MU-3"*(I1.1).*

1.35.2 Encourage the development of outdoor dining and other sidewalk-oriented uses *(I1.1).*

1.35.3 Allow for the development of professional offices along the street frontage *(I1.1).*

1.35.4 Accommodate residential uses on the second floor or higher of structures developed with commercial uses on the lower levels on parcels designated as "MU-3" *(I1.1).*

Density/Intensity and Height

1.35.5 Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of 1.0 and height of three (3) stories (45 feet) *(I1.1).*

1.35.6 Permit the development of mixed-use structures integrating residential with commercial uses to a maximum intensity of a floor area ratio of 1.5 and three (3) stories (45 feet), providing that:

a. all floor area exceeding the ratio of 0.7 is developed for residential units;

b. the maximum residential density does not exceed ~~35~~ 30 units per net acre; and

c. a minimum floor area ratio of 0.3 is developed for commercial uses *(I 1.1).*

Design and Development

1.35.7 Require that buildings be sited and designed to enhance pedestrian activity along the sidewalks, in accordance with Policy 1.17.5 *(I1.1, I1.18).*

1.35.8 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1).*

1.35.9 Require that mixed-use (commercial and residential) structures be designed to mitigate potential conflicts between the commercial and residential uses (e.g., noise, lighting, security, and automobile access) and provide adequate amenities for residential occupants *(I1.1, I1.7, I1.18).*

Sub-Area 4: Peripheral Frontage-Palos Verdes Boulevard

This area, designated "C-4," does not share the same pedestrian-oriented characteristics of other portions of Riviera Village, instead having more of a highway orientation onto Palos Verdes Boulevard. Consequently, the pedestrian-oriented design standards are not applied to this area.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.36 Provide for the development of Palos Verdes Boulevard as a local- and highway-serving commercial corridor.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.36.1 Accommodate retail, professional office, and other community-serving land uses as prescribed in Policy 1.16.1 in areas designated as "C-4" *(I1.1).*

Density/Intensity and Height

1.36.2 Permit development to a maximum intensity of a floor area ratio of 1.0 and height of three (3) stories (45 feet) *(I1.1).*

Design and Development

1.36.3 Require that extensive landscaping be incorporated along the sidewalk frontage in accordance with Policies 1.19.3 and 1.19.4 *(I1.1, I1.18).*

1.36.4 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1).*

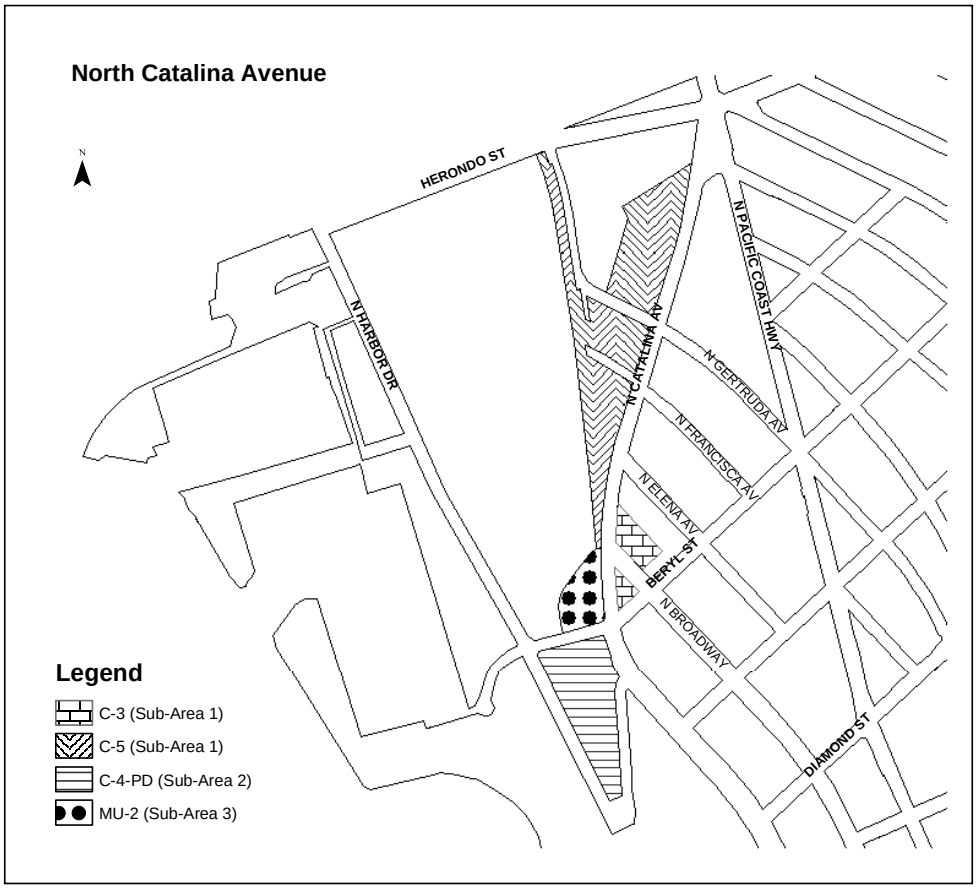
NORTH CATALINA AVENUE CORRIDOR
General Corridor

The North Catalina Corridor is an area comprised of a variety of uses in different conditions of repair. It is generally acknowledged that the area is in considerable need of revitalization.

The approach that has been adopted within the General Plan is to provide options for the range and intensity of permitted uses, while also incorporating necessary standards to ensure appropriate development. This approach is intended to provide owners with the flexibility to undertake development projects to improve the area within the short-term future.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.37 Provide for the development of the North Catalina Avenue Corridor as a distinct center of community-oriented and marine-related service commercial and light industrial uses.



Policies *It shall be the policy of the City of Redondo Beach to:*

Function and Permitted Uses

1.37.1 Accommodate land uses and provide for a physical form and scale of development which differentiates the North Catalina Avenue Corridor into the following sub-areas:

a. development of the Catalina Avenue frontages, between Pacific Coast Highway and Beryl Street, as a community- and marine-oriented services area containing commercial, restaurant, marine-related commerce and services, automobile-related, and similar uses;

b. continuation of overnight accommodations on the site of the existing hotel; and

c. development of the Salvation Army site for mixed-commercial and residential uses, or residential and community-serving facilities *(I 1.1).*

Design and Development

1.37.2 Examine the feasibility of re-routing North Catalina Avenue coincident with the railroad right-of-way from approximately North Broadway Avenue to Herondo Street; concurrently implementing traffic control mechanisms to reduce the speed of traffic (e.g., angled parking, additional signalization or stop signs, widened sidewalks, and limited access to and from Pacific Coast Highway) *(I 1.19).*

1.37.3 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I 1.1, I 1.10, and I 1.18).*

1.37.4 Design and site structures to mitigate the noise, vibration, visual, and other impacts attributable to the AES Redondo Beach generating facilities and Southern California Edison transmission corridors *(I 1.1).*

1.37.5 Consider the authorities of California Redevelopment Law as a mechanism to revitalize the parcels along the North Catalina Avenue Corridor, including

the possible aggregation and reconfiguration of parcels for higher economic use, pedestrian-oriented mixed-use development projects integrating commercial and residential uses, re-routing of Catalina Avenue, and improved compatibility with adjacent residential uses *(I 1.12).*

Sub-Area 1: Pacific Coast Highway to Beryl Street

This is the main portion of the North Catalina Corridor that has been the focus of the concerns stated above. The area has been designated for highway-oriented commercial uses ("C-3" and "C-5"), with the notable addition of light industrial uses permitted to the rear of properties on the west side of Catalina Avenue. Light industrial uses are considered to be acceptable in this location since it abuts the AES Redondo Beach generating plant. Allowing light industrial uses is intended to provide additional impetus for the redevelopment of properties in the area. The City is investigating funding options for development of parks and open space west of Catalina Avenue.

Reference should also be made to the Harbor/Civic Center Specific Plan, Catalina Avenue Sub-Area, Zone 3, which establishes additional standards and policies for this area.

Objectives *It shall be the objective of the City of Redondo Beach to:*

1.38 Develop the Catalina Avenue frontage between Pacific Coast Highway and Beryl Street as the primary community- and marine-oriented "core" of the North Catalina Avenue Corridor.

Policies *It shall be the objective of the City of Redondo Beach to:*

Permitted Uses

1.38.1 Accommodate local-serving retail, personal and business services, professional offices, household supply and furnishings, eating and drinking establishments, drug stores, retail, automobile-related sales, car wash, and similar uses which serve local and regional residents throughout the area on parcels designated as "C-3" and "C-5" *(I 1.1).*

1.38.2 Permit development of parks, recreation, and open space west of Catalina Avenue.

1.38.3 Accommodate automobile and marine related repair on the west side of Catalina Avenue *(I 1.1).*

1.38.4 Accommodate commercial storage facilities, light industrial uses, boat and recreational vehicle outdoor storage, and wholesale uses to the rear, along the AES Redondo Beach property, of commercial developments on parcels fronting the west side of North Catalina Avenue, unless infeasible due to parcel configuration or depth *(I 1.1).*

Density/Intensity and Height

1.38.5 Permit development of sites exclusively for commercial and related uses to a maximum intensity of a floor area ratio of 0.7 *(I 1.1).*

1.38.6 Permit the development of those portions of sites devoted to light industrial uses to a maximum intensity of a floor area ratio of 1.0 *(I1.1).*

1.38.7 Permit the development of those portions of sites devoted to storage and self-storage facilities to a maximum intensity of a floor area ratio of 1.5 *(I1.1).*

1.38.8 Permit structures to be constructed to a height of two (2) stories and thirty (30) feet, except on the west side of Catalina Avenue between Francisca Avenue and Beryl Street, where the height may be allowed to increase to a maximum of four (4) stories and sixty-five (65) feet, as measured from datum line *(I1.1).*

Design and Development

1.38.9 Require that commercial storage, light industrial, automobile and marine related sales and repair, and wholesale facilities be designed to convey the architectural style of a retail commercial structure and not visually or physically dominate the Catalina Avenue frontage *(I 1.1, I 1.18).*

Sub-Area 2: Hotel Triangle Site

This is the site of the Crowne Plaza Hotel. The development was completed in 1990 with the assistance of the City Redevelopment Agency at a comparatively high floor area ratio of over 2.0. Since this development should remain over the life of this General Plan, the area has been designated "C-4-PD" with a special maximum floor area ratio of 2.25 to reflect its current use and intensity of development.

Reference should also be made to the Harbor/Civic Center Specific Plan, Catalina Avenue Sub-Area, Zone 6A, which establishes additional standards and policies for this area.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.39 Provide for the retention of existing visitor-serving hotel and related facilities.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.39.1 Accommodate overnight accommodations and ancillary restaurants, gift shops, and other related visitor-serving facilities on parcels designated as "C-4-PD" *(I1.1)*.

1.39.2 Accommodate pedestrian-oriented community and neighborhood-oriented commercial uses in accordance with Policies 1.16.1, 1.17.2, and 1.17.3, except food sales and uses which require large scale and volume buildings and are incompatible with the intended "village" character of the North Catalina Avenue Corridor *(I1.1)*.

Density/Intensity and Height

1.39.3 Permit development to a maximum intensity of a floor area ratio of 2.25 and height of five stories (60 feet). The southern portion of the site with existing 1-story development shall be permitted a maximum of one story, 15 feet. The middle portion of the site with existing 3-story development shall be permitted a maximum of three stories, 40 feet *(I1.1)*.

Design and Development

1.39.4 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1)*.

Sub-Area 3: Salvation Army Site

This site has long housed the local operations of the Salvation Army. The Salvation Army is currently undertaking a complete reconstruction of the site with a new chapel, offices, operational facilities, and senior apartment units. Since these new facilities will continue to remain for an extended time frame, the area has been designated "MU-2" to reflect its use by the Salvation Army.

Reference should also be made to the Harbor/Civic Center Specific Plan, Catalina Avenue Sub-Area, Zone 6C, which establishes additional standards and policies for this area.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.40 Provide for the continued use for residential and community-serving facilities or reuse for pedestrian-oriented local-serving commercial as a continuation of the North Catalina Avenue Corridor "village."

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.40.1 Accommodate residential and community-serving facilities on parcels designated as "MU-2" *(I1.1).*

1.40.2 Accommodate pedestrian-oriented community and neighborhood-oriented commercial uses in accordance with Policies 1.16.1, 1.17.2, and 1.17.3, except food sales and uses which require large scale and volume buildings and are incompatible with the intended "village" character of the North Catalina Avenue Corridor *(I1.1).*

1.40.3 Accommodate residential uses, integrated with commercial development, in accordance with Policy 1.18.2 *(I1.1).*

Density/Intensity and Height

1.40.4 Permit the development of residential and community-serving facilities to a maximum density of ~~35~~ 30 units per net acre and height of three (3) stories (45 feet) *(I1.1).*

1.40.5 Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of 0.7 and height of two stories (30 feet) *(I1.1).*

1.40.6 Permit the development of mixed-use structures integrating residential with commercial uses to a maximum intensity of a floor area ratio of 1.5 and three stories (45 feet), providing that:

a. all floor area exceeding the ratio of 0.7 is developed for residential units;

b. the maximum residential density does not exceed 35 units per net acre; and

c. a minimum floor area ratio of 0.3 is developed for commercial uses *(I 1.1)*.

Design and Development

1.40.7 Require that residential facilities be designed and sited to convey a high quality character and image in accordance with Policies 1.18.11 and 1.18.12 *(I1.1, I1.18)*.

1.40.8 Require that commercial and mixed-use structures be designed to promote pedestrian activity in accordance with Policy 1.17.5 *(I1.1, I1.18)*.

1.40.9 Require that mixed-use structures be designed to mitigate potential conflicts in accordance with Policy 1.18.8 *(I1.1, I1.18)*.

1.40.10 Require that building elevations above the second floor be set back in accordance with Policy 1.16.3 *(I1.1)*.

GALLERIA AT SOUTH BAY

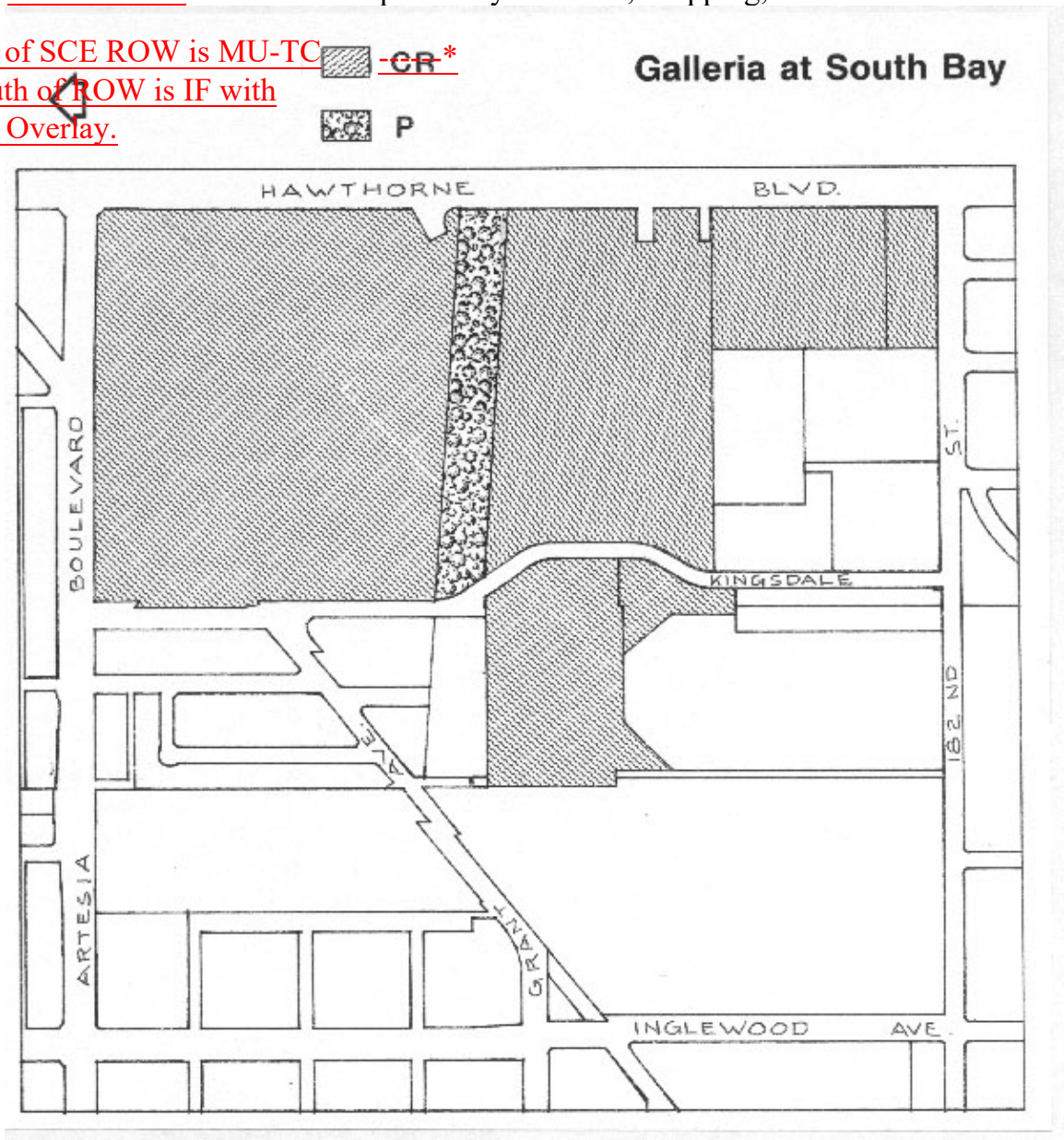
In addition to the Galleria shopping mall, this area includes the commercial businesses extending southward to 182nd Street, as well as the Levitz Furniture Store on the west side of Kingsdale Avenue. As a whole, this area represents the largest single concentration of commercial land in Redondo Beach, and is also unique in its regional orientation.

The Galleria has made a very positive contribution to the economic development of the surrounding area, and the mall will continue to serve as the linchpin for future development of the area. The anticipated construction of a passenger station for the future extension of the Metro Green Line in this area will further enhance its prominence as a regionally-oriented center.

In light of the area's key economic development potential, it has been designated ~~"CR"~~, Mixed-Use Transit Center (MU-TC), Industrial Flex (IF), and Residential Overlay Area-South Bay Market Place with a maximum floor area ratio of ~~1.0~~ 1.5 and a minimum 20 du/ac and maximum 55 du/ac. Policies have also been adopted requiring special attention to the design of new development to ensure proper massing relationships, pedestrian circulation and connections, linkages between developments, and integration with transit facilities.

Policies have also been included to allow for mixed use development to provide another option for the future redevelopment of the areas south of the shopping mall. The area is considered to be a good potential location for properly integrated multiple-family units with affordable housing and an integrated mix of light industrial and commercial and/ or office uses because of its proximity to transit, shopping, and services.

* CR north of SCE ROW is MU-TC and CR south of ROW is IF with Residential Overlay.



Objective *It shall be the objective of the City of Redondo Beach to:*

1.41 Provide for the continued use of the Galleria at South Bay and surrounding properties as a primary center of regional-serving commercial uses, and provide for the development of mixed-use projects integrating residential including affordable housing, with light industrial, and commercial uses; allowing for increases in development which enhance

its economic vitality and contribute revenue to the City and improve its character as a pedestrian-oriented activity center, while minimizing impacts on adjacent streets and residential neighborhoods.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.41.1 Accommodate the development of regional-serving retail commercial and ancillary uses, promotional/discount retail ("power centers"), restaurants, professional offices, furniture, household and garden supplies, and similar uses in areas designated as ~~"CR" *(I1.1)*.~~ "MU-TC", "IF", and "Residential Overlay -R"

1.41.2 Accommodate residential uses that include affordable housing. ~~on the second floor or higher of structures developed with commercial uses on the lower levels on parcels designated as "CR"*(I1.1)*.~~

Density/Intensity and Height

1.41.3 Permit development ~~exclusively~~ for commercial and residential uses to a maximum intensity of a floor area ratio of ~~1.0~~ 1.5 and a maximum height of 60 feet provided that:

a. additional development is sited and designed to achieve the character of a pedestrian-oriented "urban center," in accordance with the Design and Development standards stipulated in Policies 1.41.5 through 1.41.9;

b. transportation capital improvements, public transit, and demand management programs are implemented which mitigate the impacts of vehicular trips attributable to the increased development potential; and

c. buffers and other mitigating elements are implemented which protect adjacent residential neighborhoods *(I1.1, I1.5, I1.6, I1.8, I1.9, I1.10, I1.18)*.

1.41.4 Permit the development of mixed-use structures integrating residential with commercial to a maximum intensity of a floor area ratio of 1.5 (applicable only to those portions of the site devoted to mixed-use) ~~and a maximum~~ height of 60 feet, providing that:

~~a. all floor area exceeding the ratio of 1.0 is developed for residential units;~~

~~b.~~ a. the maximum residential density for ~~"market-rate" units~~ the "MU-TC" area does not exceed ~~35~~ 30 units per acre;

~~c. residential densities exceeding 35 units per net acre shall be developed for units affordable for low- and moderate-income households; and~~

~~d. a minimum floor area ratio of 0.3 is developed for commercial uses. *(I1.1).*~~

1.41.5 Notwithstanding the height restrictions stated in Policies 1.41.3 and 1.41.4, on that portion of The Galleria at South Bay property which lies north of the northern right-of-way line of the Southern California Edison (SCE) powerline easement, heights in excess of 60 feet, but in no case greater than 100 feet, may be approved by the Planning Commission for additions to existing structures on the property, when a shade/shadow analysis is prepared by the applicant which demonstrates that the increased height will not result in adverse impacts upon adjacent land uses which do not lie upon the project site.

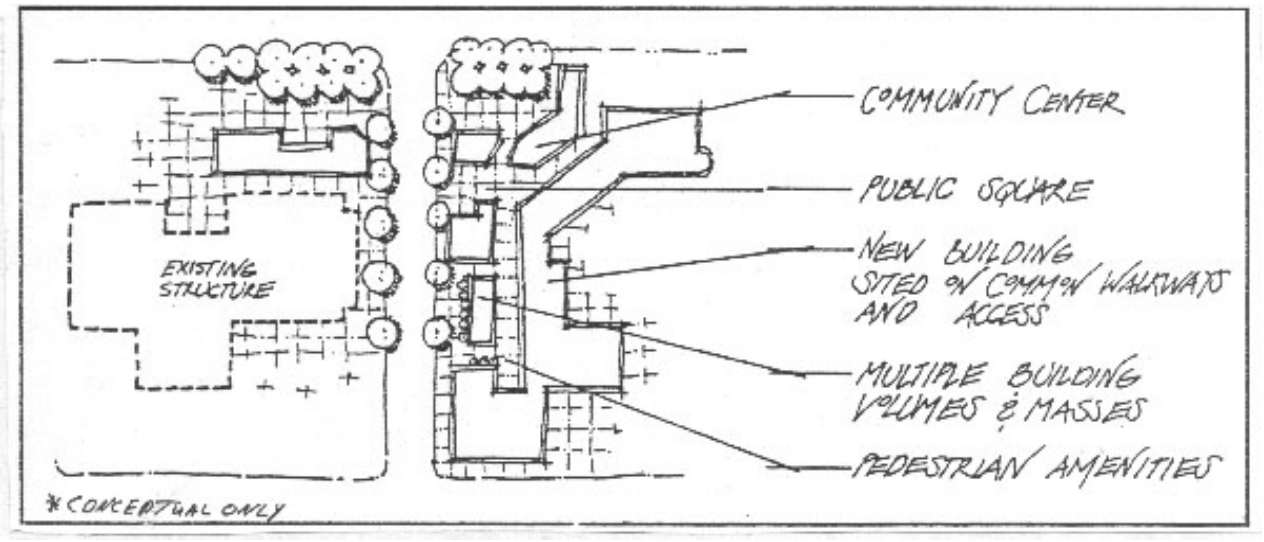
Design and Development

1.41.6 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I 1.1, I 1.10, and I 1.18).*

1.41.7 Require that new development of the South Bay Galleria and adjacent sites be designed to convey the "sense" of a pedestrian-oriented regional-serving urban center, in accordance with the standards contained in Policy 1.21.7 (except reference to a low-rise "village") and the following additional elements:

a. reduce the impacts of height and mass by setting back and lessening the volume of the upper elevations of structures within 50 feet of the property line fronting Kingsdale Avenue; and

b. locate new development to create visual and physical connections to peripheral sidewalks, sites, and buildings *(I1.1, I1.10, I1.18).*



1.41.8 Integrate public transit facilities on the site and ensure that they are accessible by automobile, bicycle, and walking from peripheral residential neighborhoods *(I1.1, I1.18).*

1.41.9 Develop and implement programs of public streetscape improvements (landscape, street furniture, signage, pedestrian-scale lighting, etc.) which uniquely identify the regional commercial center and provide linkages among the individual parcels, including those south of the Southern California Edison right-of-way *(I1.17).*

1.41.10 Require that mixed-use structures be designed to mitigate potential conflicts in accordance with Policy 1.18.8 *(I1.1, I1.7, I1.18).*

OTHER HIGHWAY- AND COMMUNITY-COMMERCIAL CLUSTERS

In addition to the extended corridors and larger clusters, there are also a number of other smaller, isolated commercial areas. These centers may be only a single store or two, or may be small neighborhood shopping centers. These centers typically provide necessary and convenient services to the surrounding area. Some example locations include the northwest and southwest corners of Manhattan Beach Boulevard and Inglewood Avenue, the northeast and northwest corners of 190th Street and Inglewood Avenue, and the southwest corner of Beryl and Prospect Avenues.

Given the multiple locations and smaller sizes of these centers, they are addressed here under one heading. Since they vary in their characteristics, however, these areas have been designated "C-1," "C-2," "C-3," and "C-4," with maximum floor area ratios ranging

from 0.35 to 1.0. The basic objective is to allow these centers to continue to serve the community in their current capacity, while assuring proper design and compatibility.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.42 Provide for the development of highway- and community-serving retail and service commercial and gasoline stations in clusters at principal intersections throughout the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.42.1 Accommodate retail and service commercial, professional offices, and similar uses as prescribed in Policy 1.16.1 and automobile-related service and fuel facilities in areas designated as "C-2" and "C-4" *(I1.1).*

1.42.2 Accommodate the uses permitted in "C-2" zones, except entertainment, movie theaters, and overnight accommodations, in areas designated as "C-1"*(I1.1).*

Density/Intensity and Height

1.42.3 Permit development to a maximum intensity of a floor area ratio of 0.35 and height of two (2) stories (30 feet) in areas designated as "C-1" *(I1.1).*

1.42.4 Permit development to a maximum intensity of a floor area ratio of 0.5 and height of two (2) stories (30 feet) in areas designated as "C-2" *(I1.1).*

1.42.5 Permit development to a maximum intensity of a floor area ratio of 1.0 and height of three (3) stories (45 feet) in areas designated as "C-4" *(I1.1).*

Design and Development

1.42.6 Require that extensive landscaping be incorporated along the sidewalk frontage in accordance with Policies 1.19.3 and 1.19.4 *(I1.1).*

INDUSTRIAL DEVELOPMENT

Industrial development in Redondo Beach is somewhat limited in its area and scale. The one major industrial area is the extreme northerly end of the City north of Manhattan Beach Boulevard. Anchored by the large TRW Space Park complex, the prevailing

emphasis of this area is on high tech industries within an industrial park type of setting. With the current reduction in the aerospace industry, however, there is an emerging trend to diversify the variety of uses within industrial areas.

The emphasis for the northerly industrial area, designated "I-1," is to continue the same type of development, stressing larger scale "campus-park" type of developments. Uses different from, but compatible with traditional industrial uses are being introduced to the area. These include warehouse retail uses, ancillary commercial uses, and amusement centers. Vehicle sales and services with or without motor vehicle repair and hotels and motels are also accommodated. This is also the area of the City where relatively tall buildings (up to 110 feet in height) are permitted; however, these higher heights may only be achieved at a considerable distance from the major surrounding streets.

There are also three other smaller areas designated for industrial development within the City. These areas, designated "I-2," have been assigned a higher floor area ratio of 1.0 primarily because fragmented land ownership has prevented the establishment of larger sites needed for the "campus-park" type of development advocated for the northerly industrial area.

There is also an area south of the MU-TC area identified as "Industrial Flex" (IF). This area provides for an integrated mix of light industrial and commercial and/or office uses such as research and development. The overall character in this designation is intended to create a creative/tech incubator district with supporting uses.

Reference should also be made to the Harbor/Civic Center Specific Plan, Catalina Avenue Sub-Area, Zone 4, which establishes additional standards and policies for one segment of the "I-2" area.

Goal *It shall be the goal of the City of Redondo Beach to:*

1I Continue and enhance existing industrial districts which provide jobs to the residents of Redondo Beach and adjacent communities, are uniquely characterized by their functional role, uses, intensity, and physical form, and are compatible with adjacent residential neighborhoods.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.43 Retain, enhance, and intensify existing industrial districts of the City, maintaining their environmental quality and compatibility with adjacent residential neighborhoods and commercial districts.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.43.1 Accommodate light manufacturing, research and development, spacecraft manufacturing and associated aerospace operations, business park offices,

warehouse retail uses, service stations, amusement centers (located within 500 feet of a freeway), educational and governmental facilities, and day care facilities. Hotels and motels and vehicle sales and services with or without motor vehicle repair are also accommodated on properties within 500 feet of a freeway. *(I1.1).*

1.43.2 Accommodate retail and service uses which are ancillary and supporting to the primary industrial and business park uses (e.g., restaurants, banks, photocopies, and similar uses) *(I1.1).*

1.43.3 Accommodate additional retail and service uses which are compatible with industrial and business park uses (e.g., building material sales, furniture stores, vehicle sales and services, maintenance and repair services, restaurants, banks, photocopies, and similar uses) on parcels designated as I-3 *(I1.1).*

Density/Intensity and Height

1.43.4 Permit development to a maximum intensity of a floor area ratio of 0.7 in areas designated as "I-1," with the exception that within the area bounded by Marine Avenue, Freeman Boulevard, Manhattan Beach Boulevard, Doolittle Drive, Space Park Drive, and Aviation Boulevard, the floor area ratio may be increased to a maximum of 1.0 on individual parcels subject to the approval of a development agreement containing provisions with the effect of limiting the cumulative floor area ratio on all affected parcels to a maximum of 0.7. Permit a maximum height of 110 feet, with the exception that height shall be limited to one (1) foot of height for each two (2) feet of property depth as measured from property lines of frontages along Marine Avenue, Inglewood Boulevard, Manhattan Beach Boulevard, and Aviation Boulevard in areas designated as "I-1" *(I1.1).*

1.43.5 Permit development to a maximum intensity of a floor area ratio of 1.0 and height of two (2) stories (30 feet) in areas designated as "I-2," except that antennae for public utilities and antennae for public uses shall not be subject to this height standard *(I1.1).*

1.43.6 Permit development to a maximum intensity of a floor area ratio of 0.7 and height of two (2) stories (30 feet) in areas designated as "I-3," except that antennae for public utilities and antennae for public uses shall not be subject to this height standard *(I1.1).*

Design and Development

1.43.7 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I 1.1, I 1.10, I1.18)*.

1.43.8 Require that sites and buildings in the I-1 Industrial zone be designed to convey a "campus-park" setting, including:

a. siting of buildings around common pedestrian walkways and public places (plazas, outdoor dining, and other);

b. development of pedestrian walkways, arcades, and/or other visual elements to interconnect individual buildings;

c. use of common architectural design vocabulary (materials, colors, design character, etc.);

d. use of extensive landscape in open spaces and parking lots, including broad landscaped setbacks from principal peripheral streets;

e. location of parking to minimize views from principal peripheral streets;

f. use of consistent and well-designed public and informational signage; and

g. installation of elements defining the key entry points and activity locations *(I1.1, I1.10, I1.18)*.

1.43.9 Require that structures and sites be designed to convey visual interest and character and be compatible with adjacent uses, including:

a. differentiation of building facades by materials, color, architectural details (columns, recessed or projecting windows, articulated beams or spandrels, etc.), offset planar surfaces, and modulated building volumes;

b. architectural treatment of all building elevations;

c. enclosure of storage areas with decorative screening or walls;

d. location of site entries to minimize conflicts with adjacent residential neighborhoods; and

e. mitigation of noise, odor, lighting, and other impacts *(I1.1, I1.10, I 1.18).*

COASTAL-RELATED COMMERCIAL DEVELOPMENT

The Coastal-Related Commercial ("CC") designation applies to areas of the Redondo Beach Pier and the King Harbor Marina. The Pier and Harbor are probably Redondo Beach's best known and most special attractions. Much of the Pier was destroyed by fire and storm damage in 1988, and is in the process of being rebuilt under a special nautical design theme. The Harbor continues to be a valuable facility for local boaters, and also supports a variety of commercial businesses that benefit from and enhance the marina setting.

The harbor and pier areas are designated as a commercial and recreational asset for both the City and the region in the certified Coastal Land Use Plan (LUP). The LUP is intended to allow for a wide range of regional-serving public and commercial recreational facilities including uses such as hotels, restaurants, entertainment, retail sales and services, and boating facilities and services. The harbor area is currently under-utilized with large expanses of surface parking lots surrounding isolated restaurants and other uses. The LUP encourages further expansion of coastal dependent land uses where feasible. Expansion of hotel uses is particularly important to enhance coastal access, to provide economic benefits making feasible the provision of improved public recreational facilities, and to revitalize the harbor area with a pedestrian-active character.

Since the Harbor/Pier area is a major local attraction and area of activity, another major issue is assuring a very high quality of development and design. For both the Pier and Harbor areas, policies have been adopted requiring quality design that also enhances the area's seaside location.

Reference should also be made to the Harbor/Civic Center Specific Plan, Harbor/Pier Sub-Area, which establishes additional standards and policies for this area.

Goal *It shall be the goal of the City of Redondo Beach to:*

1J Provide for the continued use of the City's coastal-related recreational facilities as resources for the residents of Redondo Beach and surrounding communities; ensuring that these uses and activities are compatible with adjacent residential neighborhoods and commercial districts and maintain a high level of quality and safety.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.44 Maintain the Redondo Beach Pier and supporting commercial, restaurant, entertainment, and other coastal-related uses as a recreational resource and amenity of the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.44.1 Accommodate recreational and marine facilities and uses (fishing, surfing, boating, swimming, etc.), restaurants, entertainment, gift shops, and other coastal-related uses in areas designated as "CC" *(I1.1, I1.3).*

Density/Intensity and Height

1.44.2 Permit development in accordance with the intensity limitations prescribed for the rebuilding of the Pier, or as modified by the City Council with public input to maintain adequate revenue and quality of use *(I1.1, I1.3, I1.14).*

Design and Development

1.44.3 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I 1.1, I 1.10, I1.18).*

1.44.4 Require that structures be designed at a uniform and high level of architectural design quality which reflects the unique setting of the pier on the coastline and enhances pedestrian-activity, including:

a. visual and physical transparency along building exteriors;

b. well-defined entries;

c. variable rooflines and building heights;

d. pronounced rooflines; and

e. inclusion of pedestrian-oriented projecting signs *(I1.1, I1.3, I1.14, I 1.18).*

1.44.5 Require that signage be integrated in style, materials, and placement with the design of the structures; minimizing their number and size *(I1.1, I 1.3, I1.14, I1.18).*

1.44.6 Provide a consistent and well-designed system of public signage, identifying entries and key activity locations and uses *(I1.3, I1.14, I1.17).*

1.44.7 Install pedestrian-oriented and scaled amenities, including benches, lighting, landscape, and similar elements *(I1.3, I1.14, I1.17).*

Objective *It shall be the objective of the City of Redondo Beach to:*

1.45 Maintain King Harbor and supporting commercial, restaurant, entertainment, and other coastal-related uses as a recreational resource and amenity of the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.45.1 Accommodate recreational and marine facilities and uses (boat slips and anchorages, fishing, surfing, boating, swimming, public boat launching ramps, etc.), hotels, restaurants, entertainment, gift shops, public open space, and other coastal-related uses in areas designated as "CC".

The primary permitted uses of Mole B shall be boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities, and public open space and recreational uses.

Office uses may be permitted outside the tidelands as supplementary uses that support the success of the primary regional-serving public and commercial recreation uses, subject to limitations in the Harbor-Civic Center Specific Plan, Coastal Land Use Plan, and zoning ordinance *(I1.1, I1.3, I1.13).*

1.45.2 Allow the continuation and maintenance of existing residential structures *(I1.1, I1.3, I1.13).*

Density/Intensity and Height

1.45.3 Permit development within the Harbor and Pier area in accordance with maximum floor area ratio standards and maximum cumulative development limitations established in the Harbor/Civic Center Specific Plan, Coastal

Land Use Plan, and zoning ordinance. The future intensity of new development which may be allowed to occur on individual parcels or master lease areas within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received (*I 1.1, I1.3, I1.13*).

1.45.4 Harbor development proposals shall be reviewed and considered relative to their individual parcel size, configuration, and location, as well as their compatibility with adjacent uses and their ability to attain and fulfill the urban and architectural design objectives specified in Policies 1.45.5 to 1.45.11 of the General Plan. Within the maximum floor area ratio permitted, the actual floor area ratio granted should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality public amenities, public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher floor area ratio than projects that meet the objectives to a lesser extent. (*I1.1, I1.3, I 1.13*).

<u>Design and Development</u>

1.45.5 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I 1.1, I 1.10, I1.18).*

1.45.6 Encourage and provide incentives for the reconfiguration of parcels and development to create a unified seaside "village," siting buildings adjacent to one another and orienting them along common pedestrian promenades and public plazas *(I1.1, I1.3, I1.5, I1.6, I1.13).*

1.45.7 Require that commercial structures be designed at a uniform and high level of architectural design quality which reflects the unique setting of the Harbor on the coastline *(I1.1, I1.3, I1.10, I1.13, I1.18).*

1.45.8 Require that signage be integrated in style, materials, and placement with the design of the structures; minimizing their number and size *(I1.1, I 1.3, I1.10, I1.13, I1.18).*

1.45.9 Provide a consistent and well-designed system of public informational signage for the harbor, identifying entries and key activity locations and uses *(I1.13, I1.17).*

1.45.10 Install pedestrian-oriented and scaled amenities, including benches, street and pedestrian lighting, landscape, and similar elements *(I1.13, I 1.17).*

1.45.11 Install additional street trees and landscape along the Harbor Drive frontage and in parking lots *(I1.13, I1.17).*

PUBLIC AND INSTITUTIONAL USES

The Public and Institutional ("P") designation is comprised of lands that are owned by public agencies, special use districts, and public utilities. Although this designation encompasses a range of different public and quasi-public uses, they share a common thread in that these uses do not fit well under the typical standards for residential, commercial, or industrial uses.

Since this designation includes a variety of uses with a variety of characteristics, no attempt has been made to establish specific development standards within the General Plan. The Zoning Ordinance, however, will implement the Public/Institutional designation through multiple zoning districts more focused on the different classes of public/quasi-public uses. These zones will also contain more specific development standards.

Reference should also be made to the Harbor/Civic Center Specific Plan, Civic Center Sub-Area; Harbor/Pier Sub-Area, Zone 1; and Catalina Avenue Sub-Area, Zones 1 and 2, which establishes additional standards and policies for certain areas designated as "P."

Goal *It shall be the goal of the City of Redondo Beach to:*

1K Provide for public uses which support the needs and functions of the residents and businesses of the City.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.46 Provide for the continuation of existing and expansion of governmental administrative and capital, recreation, public safety, human service, cultural and educational, infrastructure, and other public land uses and facilities to support the existing and future population and development of the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.46.1 Accommodate governmental administrative and maintenance facilities, parks and recreation, public open space, police, fire, educational (schools), cultural (libraries, museums, performing and visual arts, etc.), human health, human services, public utility and infrastructure (transmission corridors, etc.), public and private secondary uses, and other public uses in areas designated as "P" *(I1.1).*

1.46.2 Allow for the reuse of public and utility properties and facilities for private use (and the reuse of school sites subject to the provisions of California Government Code Section 65852.9), with the type and density/intensity of use to be permitted on the site determined by:

a. their compatibility with the type, character, and density/intensity of adjacent uses;

b. objectives for the area defined by the General Plan;

c. contribution of public benefits (e.g., affordable housing);

d. revenue contribution to the City; and

e. formulation and approval of a specific or development plan *(I1.5, I 1.6, I1.7).*

1.46.3 Accommodate religious facilities in residential and commercial areas of the City and in the portion of the industrial zone adjacent to the north side of Manhattan Beach Boulevard, east of Redondo Beach Avenue and provided that they are compatible in function, scale, and character with adjacent uses *(I1.1, I1.7).*

Design and Development

1.46.4 Establish standards for the City and coordinate with other public agencies to ensure that public buildings and sites are designed to be compatible in scale, mass, character, and architecture with the existing buildings and pertinent design characteristics prescribed by this Plan for the district or neighborhood in which they are located *(I1.18).*

1.46.5 Require, where the City has jurisdiction, that public sites be designed to incorporate landscaped setbacks, walls, and other appropriate elements to mitigate operational and visual impacts on adjacent land uses *(I1.18).*

1.46.6 Monitor the operations of public uses and facilities and periodically review the adequacy of and, as necessary, implement additional impact mitigation measures *(I1.18).*

1.46.7 Require that only passive secondary uses of public transmission rights-of-way be permitted (e.g., uses where groups of people are not permitted to congregate).

TARGETED REVITALIZATION SITES

In a few areas of the City that were developed before current zoning patterns were established, the existing uses raise issues of inconsistency with the surrounding area. These areas were the subject of special scrutiny during the formulation of the General Plan to determine the approach that would create the most beneficial and harmonious land use pattern.

Goal *It shall be the goal of the City of Redondo Beach to:*

1L Promote the revitalization and more effective use of properties characterized by economic underutilization or uses and buildings which are incompatible with the district or neighborhood in which they are located.

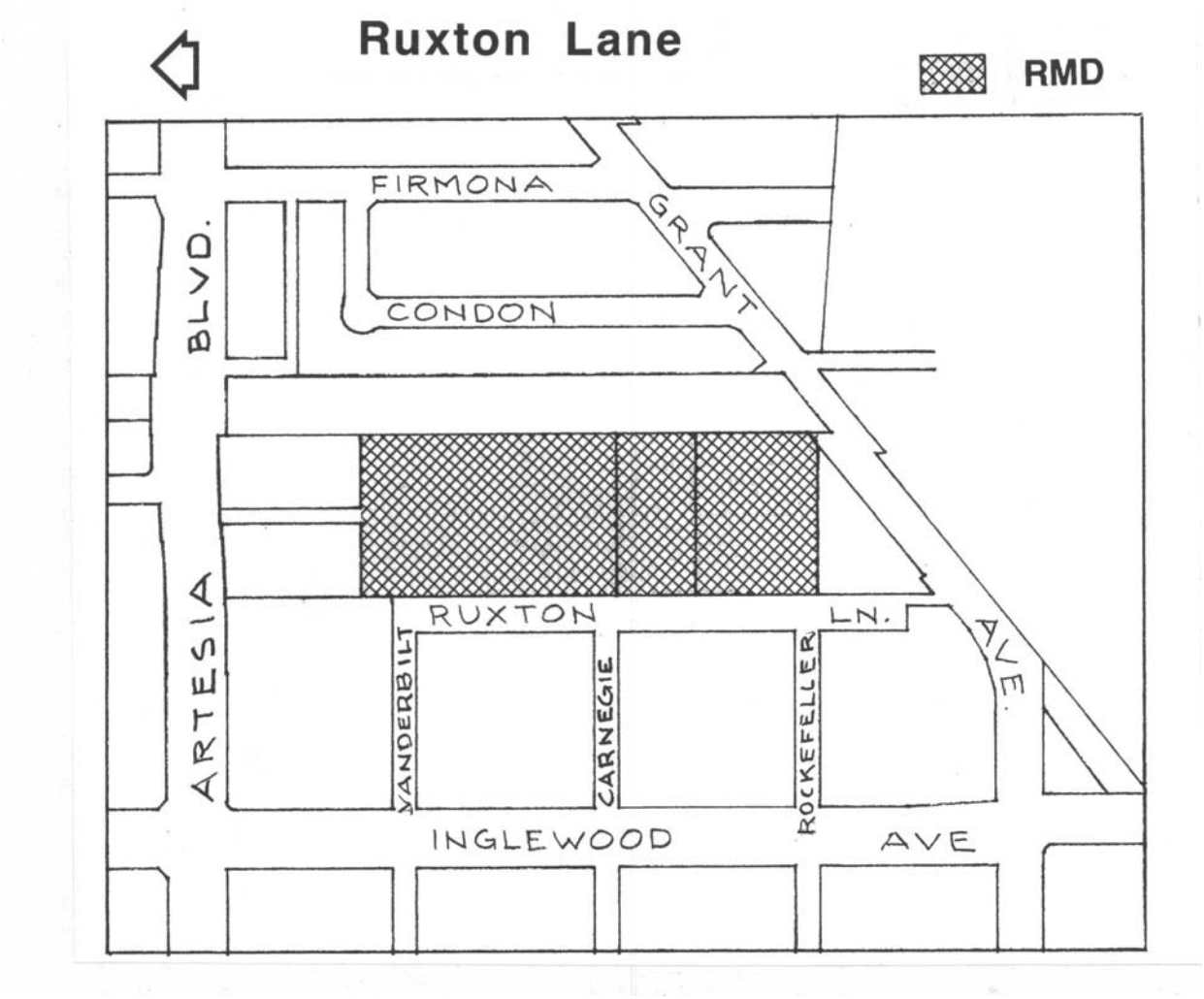
Ruxton Lane

This area of approximately five acres is situated between the Redondo Beach Villa Tract to the west and the Santa Fe Railroad to the east, just south of Artesia Boulevard. Because of its juxtaposition, it became a leftover piece of land. Consequently, it was divided into three large parcels and devoted to light industrial uses. The largest parcel has access to Artesia Boulevard via a "panhandle" strip of property and supports a large warehouse building.

Although the warehouse building is in good condition, the southerly end of the area is in a somewhat deteriorated condition. Combined with the fact that the area adjoins an established residential area across Ruxton Lane, emphasis was placed on establishing a more appropriate and compatible use of this land.

Because of the above, this area has been designated "RMD" Residential Medium Density. Although "RMD" has a normal maximum density of 23.3 units per acre, a

special provision has been applied to this area allowing a maximum density of 40 units per acre where low- and moderate-income units are included. This strategy is intended to both create sufficient value in the land to make its redevelopment economically feasible, and to provide a highly needed opportunity area for the development of new low- and moderate-income housing.



Objective *It shall be the objective of the City of Redondo Beach to:*

1.47 Provide for the revitalization and reuse of the Ruxton Lane industrial area for residential development.

Policies *It shall be the policy of the City of Redondo Beach to:*

<u>Permitted Uses, Density, and Height</u>

1.47.1 Accommodate the development of multi-family residential units in accordance with Policy 1.13.1 in areas designated as "RMD" *(I1.1).*

1.47.2 In excess of development permitted at a maximum density of 23.3 units per net acre pursuant to Policy 1.47.1, accommodate the development of additional multi-family residential units for low and moderate income households, with priority given to senior citizens, at an overall maximum density of 40 units per net acre on parcels of a minimum of 5,000 square feet and height of 45 feet (three stories). Additional density above 23.3 units per net acre (with the exception of density bonuses mandated by state law) up to 40 units per net acre, shall be granted by the City based on consideration of the type and extent of low and moderate income housing to be provided. This policy shall constitute fulfillment of state and city density bonus provisions and no additional density bonus shall be permitted *(I1.1)*.

Design and Development

1.47.3 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I 1.1, I 1.10, I1.18)*.

1.47.4 Require that multi-family residential projects be designed to convey a high quality and distinctive neighborhood character, in accordance with Policy 1.13.3 *(I1.1, I1.10, I1.18)*.

1.47.5 Require the provision of on-site open space amenities and design of these to be accessible and of sufficient size to be usable by tenants *(I1.1)*.

1.47.6 Require that the site and buildings are designed to buffer the impacts of noise and vibration from the abutting railroad *(I1.1)*.

Meyer Lane Area

This area, north of 190th Street and east of Meyer Lane, currently supports a mixture of residential, commercial, and industrial uses that present some special planning considerations. In particular, the existing industrial uses present issues in terms of their compatibility with and intrusion into a surrounding area that is otherwise almost completely residential. Because of this, the primary objectives for this area were to provide for the transition of some of the existing industrial areas to residential uses, and provide for the improvement and enhancement of the industrial areas that remain. To further incentivize the conversion of the existing industrial areas to residential, and pursuant to the City's 6th Cycle Housing Element, a "Residential Overlay" has been added to the Mary Ann Drive and Meyer Lane industrial areas which allows 20 du/ac to 55 du/ac with affordbale housing. Additionally the commercial property on the corner of Hawthorne Blvd and 190th Street also has a "Residential Overlay" that allows 20 du/ac to 55 du/ac with affordable housing.

In attempting to achieve the above objectives, a total of five different land use designations have been applied to six different subareas. A brief discussion of these six subareas follows.

Local-Serving Commercial (190th Street and Mary Ann Drive, "C-2"): This is a long-established pocket of retail commercial uses. These uses are considered to be acceptable and no changes were necessary.

Light Industrial (Mary Ann Drive, "I-2"): North of the commercial businesses at 190th Street, Mary Ann Drive is lined with small light industrial businesses. Although bordered by residential uses on three sides, these businesses have managed to operate without creating undue impacts.

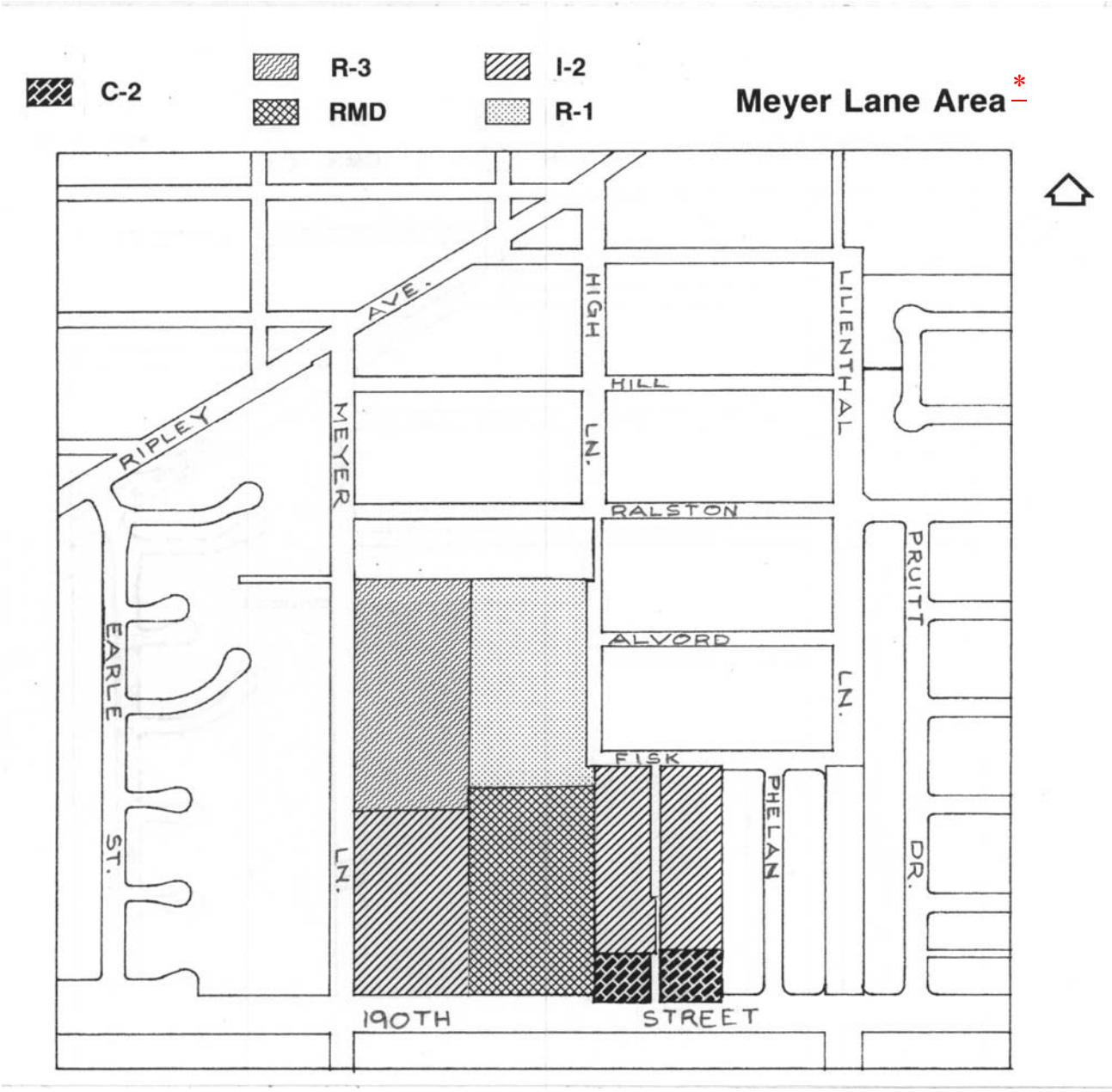
This notwithstanding, there continues to exist concern regarding the appearance and aesthetics of this area. The small area and the industrial nature of the businesses has resulted in some problems with unkept properties. The strategy is to allow the light industrial uses to continue, but to establish policies to encourage physical improvements and upgrading of the appearance of the area. A higher-than-existing floor area ratio of 1.0 was established to encourage redevelopment and consolidation of parcels to a more appropriate scale. Additionally, this area has a Residential Overlay Area that allows for affordable housing and a density of 20 du/ac to 55 du/ac.

Cresta Trailer Park ("RMD"): Situated in the middle of this area is the only mobile home park in Redondo Beach. The park contains space for 83 mobile homes and is relatively simple in design and amenities. Since it is the only remaining mobile home park, it is considered valuable as a place to accommodate this type of alternative, affordable housing. The park has therefore been redesignated "RMD" Residential Medium Density, with the specific stipulation that the site be continued for use as a mobile home park.

Light Industrial (Meyer Lane, "I-2"): Extending approximately 500 feet northward from 190th Street along Meyer Lane is a group of four building complexes that support a combination of business offices and light industrial uses. These buildings continue to exist in good condition and the uses generally operate without problems. This area was therefore designated to continue for light industrial uses. Additionally, this area has a Residential Overlay Area that allows for affordable housing and a density of 20 du/ac to 55 du/ac.

Multiple-Family Residential (Meyer Lane, "R-3"): This area includes three multiple-family complexes just south of Ralston Lane, and two light industrial complexes that are being redesignated to residential. The primary reason for the change of the industrial uses is that the buildings in question are in poor condition and incompatible with the surrounding area. In addition, the transition of these properties would help to reinforce the residential character of the surrounding area.

Single-Family Residential (High Lane, "R-1"): Adjacent to the west side of High Lane is a 3.7-acre site currently occupied by a single large manufacturing use (Chic Lingerie). Since this area is a single site of relatively large size, it would be feasible for it to be redeveloped in the future and remove the conflict of an industrial use adjacent to residential uses on all four sides. The site's isolation from other industrial areas has also diminished its attractiveness for industrial use. Because of these circumstances it was redesignated to "R-1" Single-Family Residential.



* The I-2 areas in the exibit above include a "Residential Ovlary" that allows affordable housing with a density range of 20 du/ac to 55 du/ac.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.48 Provide for the continuation and improved compatibility among existing residential (mobile home park), light industrial, and commercial land uses in the area bounded by 190th Street, Meyer Lane, Ralston Lane, High Lane, Fisk Lane, and Mary Ann Drive; ensuring their compatibility with adjacent residential neighborhoods. Allow for the existing I-2 areas to included affordable housing at a density of 20 du/ac to 55 du/ac.

Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses

1.48.1 Accommodate light industrial uses as prescribed in Policy 1.43.1 in areas designated as "I-2" *(I1.1)*. Allow for the existing I-2 areas to included affordable housing at a density of 20 du/ac to 55 du/ac.

1.48.2 Accommodate local- and highway-serving commercial uses as prescribed in Policy 1.16.1 in areas designated as "C-2" *(I1.1)*.

1.48.3 Accommodate single-family residential units in areas designated as "R-1" *(I1.1)*.

1.48.4 Accommodate low density multi-family residential units in areas designated as "R-3" *(I1.1)*.

1.48.5 Accommodate and maintain the existing trailer park in areas designated as "RMD" *(I1.1)*.

Density, Intensity, and Height

1.48.6 Permit development to a maximum intensity of a floor area ratio of 1.0 and height of two (2) stories (30 feet) in areas designated as "I-2" *(I1.1)*.

1.48.7 Residential uses can develop with higher intensity.

Permit development to a maximum intensity of a floor area ratio of 0.5

1.48.8 and height of two (2) stories (30 feet) in areas designated as "C-2" *(I1.1)*.

Accommodate residential units at a maximum density of 8.8 units per net acre on parcels of a minimum of 5,000 square feet and height of 30 feet

1.48.9 (two stories) in areas designated as "R-1" *(I1.1, I1.2)*.

Accommodate the development of residential units at a maximum density of 17.5 units per net acre on parcels of a minimum of 5,000 square feet and height of 30 feet (two stories) in areas designated as "R-3" *(I1.1, I 1.2)*.

1.48.10 Accommodate mobile home units at a maximum density of 23.3 units per net acre, or as currently exists, in areas designated as "RMD" *(I1.1, I 1.2).*

Design and Development

1.48.11 Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) *(I1.1, I1.10, I1.18).*

1.48.12 Require that light industrial uses be developed in accordance with Policy 1.43.7 *(I1.1, I1.10, I1.18).*

1.48.13 Encourage the renovation and upgrade of existing industrial buildings and installation of street trees, unified signage, and other aesthetic improvements in common and public areas *(I1.5, I1.6, I1.20).*

1.48.14 Require that local- and highway-serving commercial uses be developed in accordance with Policies 1.19.3 and 1.19.4 *(I1.10, I1.18).*

1.48.15 Require that single-family residential uses be developed in accordance with Policies 1.11.4 through 1.11.7 *(I1.1, I1.10, I1.18).*

1.48.16 Require that low density multi-family residential uses be developed in accordance with Policy 1.12.5 *(I1.1, I1.10, I1.18).*

1.48.17 Encourage the long-term maintenance and upgrade of the trailer park; including the structural integrity and appearance of the mobile home units, landscape, common open spaces, and recreational amenities *(I 1.20).*

1.48.18 Install street trees and other landscape improvements along Meyer Lane and Fisk Lane to improve the compatibility of the light industrial uses with adjacent residential neighborhoods *(I1.17).*

1.48.19 Install street trees along 190th Street which distinctly identifies this corridor, and improves its visual appearance *(I1.17).*

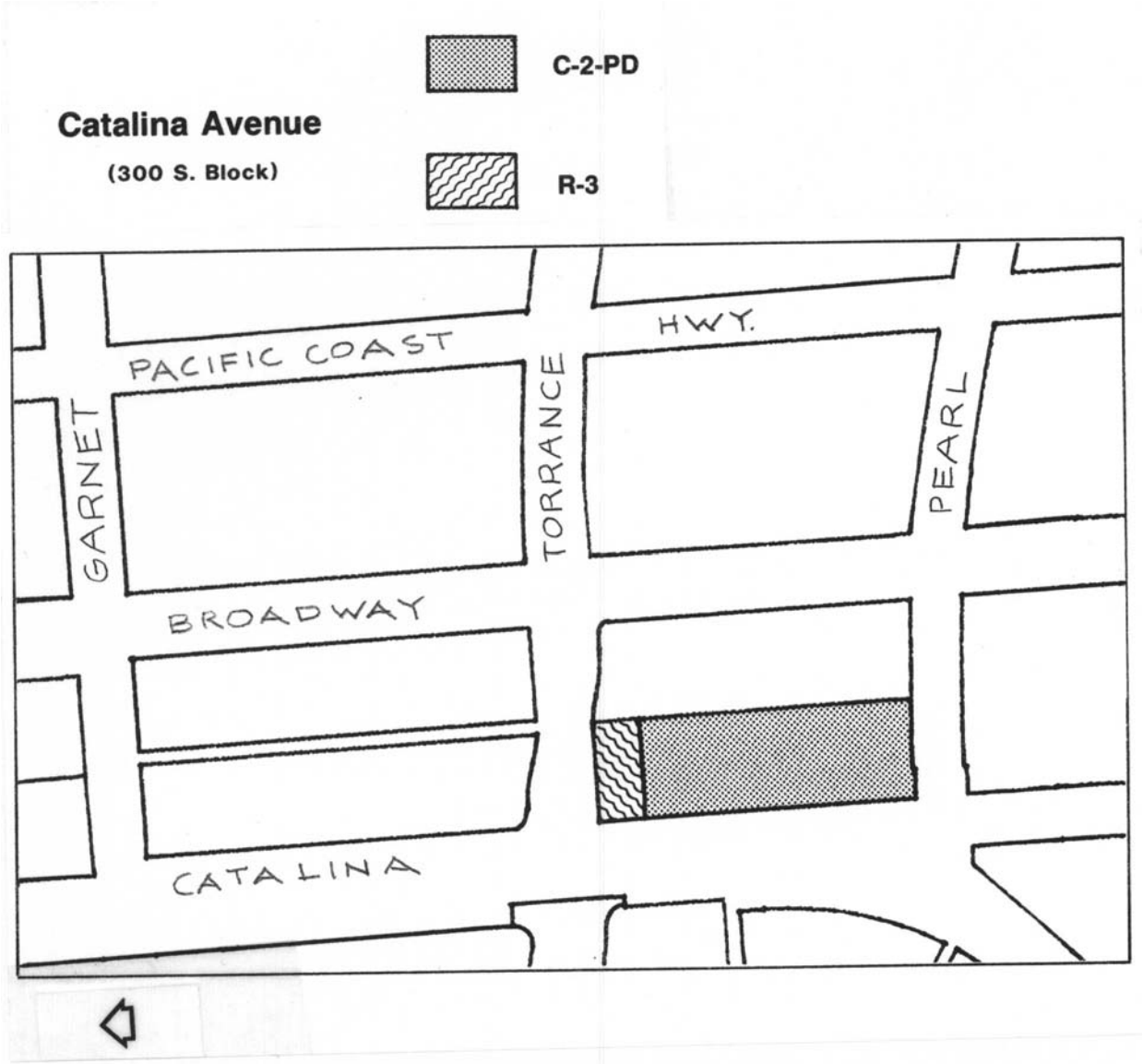
300 Block of South Catalina Avenue

This block, the east side of Catalina Avenue between Torrance Boulevard and Pearl Street, has historically supported retail commercial uses. Long-standing multiple-family residential zoning resulted in only one property (adjacent to Torrance Boulevard) being redeveloped for residential use.

Even though this block is surrounded on three sides by residential development, the existing commercial development is considered to be desirable and nondisruptive. The continued use and future development of this block for commercial use (with the exception of the residential project adjacent to Torrance Boulevard) is considered preferable to a slow transition to residential use. The block has therefore been designated "C-2-PD," also taking into consideration the existing pedestrian orientation of businesses along the sidewalk frontage.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.49 Provide for the development of multi-family residential units, and local-serving pedestrian-oriented commercial uses on the east side of Catalina Avenue between Torrance Boulevard and Pearl Street.



Policies *It shall be the policy of the City of Redondo Beach to:*

Permitted Uses, Density, and Height

1.49.1 Accommodate the development of multi-family residential units in accordance with Policy 1.12.2 in areas designated as "R-3" *(I1.1).*

1.49.2 Accommodate the development of pedestrian-oriented retail, commercial services, professional office, and other related land uses in accordance with Policies 1.16.1 and 1.17.2 on parcels designated as "C-2-PD"*(I1.1).*

Density/Intensity and Height:

1.49.3 Permit development of sites designated as "R3" with residential units to a maximum density of 17.5 units per net acre and height of two stories (30 feet) *(I1.1)*.

1.49.4 Permit development of sites designated as "C-2-PD" to a maximum intensity of a floor area ratio of 0.5 and height of two stories (30 feet) *(I1.1)*.

Design and Development

1.49.5 Require that commercial structures be designed in accordance with Policy 1.17.5 *(I1.1, I1.10, I1.18)*.

1.49.6 Require that multi-family residential units be designed in accordance with Policies 1.12.4 and 1.12.5 *(I1.1, I1.10, I1.18)*.

Issue **WHAT LAND USE MECHANISMS CAN BE USED TO INCREASE THE SUPPLY OF HOUSING UNITS AFFORDABLE FOR VERY LOW, LOW, AND MODERATE INCOME HOUSEHOLDS?**

Goal *It shall be the goal of the City of Redondo Beach to:*

1P Increase the supply of residential units which are available and affordable for households of very low, low, and moderate household incomes~~.~~ through the implementation of the City's 6th Cycle Housing Element.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.50 Provide land use incentives to increase the supply of affordable housing units.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.50.1 In addition to the density bonuses required to be granted under State law, consider approval of a bonus density of up to but not more than fifty (50) percent above the allowable residential density in areas designated for multi-family units and mixed-use residential and commercial for the development of housing units affordable to very low, low and moderate income households and senior citizens provided that:

a. the units are located in close proximity to supporting public transit, commercial services, and social/recreational services and within a Residential Overlay Area;

b. buildings are constructed to conform to the height limits of the zone in which they are located, with the exception that building heights of up to

45 feet may be granted for the area on the west side of Pacific Coast Highway between Emerald Street and Garnet Street in conjunction with the granting of a density bonus for the purpose of providing low- and moderate-income housing;

c. units allocated for low, very low, and moderate income households are restricted to affordable rates for 50 years;

d. a mixture of income levels (room rates and sizes) is incorporated in an affordable housing development;

e. marketing programs will be directed to existing residents of the City of Redondo Beach;

f. the structures will be designed to be complementary to the character of the residential neighborhoods in which they are located;

g. the structures will be designed in accordance with ~~design guidelines~~ the City's Objective Residential Standards which maintain neighborhood compatibility without adversely impacting the quality of life;

h. structures shall be designed to convey the sense of multiple building volumes and incorporate articulating design elements; avoiding the character of large, undifferentiated building masses; and

i. adequate open space is incorporated in the project *(I1.1, I1.7)*.

1.50.15 Policy LU -1.6 Housing Incentives. Allow for lot consolidation on Housing Element sites and Incentivize quality infill residential development that provides a diversity of housing types and accommodates all income levels and age groups.

1.50.2 Permit the development of affordable housing units on specific sites designated by the Land Use Plan map, the 6th Cycle Housing Element (Residential Overlay Areas), and according to the policies and standards specified in this Plan *(I1.1)*.

1.50.3 Disperse affordable housing units throughout the City; limiting the concentration of units at any one location, neighborhood, or district, to maintain community character and minimize localized impacts on services *(I.1.1, I1.7)*.

Issue **HOW SHOULD EXISTING USES WHICH ARE INCONSISTENT WITH AN AREA'S OBJECTIVES BE MAINTAINED OR REPLACED?**

Goal *It shall be the goal of the City of Redondo Beach to:*

1M Achieve conformance with the General Plan, while ensuring that non-conforming uses are well-maintained until their replacement and that existing residential opportunities in residential areas are protected where they have been involuntarily destroyed.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.51 Provide for the reconstruction of existing residential uses that are involuntarily destroyed in residential zones.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.51.1 Permit multi-family (apartments, including two or more units on a lot, and condominiums) residential units which have been partially or totally destroyed due to involuntary events to be reconstructed in residential zones to their pre-existing density and size of units in accordance with the development standards contained in this Plan and implementing municipal codes and ordinances, unless these economically or physically preclude the ability to attain the pre-existing density, wherein the standards may be waived as necessary to attain the pre-existing density *(I1.1, I1.7, I1.10, I1.18).*

1.51.2 Permit single family residential units which have been partially or totally destroyed due to involuntary events to be reconstructed in residential zones to their pre-existing setbacks and size of unit.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.52 Provide for the evolution of land uses to be consistent with the land use designation of the area in which they are located, establishing mechanisms for the physical maintenance and economic well-being of nonconforming uses until they are replaced.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.52.1 Permit the retention of existing neighborhood-serving commercial uses in residential zones and allow for their minor remodeling and expansion, provided that they do not exceed the height allowed in the residential zone, are designed to be compatible with adjacent residences, provide adequate on-site parking, and adequately mitigate the impacts of additional traffic and noise and shall be subject to Planning Commission approval *(I1.1, I1.7).*

1.52.2 Encourage the upgrading of existing neighborhood-serving commercial uses located in residential zones to enhance their compatibility with adjacent residential structures (e.g., landscape and facade improvements) *(I1.20).*

1.52.3 Require that parking lots provided for neighborhood-serving commercial uses in residential zones are designed to be physically and visually compatible with adjacent residential properties; including the use of extensive setbacks, landscape, buffers (e.g., walls), and other appropriate elements *(I1.1, I1.10, I1.18).*

Issue **HOW CAN THE CITY'S PROPERTIES, STRUCTURES, AND PUBLIC OPEN SPACES BE DESIGNED TO PROVIDE A HIGH QUALITY IMAGE AND CHARACTER FOR THE CITY?**

Goal *It shall be the goal of the City of Redondo Beach to:*

1N Ensure a high quality of the City's built environment, architecture, landscape, and public open spaces and sidewalks.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.53 Attain residential, commercial, industrial and public buildings and sites which convey a high quality visual image and character.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.53.1 Require adherence to the standards for each land use district in this Plan, except that minor deviations from numerical standards contained within the General Plan shall not be deemed to be inconsistent with the General Plan where the minor deviation otherwise complies with standards and regulations contained in the zoning code or where the minor deviation has been otherwise approved pursuant to variance or modification procedures under the zoning code *(I1.1, I1.10, I 1.17, I1.18).*

1.53.2 Establish standards for the architectural design of residential, commercial, and industrial buildings which define:

a. base standards for all areas of the City; and

b. supplemental standards for design styles or elements in specific districts or sub-areas to reflect existing or intended design characteristics *(I1.1, I1.18).*

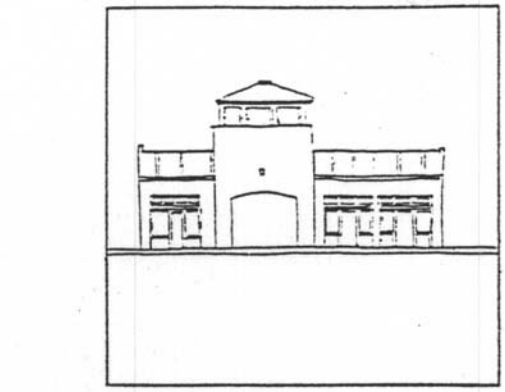
1.53.3 Require that commercial and industrial buildings be designed to convey a high quality of visual and aesthetic character, utilizing design considerations such as:

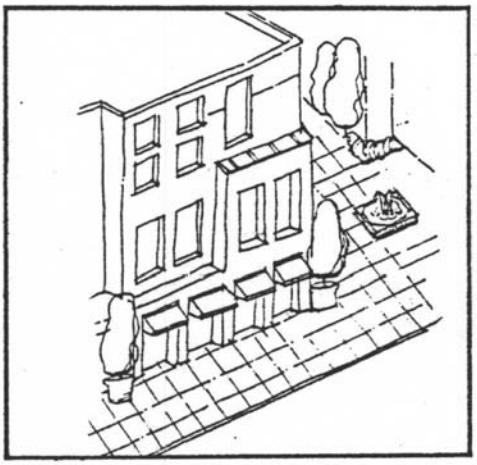
a. Modulation and articulation of building elevations, inclusion of recessed or projecting windows, entries, or arcades, and other elements which avoid flat and undifferentiated surfaces and "box-like" structures;

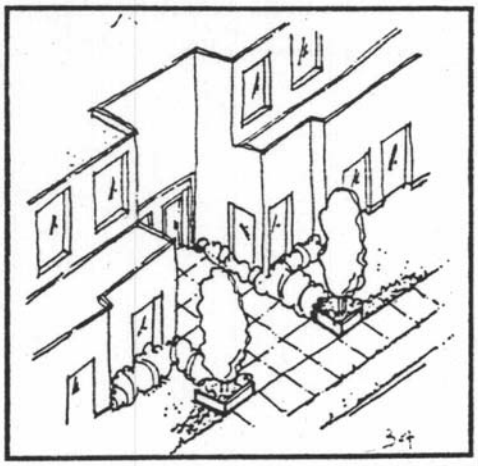
b. incorporation of vertical terminus or well-defined roofline;

c. architectural treatment of all elevations; and

d. use of quality and durable materials *(I1.18).*







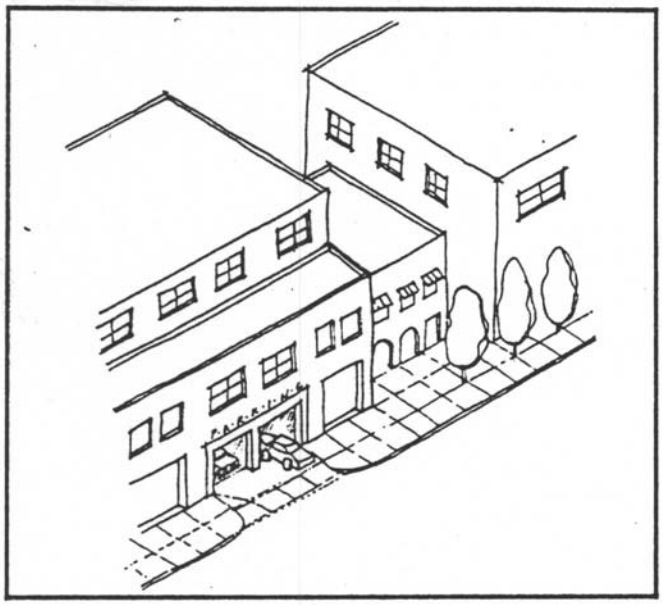
1.53.4 Review and modify, as appropriate, existing standards and procedures for the control of residential building density, bulk, and mass [e.g., building setbacks, heights, property setbacks, outdoor livable (open) space requirements, and others which are pertinent] to ensure compatibility of new

development with the intended character of the neighborhoods in which they are located *(I1.1, I1.18)*.

1.53.5 Establish design standards for automobile repair, gasoline stations, outdoor storage, and similar "traditionally unattractive" uses which provide for their physical and visual compatibility with the commercial district in which they are located; including standards for building character and design, materials, colors, landscape, signage, lighting, and other pertinent elements *(I1.1, I1.18)*.

1.53.6 Require that on-site parking structures be designed as an integrated component of the building's architectural design character; including the incorporation of elements which continue and reinforce the architectural design of the primary structure and convey the visual "sense" of an occupied building (use of windows, arcades, overhangs, entries, recessed walkways, spandrels, articulated columns and rooflines, and other elements) *(I1.1, I1.7, I1.10, I1.18)*.

1.53.7 Require that shared and municipal parking structures be designed to convey the aesthetic character of a commercial building *(I1.1, I1.7, I1.10, I1.18)*.



1.53.8 Require that common fire walls which are visible from the adjoining street or property incorporate design elements which provide visual interest *(I1.1, I1.7, I1.10, I1.18)*.

1.53.9 Limit the use of materials and designs which detract from the community-oriented environment *(I1.1, I1.7, I1.10, I1.18).*

1.53.10 Require that all building facades visible from public streets and abutting properties be designed to continue the architectural character established for the street facing elevations *(I1.1, I1.7, I1.10, I1.18).*

1.53.11 Require that air conditioning and other mechanical equipment located on the rooftop of a structure be visually screened from public viewing areas and adjacent residential properties *(I1.1, I1.7, I1.10, I1.18).*

1.53.12 Require that one or more professionals educated in architectural or urban design be retained on the staff of the Planning Department to review proposed development projects; evaluating their consistency with pertinent design objectives and standards *(I1.10).*

1.53.13 Require that one or more members of the City Planning Commission be a qualified and/or practicing design professional, with formal training in architectural or urban design *(I1.10).*

1.53.14 Monitor the effectiveness of the use of the architectural design standards and Community Development Department staff in attaining the desired quality of development and, if determined to be ineffective, modify these with more restrictive standards or other methods *(I1.18).*

Objective *It shall be the objective of the City of Redondo Beach to:*

1.54 Promote the use of signage in private development which creates a high quality visual environment.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.54.1 Limit the number, location, and size of signs to ensure that they do not visually dominate the district in which they are located and are used primarily for their intended purpose of identifying the business *(I1.1, I 1.7, I1.10, I1.18).*

1.54.2 Require that signage be integrated with the architectural design of the building; placed in locations which complement facade articulation, details, and rhythm and encourage the use of pedestrian-oriented projecting signs, monument signs, and flush-mounted signs in designated pedestrian-active areas *(I1.1, I1.7, I1.10, I1.18).*

1.54.3 Prohibit the use of billboards, roof signs, exterior flashing, mounted or portable, and animated signs *(I1.1)*.

1.54.4 Permit the City Council to enter into agreements to remove existing billboards in the City in return for permitting new billboards at locations facing the San Diego Freeway, provided there is a net reduction in total billboards.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.55 Provide for the landscaping of residential, commercial, industrial and public sites to be compatible with existing development exhibiting significant and recognized landscape and site design assets and establish an improved visual image and landscape quality where not currently existing in the City.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.55.1 Review existing and modify, as necessary, landscaping standards and guidelines for development which promote a high level of visual and environmental quality and require developers to incorporate adequate landscape on-site *(I1.18)*.

1.55.2 Select landscape and tree species which complement the architectural design of structures and reflect the intended functional, physical, and visual character of the district in which they are located *(I1.18)*.

1.55.3 Require that development projects submit and implement a landscaping plan *(I1.1, I1.7)*.

1.55.4 Encourage property owners to maintain existing vegetation on developed sites and replace unhealthy or dead landscape *(I1.24)*.

1.55.5 Encourage developers to incorporate mature and specimen trees and other significant vegetation which may exist on a site into the design of a development project for that site *(I1.18)*.

1.55.6 Require that surface parking lots incorporate trees which will provide extensive shade cover within two years of completion of construction (e.g., canopy coverage versus vertical palms) *(I1.1, I1.7, I1.18)*.

1.55.7 Encourage the use of drought-tolerant species in landscape design *(I1.1, I1.18).*

1.55.8 Require that development incorporate adequate drought-conscious irrigation systems and maintain the health of the landscape *(I1.1, I1.7, I 1.18).*

1.55.9 Require that all landscape be adequately irrigated with automatic irrigation systems *(I1.1, I1.18).*

1.55.10 Use reclaimed water for the irrigation of public and private landscape, as available *(I1.1, I1.16).*

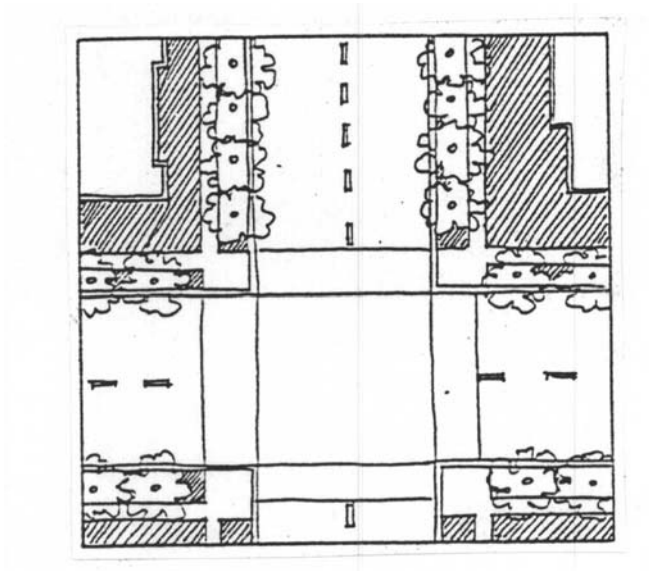
Objective *It shall be the objective of the City of Redondo Beach to:*

1.56 Establish a system of visually attractive public open spaces which creates a high quality and distinctive image for the City; containing street landscape, unified public signage, well-defined entries, and other elements.

Policies *It shall be the policy of the City of Redondo Beach to:*

Street Landscape

1.56.1 Provide for the consistent use of street trees to identify City streets, residential neighborhoods, commercial districts, and entry points to the City, while considering and respecting the species and character of appropriate existing street trees *(I1.22).*



1.56.2 Formulate a master plan defining the types and spacing of trees along all public sidewalks and streets *(I1.22)*.

1.56.3 Encourage, through the Master Plan, the use of a variety of street trees along all public sidewalks and streets *(I1.22)*.

1.56.4 Select species which a) enhance the character and convey a distinctive and high quality visual and environmental image for the City's streets, b) are drought- and smog-tolerant, and pest-resistant, c) require low maintenance and no pesticides, d) are deep rooted, and e) complement appropriate existing street trees *(I1.22)*.

1.56.5 Select species and sizes for pedestrian-oriented commercial and residential districts which enhance walking and community activity *(I1.22)*.

1.56.6 Require that all new development install street trees in accordance with a Master Plan of Street Trees *(I1.1, I1.22)*.

1.56.7 Provide for the installation of street trees along public sidewalks where they are not present, in accordance with a Master Plan of Street Trees *(I 1.17)*.

1.56.8 Encourage community groups to participate in planting new street trees where they do not exist *(I1.21)*.

1.56.9 Require that street trees be adequately maintained and replaced if removed due to damage or health *(I1.1, I1.22)*.

1.56.10 Require that street landscape incorporate a drought-conscious irrigation system or other methods to provide proper watering, where irrigation systems are required *(I1.1, I1.22)*.

1.56.11 Adopt a City-wide street tree trimming and pruning master plan, which cultivates the full potential of street trees as providers of shade and designators of key design corridors *(I1.22)*.

1.56.12 Encourage that historically significant public landscape, including specimen street trees, be designated as landmarks and be preserved *(I1.1, I1.22)*.

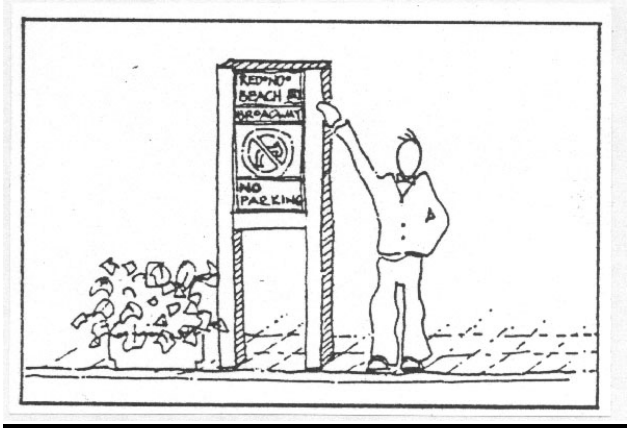
Public Signage

1.56.13 Establish a consistent design vocabulary for all public signage, including fixture type, lettering, colors, symbols, and logos *(I1.17)*.

1.56.14 Provide public signage which is adequately spaced and clearly visible during the day and night to control vehicular traffic, bicycles, and pedestrians *(I1.17).*

1.56.15 Consider the consolidation of signage on individual fixtures/elements, which should be integrated with other street furniture (e.g., lighting, signalization, benches, trash receptacles, kiosks, and other components) *(I1.17).*

1.56.16 Replace existing public signage with new fixtures which consolidate the diversity of signage information (parking, locational, traffic control, etc.), as feasible *(I1.17).*



1.56.17 Provide for distinctive and weather-resistant signage which identifies principal entries to the City, unique districts, neighborhoods, locations, and public buildings and parks (e.g., Catalina Avenue and Torrance Boulevard, entries to the Pier/Harbor, Riviera Village, Artesia Boulevard, the Civic Center, and Pacific Coast Highway pedestrian areas) *(I1.17).*

1.56.18 Ensure that public signage complements and does not detract from adjacent commercial, industrial, and residential uses *(I1.17).*

<u>Entry Improvements</u>

1.56.19 Establish a master plan for the installation of improvements along the principal streets at the City's boundary with adjacent jurisdictions which clearly distinguishes these as major entries to the City; including elements such as signage, landscape clusters, vertical pylons or flags, banners, public art, and/or other distinctive treatment *(I1.17).*

District Urban Design Improvements

1.56.20 Provide for streetscape improvements, landscape, and signage which uniquely identify the principal pedestrian-oriented commercial districts of the City, including a) Artesia Boulevard, b) Riviera Village, c) Harbor/Pier, d) the Avenues, and e) Torrance Boulevard-Pacific Coast Highway node *(I1.17).*

1.56.21 Establish a design program for each principal district and neighborhood of the City (e.g., The Esplanade) which may include signage, street furniture, landscape, lighting, pavement treatments, public art, and architectural design, with input from local community groups *(I1.17).*

Overhead Utilities

1.56.22 Continue programs for the undergrounding of overhead utilities throughout the City *(I1.17).*

Issue **HOW CAN COMPATIBILITY BE ENSURED BETWEEN LAND USES CHARACTERIZED BY DIFFERING FUNCTIONS AND INTENSITIES?**

Goal *It shall be the goal of the City of Redondo Beach to:*

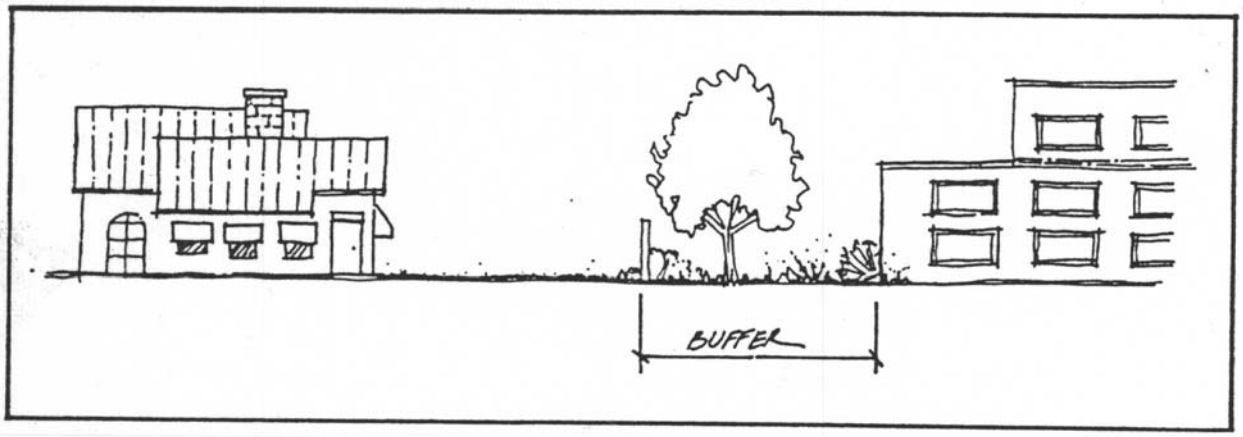
1O Ensure the compatibility among the various types and densities of land uses to be accommodated in the City.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.57 Incorporate functional and physical buffers, setbacks, and other elements as transitions between land uses characterized by differing functions, activities, density, scale, and mass.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.57.1 Require that parcels developed for commercial and industrial uses incorporate buffers with abutting residential properties which adequately protect the residential use from the impacts of noise, light, visibility of activity, vehicular traffic, and risks to the property, and maintain open space and visual access (horizontal and vertical setbacks, structural or landscape enclosures, insulation, and other) *(I1.1, I1.7, I1.18).*



1.57.2 Require that the on-site lighting of commercial and industrial uses be unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is minimized, and adequate safety is provided *(I1.1, I1.7, I1.18).*

1.57.3 Require that the elevation of all parking structures facing residential parcels be enclosed or controlled to prevent adverse noise and air emission impacts on the residences and incorporate architectural design elements, such as surface treatments, off-set planes, and structural articulation and landscape, to provide visual interest and be compatible with the residences *(I1.1, I1.7, I1.18).*

1.57.4 Require that rooftop parking adjacent to residential areas be enclosed by a wall or other appropriate element within an adequate distance to prevent adverse noise impacts on the residences, wherein the enclosed parking shall be within the prescribed height limit of the district in which it is located *(I1.1, I1.7, I1.18).*

1.57.5 Require that entertainment, drinking establishments, and other uses characterized by high activity levels provide adequate physical and safety measures to prevent "spill-over" impacts on adjacent properties *(I1.1, I1.7, I1.8, I1.18).*

1.57.6 Require that the renovation of existing structures or new development on sites served by parking lots located on adjacent residentially-zoned property restrict the access to such parking areas to the commercial zone frontage, unless there are no feasible alternatives, and that areas facing, abutting, or exposed to residential areas be extensively landscaped to include a screen

wall incorporating evergreen plant material (covering a majority of the wall within a one year period) *(I1.1, I1.7, I1.18).*

1.57.7 Allow parking lots by conditional use permit in residential districts where the lot is contiguous to or separated by an alley from the commercially-zoned property served by the parking lot, provided that there is no adverse impact on surrounding residential properties and that areas facing, abutting, or exposed to residential areas be extensively landscaped to include a screen wall incorporating evergreen plant material (covering a majority of the wall within a one year period) *(I1.1, I1.7, I1.18).*

Issue **WHAT MECHANISMS CAN BE USED TO MAINTAIN THE QUALITY OF THE CITY'S BUILT ENVIRONMENT?**

Goal *It shall be the goal of the City of Redondo Beach to:*

1Q Ensure that buildings and properties are maintained in the City.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.58 Ensure that structures and sites are designed and constructed to maintain their long-term quality and provide for the needs of their occupants.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.58.1 Require that all structures be constructed in accordance with the requirements of the City's building and other pertinent codes and regulations, including new, adaptively-reused, and renovated buildings *(I1.4).*

1.58.2 Periodically review and update the City's building and development codes and regulations to ensure that they incorporate professionally accepted state-of-the-art standards *(I1.4).*

1.58.3 Require that all development be designed to provide adequate space for access, parking, supporting functions, open space, storage, and other pertinent elements *(I1.1, I1.4).*

1.58.4 Require that all commercial, industrial, and public development incorporate appropriate design elements to facilitate access for and use by the physically challenged (ramps, doorways, rest rooms, etc.) *(I1.1, I1.4).*

1.58.5 Require that commercial, industrial, and public development incorporate design elements and facilities which facilitate the use of transportation modes as alternatives to the automobile (pedestrian, bicycle, public transit, and other *(I1.1, I1.4).*

Objective *It shall be the objective of the City of Redondo Beach to:*

1.59 Provide for the maintenance and, as necessary, upgrade of the physical and visual quality and integrity of buildings and properties.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.59.1 Periodically monitor the conditions of buildings in the City and enforce pertinent building and zoning codes, when necessary *(I1.23).*

1.59.2 Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants regarding methods for the maintenance and upkeep of their property *(I1.21).*

1.59.3 Provide economic assistance, as funds are available, for the improvement of physically deteriorated and blighted structures in the City *(I1.24).*

1.59.4 Consider the use of the authorities of California Redevelopment Law as a mechanism to precipitate revitalization of deteriorated and blighted buildings, properties, and uses *(I1.6).*

Issue **WHAT MECHANISMS CAN BE USED TO ENSURE THE MAINTENANCE OF ENVIRONMENTAL QUALITY IN THE CITY?**

Goal *It shall be the goal of the City of Redondo Beach to:*

1R Ensure the protection and maintenance of environmental resources.

Objective *It shall be the objective of the City of Redondo Beach to:*

1.60 Provide that the environmental impacts of new development projects be identified and mitigated.

Policies *It shall be the policy of the City of Redondo Beach to:*

1.60.1 Require that proposed development be subject to review to identify its environmental impacts and appropriate mitigation measures in accordance with the California Environmental Quality Act *(I1.7. I1.8, I1.9).*

1.60.2 Monitor the impacts of development and effectiveness of mitigation measures on the City's infrastructure, services, and environment and, as necessary, initiate the following actions to account for the defined impacts:

a. review and modify the locations, densities, and/or design and development standards contained in this Plan;

b. implement capital improvements, public services, or other mitigation programs;

c. require additional developer mitigation; and/or

d. impose fees on new and/or existing development (as authorized by State of California nexus legislation) for the implementation of mitigation programs *(I1.1).*

1.60.3 Work with other public agencies to ensure that their facilities and operations in the City of Redondo Beach are managed in a manner to prevent adverse environmental impacts and comply with pertinent State and federal standards and requirements *(I1.25).*

1.60.4 Establish local procedures, requirements, and programs as to maintain local and regional environmental quality and mitigate impacts; including, but not limited to, air quality management, traffic congestion management, jobs-housing balance, hazardous waste management, water and energy conservation, water quality control, noise abatement, and coastal protection *(I1.1, I1.2, I1.3, I1.8).*

1.60.5 Participate in inter-jurisdictional and regional environmental management and mitigation programs with adjoining cities in the region *(I1.25).*

2.1.5 Implementation Programs

The following indicates the programs which shall be carried out by the City of Redondo Beach to implement the goals, objectives, policies, and standards of the Land Use Element. Each program is preceded by the letter "I" and a number which is referenced

by the pertinent policy which it implements in the preceding section. These are noted in parentheses ( ) at the close of each policy. Notwithstanding the language in specific implementation measures, action by the City is subject to the availability of funding and staff.

I1.1 Revise the Zoning Ordinance

The principal method for the implementation of a General Plan Land Use Map is the zoning ordinance. Policies and standards which prescribe the types of use permitted, their density/intensity, and design and development characteristics (design, property setbacks, etc.) are codified as precise requirements in the ordinance. The authority to zone is inherent in the police power delegated to cities by the State of California Constitution. The zoning ordinance consists of two basis elements: a) a map which delineates the boundaries of districts, or "land use zones," in which similar and compatible uses developed at similar and compatible standards are to be permitted and b) text which explains the purpose of the zoning district, lists the permitted uses (as a "right" or under special conditions), and defines the standards for development (e.g., minimum lot size, density, height, property setbacks, lot coverage, parking requirements, sign design, and so on).

The existing mapped depiction of land use zones is referred to as the "Precise Land Use Plan" and the textual codification of requirements is incorporated as Chapter 2 of the Redondo Beach Municipal Code, also titled the "Precise Land Use Plan." On adoption of this updated General Plan, it will be necessary to revise the "Precise Land Use Plan" map and text to be consistent with the General Plan's policies and standards.

It is evident, on review of the existing zoning ordinance text, that its format and structure are archaic and unwieldy and do not reflect "state-of-the-art" techniques and practices. To a large extent, this is attributable to the considerable passage of time since the original ordinance's preparation in the early 1960s. Subsequent changes have occurred as elaborations and appendages, whose cumulative effect over time has resulted in a complex and difficult to administer document. As a consequence, it is recommended that the City use the opportunity of the General Plan update to completely restructure and rewrite its zoning ordinance. Should this occur, it would be necessary for the City to modify its existing zoning standards and procedures so that they are consistent with the provisions of the General Plan on an interim basis during the six month or longer process for the ordinance's revision.

The following lists the general categories of revisions which will be necessitated by the adoption of the updated General Plan. These are not all-inclusive and will

necessitate the careful review of the specifications of each of the policies contained in the Land Use Element and all other elements to determine the appropriate ordinance revisions.

a. The "Precise Land Use Plan" (or "zoning map") will require revision to reflect the locations and categories of use and density delineated on the General Plan Land Use Map.

b. Land use districts (as prescribed in Article 2 of the ordinance) will require revision to reflect the categories of use defined by the General Plan Land Use Map and policies.

c. Development standards for each land use district will require revision to reflect the policies and standards specified for permitted uses, density and intensity, design and development, and other considerations. Generally, these include:

(1) Establishment of controls on the intensity of commercial and industrial development by the definition of a maximum floor area ratio. Generally, it has been assumed in the formulation of the Land Use Element policies that floor area ratio encompasses the gross building area, excluding parking structures, mechanical rooms, and subterranean basements not used for commercial or business activity. The City may elect to also exclude non-occupiable common building areas, such as stairways, ventilation shafts, arcades, and architectural projections (e.g., towers).

(2) Review and reconciliation of permitted residential densities (units per acre) and lot sizes.

(3) Review and revision, as necessary, of building height limitations.

(4) Review and reconciliation of property setbacks (horizontal and vertical) for land use compatibility.

(5) Review and establishment of requirements for buffers between commercial and residential uses, single-family and multi-family uses, and other abutting districts characterized by differing characteristics and functions.

(6) Establishment of standards to mitigate the impacts on adjacent properties of noise, vibration, odor, light and glare, and other

operational characteristics from the AES Redondo Beach facility, transmission lines, harbor operations, railroad corridor, highways, and other similar uses. The standards shall apply both to the source and receiver sites (e.g., use of sound insulation in residential structures abutting the railroad corridor and SCE plant).

(7) Review and revision of landscape standards for properties, including front yards, courtyards, plazas, side yards, rear yards, parking lots and facilities, common public areas, and other prescribed locations.

(8) Establishment of standards to enhance the pedestrian character of streets in selected commercial districts; including specifications for the type and/or location of use, architectural treatment of facades and building mass, siting of structures along sidewalks, incorporation of pedestrian amenities, and other prescribed elements. This may be accomplished as an "overlay" to an underlying commercial land use district classification.

(9) Establishment of architectural and site design standards for all structures, including, but not limited to, facade treatment and articulation, massing/volume modulation, organization of multiple buildings, visual and physical transparency, and other pertinent elements.

(10) Establishment of architectural and site design standards for the development of mixed-use structures, integrating residential and commercial uses into a single structure or site. Considerations will be given to elements which ensure compatibility between these uses (e.g., separate entrances and parking, on-site residential amenities, and noise controls).

(11) Establishment of site planning and design standards for areas in which a "village" character is intended, involving multiple buildings or masses on individual or combined parcels or in low intensity and scaled commercial clusters. These include:

- Pacific Coast Highway, east of Palos Verdes Boulevard
- East side of Pacific Coast Highway, Palos Verdes Boulevard to Avenue G
- Pacific Coast Highway and Torrance Boulevard intersection
- Galleria at South Bay
- Riviera Village

- The "Avenues" (Pacific Coast Highway, Avenue A to H)
- Selected segments of Pacific Coast Highway and Artesia Boulevard

d. Standards and requirements and provisions for bonus densities for the development of affordable housing shall be reviewed and, as necessary, modified.

e. Standards and requirements for adult businesses, video arcades, gasoline sales, automobile and truck dealerships, and other uses characterized by activities which could conflict with the "residential" character of the community shall be reviewed and, as necessary, modified.

f. Signage standards shall be reviewed and, as necessary, upgraded including limitations on the number, size, design, placement, materials, colors, and other characteristics of signs. A schedule shall be established for the amortization of nonconforming signs and nonconforming signs may be required to be removed when a property changes use or there is an expansion of existing use.

g. Parking standards shall be reviewed for their adequacy. These will consider opportunities for "shared" facilities and mixed-use development projects.

h. Requirements shall be reviewed and upgraded, as necessary, for the linkage of development with the provision of adequate transportation and utility infrastructure (streets, water, sewer, storm drainage, electricity, natural gas, and telecommunication), public services (governmental administrative, schools, parks, libraries, etc.), and public amenities (e.g., street trees). These will consider the appropriate responsibilities for developer participation and fees, in accordance with State nexus legislation and court cases.

i. Provisions for the compliance of local development projects with regional requirements for air quality (South Coast Air Quality Management Plan), congestion management (Los Angeles County Congestion Management Program), toxics and hazardous wastes (Hazardous Waste Management Plan), solid waste reduction (Source Reduction and Recycling Element), water and energy conservation, coastal protection (California Coastal Act), noise abatement, and other pertinent environmental controls will be specified. These will encompass development standards and procedures which implement defined requirements for local governments.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

- Interim Ordinance, within two months of adoption of the General Plan.

- Revised Ordinance, within 18 months of the General Plan's adoption (as funding is available).

I1.2 Subdivision Regulations

Subdivision regulation is an exercise of the police power of a city authorized by the State to control the manner in which land is divided. Like the zoning ordinance, it must be consistent with the General Plan. It will be necessary to review the City's subdivision ordinance (Chapter One of Title 10 of the Municipal Code) and amend it as necessary to reflect the land use goals, objectives, policies, and standards.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

Revised Ordinance, within 18 months of the General Plan's adoption (as funding is available).

I1.3 Local Coastal Program

The City of Redondo Beach's Coastal Element (defined by the California Coastal Act as the "Local Coastal Program, Land Use Plan) will be updated to reflect the revised General Plan. Other revisions may be necessary to reflect planning for the rebuilding of the Pier and intentions for King Harbor. In concert, it will be necessary to complete the (unfinished) Local Implementing Ordinance. Both documents shall be submitted to the California Coastal Commission for review and certification.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

Within 24 months of the General Plan's adoption (as funding is available).

I1.4 Building Code

The City shall continue the Building code as the set of rules and regulations by which new construction, adaptive re-use, and renovations shall occur. The Code shall be reviewed to ensure its consistency with the provisions of the General Plan. It shall also be updated periodically to reflect changes in the Uniform Building Code and State legislation. At least once each three years, the City shall review the Code and update it as necessary to reflect conditions which are unique to the City.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

For consistency with the General Plan: within 18 months of the General Plan's adoption (as funding is available).

I1.5 Specific Plans

State law (Government Code Section 65450) authorizes cities to adopt Specific Plans for implementing their general plans in designated areas. They are intended to provide more finite specification of the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and circulation and infrastructure improvements. They are most often used to ensure that multiple property owners and developers adhere to a common development plan or ensure that the individual phases of a long-term multi-phased development project are integrated and cohesive.

Specific Plans can be initiated by the City or developers. Costs for City-initiated Specific Plans are, most often, reimbursed by pro-rata allocation of fees to developers applying for development permits in the Specific Plan area.

In concert with the preparation of the updated General Plan, a separate Specific Plan has been developed for the area generally encompassing the Catalina Avenue corridor between Pacific Coast Highway and Pearl Street, Civic Center, King Harbor, Redondo Beach Pier, and Pacific Coast Highway property frontages. This Plan (separate document) shall be considered for approval by the City apart from the General Plan.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department and private developers.

Schedule for Implementation

- Civic Center-North Catalina Avenue Corridor-King Harbor Specific Plan: concurrent with adoption of the updated General Plan.

- Others: as determined to be necessary.

I1.6 Development Agreements

Development agreements are authorized by State law to enable a city to enter into a binding contract with a developer which assures the city as to the type, character, and quality of development and additional "benefits" which may be contributed and assures the developer that the necessary development permits will be issued regardless of changes in regulations.

This ensures that a developer of a multi-phased project who has established financing on conditions negotiated with the city would not be adversely affected by subsequent, more restrictive regulations. This, in turn, enables the city to exact a higher level of performance, quality, and contributions than would normally accrue through the entitlement process.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department and private developers.

Schedule for Implementation

On a case-by-case developers as desired by the City or private developers.

I1.7 Development Review

New development and enlargement of existing structures, except single-family residences are subject to review according to their adherence with City of Redondo Beach standards and regulations and General Plan policy and issuance of a Development Permit. Certain projects, consistent with zoning, are considered as "ministerial" and are subject to approval by the Director of Community Development. Others are subject to discretionary review, including those which must receive Conditional Use Permits or variances and are subject to review by the Planning Commission and formal public hearings. In particular, development review is essential for the following:

a. Determination of the appropriateness and extent of bonus densities for affordable and seniors housing units.

b. Review of mixed-use development projects (integrating residential and commercial).

c. Review of projects in districts in which more restrictive design and development standards are imposed to maintain or achieve a special quality or to control large scale projects (e.g., Riviera Village, the "Avenues," Torrance-PCH intersection, North Catalina Avenue, pedestrian-oriented areas, TRW, and Galleria at South Bay).

d. Review of the appropriateness and imposition of controls on "high-impact" developments (arcades, etc.).

e. Review of projects located in "high-impact" areas (e.g., adjacent to the AES Redondo Beach plant).

f. Review of modifications of existing development which is "non-conforming" due to its use, density, and/or design. This will include the consideration of the replacement of structures involuntarily destroyed.

The decisions of the Planning Commission can be appealed to the City Council. In preparing the implementing zoning ordinance for this Plan, the City should re-evaluate these regulations for their adequacy in providing effective public review and comment on proposed development projects. As necessary, the thresholds for review should be revised to reflect the potential impacts of a project based on type of use, size, location, trips generated, infrastructure demands, or other appropriate criteria.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

Review and modification of development review requirements: in concert with the preparation of the revised zoning ordinance, within 18 months of the adoption of the updated General Plan.

I1.8 Environmental Review

The California Environmental Quality Act (CEQA) requires that the environmental effects of a project must be taken into account when considering zone changes, development permits, specific plans, and development agreements. This involves the review of all projects submitted by an applicant or initiated by the City and determination of their potential for significantly affecting the City's and region's environmental resources (by an "Initial Study"). If it is found that significant impacts may occur, an Environmental Impact Report (EIR) must be prepared.

The EIR presents an overview of the environmental setting of the project, assesses how that environment will change on introduction of the project, prescribes changes to the project which must be made to mitigate any impacts found to be significant, and identifies and evaluates the impacts of any alternatives. The "environment" of Redondo Beach to be evaluated consists of the composite of existing physical elements; including natural environmental components (air quality, geology/seismicity, groundwater, etc.) and man-related components (circulation and traffic, infrastructure, public services, etc.). Economic impacts are **not** considered part of the environment, according to CEQA. This does not preclude the preparation of separate "Fiscal" or "Economic" impact analyses. However, they are not part of an EIR.

On completion of an EIR, it is made available for public review and comment. At least one public hearing must be conducted by the Planning Commission on the draft EIR. Comments received must be responded to and addressed in the Final EIR.

Environmental review occurs in concert with the Development Permit process. No discretionary permit can be approved without, first, satisfactory completion of the environmental review process. This may involve the preparation of a complete

EIR, "Focused" EIR if found that only a limited number of resources may be impacted, "Supplemental" EIR if the project is a revision of an earlier project or time has passed and conditions have changed, or "Negative Declaration" if the project is determined by the City to have no significant effects.

Where mitigation actions are specified during environmental review, a plan ("Mitigation Monitoring Plan") must be prepared which specifies the manner in which the development project will be monitored to determine whether these actions were implemented and effective. This plan must be approved by the City in concert with the certification of the EIR.

Redondo Beach's environmental review procedures are specified in Chapter 3 of Title 10 of the Municipal Code and should be reviewed for consistency with the goals, objectives, policies, and standards contained in this Plan.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

- Procedures: in concert with the preparation of the revised zoning ordinance, within 18 months of the adoption of the updated General Plan.

- Environmental review documents: on a case-by-case basis.

I1.9 Traffic Impact Review

As a component of the environmental review process, or separately, the City shall require the conduct of an analysis defining the traffic impacts and mitigation measures for new development and the adaptive re-use of existing structures. A threshold (i.e., number of trips) should be established above which such analyses would be required. The analyses will be subject to public and Transportation Commission review.
Projects classified as "regionally-significant," as determined by the Los Angeles County Transportation Commission criteria, shall be subject to review for their impacts on designated regional highways and compliance with the Los Angeles County Congestion Management Plan (CMP), when adopted. This may include a fee contribution for the mitigation of impacts on the regional highway network.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department and Public Works Department.

Schedule for Implementation

- Procedures: in concert with the preparation of the revised zoning ordinance, within 18 months of the adoption of the General Plan.

- Projects: on a case-by-case basis.

I1.10 Architectural Design Review

The goals, objectives, policies, and standards contained in the Land Use Element mandate a high level of architectural and site design performance in the City of Redondo Beach. To this end, it is encouraged that one or more professionals who are trained in architectural, landscape, and/or urban design be retained on City staff. This person or persons would be responsible for meeting with development applicants and explaining to them the design goals, objectives, policies, and standards of this plan and how they will be interpreted by the City. Specific visual examples of projects which meet these requirements should be presented.

This will enable the City to be pro-active in design, rather than the normally reactive stance of the development review process. In addition, it is recommended that one or more members of the Planning Commission be trained in the same design professions. This would enhance the credibility of the formal design review of discretionary projects by the Commission; basing decisions on objective training as well as subjective "lay" viewpoints.

Responsibility for Implementation

City of Redondo Beach, policy position of the City to be established by the City Council as a "goal" or 'target" for employment and Commission guidelines.

Schedule for Implementation

Within six months of the adoption of the General Plan.

I1.11 General Plan Monitoring and Update

The City shall review, revise, and update the General Plan periodically. This should include a) an update of baseline data, analyses, and issues to account for current conditions; b) evaluation of the policies and programs contained in this Plan according to their effectiveness in achieving the Plan's goals and objectives; and c) revision of the policies and programs to increase their effectiveness, where necessary, and to account for current issues and legislation. Public input shall be actively solicited in the update. In addition, the Plan shall be monitored annually for its effectiveness in mitigating defined issues and achieving its goals and objectives. The Planning Commission shall report these findings to the Mayor and City Council.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department, Planning Commission, and City Council

Schedule for Implementation

- Monitoring Reports: once each year.
- General Plan updates: periodically.

I1.12 Redevelopment

The State of California, through the Community Redevelopment Law (Health and Safety Code Sections 33000 et. seq.) authorizes a city to undertake redevelopment projects to revitalize blighted areas. An adopted plan provides additional tools beyond those traditionally provided by planning law to a city to effectuate productive change.

These include the use of tax increment revenues (i.e., amount of additional tax revenue above a “frozen” base generated by increased property valuations resulting from new development in the Project Area), property acquisition, consolidation of small parcels, joint public-private partnerships, clearance of land and resale to developers, and relocation of tenants. Twenty percent of the tax increment revenue, in most cases, is to be used to increase and improve the community's supply of low and moderate income housing. The use of California Redevelopment authorities considerably facilitate the process of creating joint partnerships with the business community to cure existing problems and create new jobs.

Redevelopment Plans may be adopted with respect to areas in which the conditions of physical, economic, and/or social blight predominate. At a minimum, it is recommended that the City of Redondo Beach consider the use of State-authorized redevelopment activities for the revitalization and more effective use of the parcels on the east side of Pacific Coast Highway between Anita/Herondo Street and Diamond Street and to stimulate conversion of the Ruxton Lane industrial area for residential uses. If private market activities are unsuccessful in attaining desired improvements in the North Catalina Avenue corridor, it is suggested that redevelopment also be considered here.

Any application of the redevelopment authorities should minimize the acreage and uses to be encompassed in the Project Area. Residential areas should be excluded unless it is the intent (as on Pacific Coast Highway) to convert these to another use. Redevelopment actions should be targeted to the few, relatively modest projects which can be demonstrated to be economically feasible and effectively stimulate further revitalization.

Responsibility for Implementation

City of Redondo Beach, Department of Community Development.

Schedule for Implementation

- Feasibility studies for the redevelopment of Pacific Coast Highway (Anita/ Herondo-Diamond) and the Ruxton Lane industrial area: within two years of the adoption of the General Plan, unless adequate funding is not available.

- Other areas: as required.

I1.13 King Harbor Operations

Development in King Harbor shall continue to be administered by the City of Redondo Beach Harbor Department and subject to input by the Harbor Commission and approval of the City Council. Contractual leases between the City and leaseholder define the type of development permitted on each parcel and duration/tenure of the leasehold. Such leaseholds are negotiated by the Harbor Department and are subject to review and input of the Harbor Commission, who acts as an advisory body. Final approval of the lease is the responsibility of the City Council.

Development projects on the leasehold properties are submitted to the Harbor Department, whereupon they are reviewed for their consistency with zoning by the

Department of Community Development. This review will expand upon the criteria historically used to encompass the additional design and development standards contained in this General Plan.

Responsibility for Implementation

City of Redondo Beach.

Schedule for Implementation

Ongoing.

I1.14 Redondo Beach Pier Operations

Development on the Redondo Beach Pier shall continue to be administered by the City of Redondo Beach Harbor Department and subject to input by the Harbor Commission and approval of the City Council. The type, amount, and design character of development to be permitted on the reconstructed Pier is defined by the Redondo Beach Pier Master Plan. Contractual leases between the City and leaseholder define the type of development permitted on each parcel and duration/tenure of the leasehold. Such leaseholds are negotiated by the Harbor Department and are subject to review and input of the Harbor Commission, who acts as an advisory body. Final approval of the lease is the responsibility of the City Council.

Development projects on the leasehold properties are submitted to the Harbor Department, whereupon they are reviewed for their consistency with zoning by the Department of Community Development. This review will expand upon the criteria historically used to encompass the Pier Design Manual and additional design and development standards contained in this General Plan.

Responsibility for Implementation

City of Redondo Beach.

Schedule for Implementation

Ongoing.

I1.15 Inter-Agency Coordination

Development in the City of Redondo Beach impacts and is impacted by the actions of adjacent municipal jurisdictions, utility districts (e.g., Southern California Edison Company), school districts, service providers, and "superior" governmental agencies (e.g., County of Los Angeles and the California Department of Transportation). As a consequence, it is essential that the actions of each jurisdiction which impact one another be closely coordinated. Agreements and procedures for coordination need to be continued or established where they do not currently exist. This will become increasingly important as the State of California moves to establish state-wide and regional policy and administrative mechanisms to address the issues of growth (e.g., congestion management, air quality, solid waste, and traffic) which may impact the City's local decision authorities over time.

Among the many and diverse concerns which should be addressed are the following:

a. Land use compatibility on the City's periphery and interface of streets and traffic; with the Cities of Hawthorne, Manhattan Beach, Hermosa Beach, Lawndale, and Torrance.

b. Regional transportation (Pacific Coast Highway and Artesia Boulevard) and public transit; with the California Department of Transportation, Los Angeles County Transportation Commission, Southern California Association of Governments, and Santa Fe Railroad.

c. Development of the harbor, pier, and coastal properties; with the California Coastal Commission, State Lands Commission, California Department of Fish and Game, United States Army Corps of Engineers, and Regional Water Quality Control Board.

d. Development and operations of electrical generating and transmission facilities; with the Southern California Edison Company.

e. Provision and maintenance of other public and quasi-public utilities; Southern California Gas Company, General Telephone Company, California Water Company, Western Waste Industries, County of Los Angeles Flood Control, and Century Cable.

f. Provision of schools; with the Redondo Beach School District and South Bay Union High School District.

g. Regional air quality; with the South Coast Air Quality Management District.

h. “Fair share” provision of affordable housing units; with the Southern California Association of Governments and State of California Department of Housing and Community Development.

i. Provision of social services; County of Los Angeles, State of California, and local service providers.

Responsibility for Implementation

City of Redondo Beach.

Schedule for Implementation

Ongoing.

I1.16 Capital Improvements Program

The City of Redondo Beach maintains a Capital Improvements Program (CIP) which provides for the construction and upgrade of streets, storm drains (not under the responsibility of Los Angeles County Flood Control), municipal buildings, and other public physical facilities. It defines the specific improvements to be accomplished annually and allocates budget for these. Normally, the CIP is revised no less often than every five years and is subject to approval by the City Council.

Responsibility for Implementation

City of Redondo Beach Public Works Department.

Schedule for Implementation

a. Program: update every five years.
b. Implementation: each year, as funding is available.

I1.17 Urban Design Improvement Program

The Plan provides for the implementation of streetscape and other urban design improvements throughout the City's commercial corridors. These include the use of consistent street trees, furniture (benches, trash receptacles, etc.), and signage. In key activity and pedestrian-oriented districts, a program of more extensive improvements are proposed including the use of entry and district signage and

monuments, pedestrian-oriented lighting, "aesthetic" crosswalk and sidewalk paving, expanded landscape, and other elements. Locations designated for such improvements include:

a. Artesia Boulevard (consistent with the Artesia Boulevard Improvement Plan).

b. Pacific Coast Highway and Torrance Boulevard intersection.

c. Riviera Village.

d. Galleria at South Bay and surrounding parcels.

e. Civic Center and adjacent properties.

f. Redondo Beach Pier-King Harbor area.

g. Entries along the City's key arterials (Torrance Boulevard and Pacific Coast Highway).

For each area, a comprehensive urban design master plan shall be prepared. At a minimum, this will specify the improvements to be implemented, pertinent design and development standards, their costs, and a financing program. The latter may be accomplished as a condition of and integrated with the development of private projects (e.g., Pacific Coast Highway and Torrance intersection and the Galleria at South Bay) or by the establishment of an Assessment District (e.g., Artesia Boulevard).

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

Urban Design Master Plans: within five years of the adoption of the updated Municipal Code, as funding is available.

I1.18 Formulate Architecture, Site, and Landscape Design Guidelines and Standards

Architecture, site, and landscape design guidelines shall be established for development throughout the City. These should define the salient design characteristics which are necessary to ensure that new development and renovation

of existing structures attains the high quality which is desired in the City and does not adversely impact the character of existing districts which exhibit special design qualities. For example, in the "Avenues" area of the City, the design guidelines should prescribe standards for the height, massing, scale, articulation, and setbacks of structures to continue the single-family character that distinguishes much of the existing development in this unique neighborhood. In designated "pedestrian-oriented" commercial districts, the guidelines should be formulated to promote pedestrian activity, such as siting structures in proximity to public sidewalks, maintaining visual transparency of the ground floor elevation, and incorporating architectural design elements which provide visual interest.

In general, the guidelines/standards should be more precise in those areas which currently exhibit a distinctive architectural and planning character, such as the "Avenues" and Riviera Village, or are intended to establish a special sense of place, such as Artesia Boulevard. The guidelines should specify the overall characteristics of development desired, such as scale, massing, siting, facade articulation, and amenity. Restricted and specific design idioms, such as "Spanish Colonial Revival," are considered inappropriate for the City and should not be used.

The guidelines shall be reviewed by the Planning Commission and adopted by the City Council.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

Within three years of the adoption of the updated Municipal Code, as funding is available.

I1.19 Land Development/Parcel Re-Configuration

A study shall be conducted, in concert with any redevelopment planning activities, to determine the feasibility of re-routing Catalina Avenue between Beryl Street and the Pacific Coast Highway intersection approximately coincident with the railroad right-of-way and Francisca to Herondo. This would facilitate the re-use of the parcels currently located along this segment of Catalina Avenue for an integrated mixed-use commercial and residential "village."

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department and Public Works Department.

Schedule for Implementation

Coordinated with redevelopment planning activities.

I1.20 Interface with Property Owners and Developers for Property Maintenance

The City shall establish programs to encourage property owners to maintain and upgrade, as necessary, the quality of existing buildings in the City. This may include:

a. periodic visual surveys of the conditions of the City's districts and neighborhoods, identifying sites which exhibit substantial inadequate maintenance;

b. contact of the owners or tenants of sub-standard properties to encourage their remedial actions;

c. provision of technical assistance (at City Hall) to the property owners and tenants regarding the techniques by which properties can be maintained and upgraded; and

d. assistance in the solicitation of low-interest loans for the upgrade of sub-standard properties.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

City's private property maintenance program: within two (2) years of the adoption of the General Plan, as funding is available.

I1.21 Educational Programs

Expanding upon the prior implementation strategy, the City shall work with local contractors, developers, and schools to establish a program to educate the public regarding the techniques which may be employed to maintain and upgrade properties. These may be structured as classes presented to local homeowners, business, and/or community organizations, and/or on cable television.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

Within two (2) years of the adoption of the General Plan, as funding is available.

I1.22 Street Tree Master Plan

The City shall formulate a comprehensive master plan which shall list the permitted trees in the public rights-of-way along all streets in Redondo Beach. It will specify species, minimum size, spacing, and irrigation requirements. It is intended that the plan identify consistent species for blocks, streets, neighborhood, or districts which provide distinctive identities for these areas.

Responsibility for Implementation

City of Redondo Beach, Planning Division of the Community Development Department.

Schedule for Implementation

Within two (2) years of the adoption of the updated Municipal Code, as funding is available.

I1.23 Code Enforcement

Codes and ordinances of the City of Redondo Beach which implement the Land Use Element shall be enforced. Historically, this has been accomplished by City staff responses to specific complaints. If a problem has been found on investigation, a demand for compliance has been issued. In general, this approach has adequately maintained the quality of the City's built environment.

Should problems arise in the future, the City may wish to expand this activity to include City-initiated periodic surveys of the building and site conditions and, where problems are found, require code compliance.

Responsibility for Implementation

City of Redondo Beach.

Schedule for Implementation

Ongoing program.

I1.24 Financial Assistance Programs

The City shall assess the feasibility of establishing financial incentive programs to assist low-income tenants and property owners in the maintenance and upgrade of their properties. Potential funding sources should be investigated. These may include State and County programs, low interest private bank loans, and/or developer fees.

Responsibility for Implementation

City of Redondo Beach.

Schedule for Implementation

Within two (2) years of the adoption of the General Plan, as funding is available.