

Appendix 5.6A
Background Reports for Specific Plan

**Final Draft City of Redondo Beach Coastal
Program Phase II Coastal Plan**



**FINAL
DRAFT**

City of Redondo Beach
Coastal Program

**PHASE II
COASTAL PLAN**





CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET
REDONDO BEACH, CALIFORNIA 90277

September 3, 1980

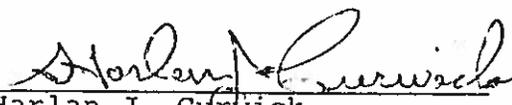
South Coast Regional Commission
666 E. Ocean Blvd., Suite 3107
Long Beach, CA.

Chairwoman Galanter and Members of the Commission:

We are pleased to submit the Final Draft of the City of Redondo Beach Local Coastal Plan approved by the City Council on June 23, 1980. This Plan represents Phase II of the Local Coastal Program culminating a two-year research and analysis project in the City's coastal zone.

We look forward to working with the Commission during the regional public hearing process.

Sincerely,


Harlan J. Curwick,
Planning Director

HJC/lf
Encl.

**FINAL
DRAFT**

JUNE, 1980

City of Redondo Beach

PHASE II

COASTAL PLAN

LOCAL COASTAL PROGRAM
FINAL DRAFT COASTAL PLAN
JUNE, 1980
CITY OF REDONDO BEACH

This report was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972.

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TABLE OF CONTENTS



TABLE OF CONTENTS

	PAGE
SUMMARY OF POLICIES	viii
I. INTRODUCTION	1
II. BACKGROUND SETTING	3
A. Area Description	3
B. Population Characteristics	3
C. Income	9
D. Employment	10
III. HOUSING	14
A. Housing Characteristics	15
Number and Type of Housing Units	15
Age of Housing	22
Condition of Housing	22
Vacancy Rates	24
Housing Costs	25
Rental Rates	25
Purchased Units	25
Vacant Parcels	31
B. Housing Needs	31
Affordable Housing	31
Supply of Rental Units	35

	Family Housing.....	37
	Preservation and Maintenance of Housing ...	38
	C. Housing Programs.....	38
	D. Housing Policies.....	46
IV.	SHORELINE ACCESS.....	48
	A. Public Transit	48
	System Headways	50
	System Coverage	53
	Public Transit Fares	55
	Travel Time	58
	Adaption to Recreational Needs	58
	Potential Public Transit	58
	Access Barriers to Transit System.....	58
	B. Pedestrian Access	60
	C. Bicycle Routes	64
	D. Parking	68
	E. Circulation	70
	F. Access Policies	75
V.	COASTAL RECREATION	78
	A. Visitor-Serving Facilities.....	79
	B. Beaches	80
	C. Harbor-Pier Area	83
	Harbor Basin #1 Area	85
	Harbor Basin #2 Area	87
	Basin #3 Area	87

	Pier Complex	88
	Harbor Triangle Shopping Center	89
	D. Sportsfishing and Recreational Boating	89
	E. Recreation Policies	93
VI.	LOCATING AND PLANNING NEW DEVELOPMENT	96
	A. Introduction	96
	B. Subarea Descriptions	96
	Subarea #1 and 1a	96
	Subarea #2	105
	Subarea #3	109
	Subarea #4	113
	Subarea #5	117
	Subarea #6	121
	Subarea #7	124
	Subarea #8	128
	Subarea #9	132
	C. Proposed Land Use Classifications	137
	Residential	137
	Shopping Center	139
	Commercial	140
	Industrial	140
	Parks	140
	Civic Center	140
	Commercial Recreation	141

Mole B	142
Mole C	142
Harbor Triangle Shopping Center	143
Tidelands	147
D. Land Use Policies	149

LIST OF TABLES

		<u>PAGE</u>
Table I	Population Projections	6
Table II	Occupational Distribution of Employees in the Coastal Zone	13
Table III	Percentage of Housing Units with Homeowner Exemptions	17
Table IV	Residential Building in the Coastal Zone 1970-1978	19
Table V	Redondo Beach Housing Costs 1970 and 1978	27
Table VI	Median Sales Price of Homes in Redondo Beach 1970-1978	28
Table VII	Number of Households Assisted by Housing Programs	40
Table VIII	Existing Transit Service	54
Table IX	Inventory of Pedestrian Vertical Accessways to Beaches	62
Table X	Beach Visitors	84
Table XI	Pier Patronage 1973-1978	86
Table XII	Vacant Parcels in the Coastal Zone	136

LIST OF FIGURES

		<u>PAGE</u>
Figure 1	Redondo Beach Coastal Zone	4
Figure 2	Growth Rate and Population Projection ..	5
Figure 3	Target Areas	36
Figure 4	Location of Existing Section 8	41
Figure 5	Location of Units Receiving Rehabilitation Assistance	43
Figure 6	SCRTD Service	51
Figure 7	Existing Municipal Routes	52
Figure 8	Unserved Areas	56
Figure 9	Major Generators	57
Figure 10	Proposed South Bay Area Transit System	59
Figure 11	Existing Walkways	63
Figure 12	Proposed Bikeway Plan	66
Figure 13	South Bay Bicycle Trail	67
Figure 13	Weekend Traffic Movements	71
Figure 15	Designated Public Fishing Areas	91
Figure 16	Proposed Harbor Center Complex Alternative A	144
Figure 17	Harbor Triangle Shopping Center Alternative B	145

LIST OF EXHIBITS

Exhibit A	Subareas Map
Exhibit B	Vacant Parcels and Condominiums Map
Exhibit C	Existing Zoning Map
Exhibit D	Visitor Accommodations and Beach Access Map
Exhibit E	Parking Facilities Map
Exhibit F	Traffic Volumes and Select System Map
Exhibit G	Harbor-Pier Area Map
Exhibit H	Proposed Coastal Land Use Plan Map

SUMMARY OF POLICIES

Coastal Program 

SUMMARY OF POLICIES

The California Coastal Act of 1976 requires all cities and counties along the California coast to prepare a Local Coastal Program, or LCP for short. The LCP, as defined by the Act, includes a local government's land use plan, zoning ordinances, zoning district maps, and other implementing actions applicable to the Coastal Zone. The LCP must reflect the coastal issues and concerns of a specific area, such as in Redondo Beach, but must also be consistent with the state-wide policies of the Coastal Act.

The Local Coastal Program for the City of Redondo Beach has been divided into three phases. Phase I, or the identification of issues, was accomplished during 1977-78. Numerous citizen meetings were held throughout this phase to obtain input on the coastal conservation and development problems within the Coastal Zone. An issue identification report and work program were approved by the State Coastal Commission in June, 1978. The major issues identified were in the areas of housing, shoreline access, recreation and visitor-serving facilities, and locating and planning new development.

This document represents Phase II of the LCP, the Coastal Land Use Plan. The Plan was prepared in accordance with the City's approved work program to provide a detailed analysis of the issues within the Coastal Zone. Background reports on Shoreline Access; Recreation; Housing; and Sportsfishing and Recreational Boating were prepared by the coastal planning staff and distributed to the public during July, 1979, to stimulate discussion and supply data necessary for informed policy deliberations and land use recommendations. The background reports are summarized in the following sections of the Coastal Plan. Data analyzed includes land use and housing inventories housing market trends, recreation facility inventories and usage patterns, and circulation and access components.

Public meetings were held during August and September, 1979, to obtain input and to discuss land use alternatives for the Coastal Zone, with particular emphasis on the Harbor-Pier area. The input received at these widely attended meetings has been utilized, along with the research performed by the coastal staff, to formulate policies for the conservation and development of the Coastal Zone.

The Coastal Land Use Plan is the most important part of the LCP. It specifically indicates the kinds, locations, and intensity of land and water uses (as shown on the Coastal Land Use Plan Map). The Plan additionally outlines resource protection and development policies to accomplish Coastal Act objectives. The text contains discussion and analysis of the major coastal issues, ending with policy recommendations at the

conclusion of each section. Both the text and policy statements included herein when adopted by the City Council will be considered as City policy. The following list is inclusive of all of the policies contained within the Plan. For details and explanations of these policies, please refer to Section III through VI of this document.

Housing Policies

1. The City of Redondo Beach will apply the proposed Housing Element of the General Plan dated November, 1979 (approved by H.C.D. on December 21, 1979) throughout the City, including within the Coastal Zone.

The City has recently completed the Housing Element of the General Plan which provides an in-depth analysis of the City-wide housing needs. The Housing Element contains policies and programs to meet these identified needs in a manner consistent with the State Housing Guidelines and 1976 Coastal Act policy. The City will implement the plan throughout the City.

2. The City of Redondo Beach will continue to the extent practical and feasible to administer the City-wide housing programs within the Coastal Zone including the Section 8 rental and rehabilitation programs, Section 312 rehabilitation program, and the Community Development Block Grant monies.

The City of Redondo Beach Housing Authority administers several successful City-wide housing programs in order to address the problems of affordable housing, housing rehabilitation and other identified needs. The Housing Authority will continue to administer these programs as is feasible on a City-wide basis, including within the Coastal Zone. In specific cases in which HUD's fair market rental rate is too low, the City will work with HUD in hopes of negotiating a higher level which is feasible and applicable for the City.

3. The City of Redondo Beach will pursue with diligence proposed housing programs as they become available to the City of the Coastal Zone, including Federal and State Housing Programs.

Federal and State Housing Agencies are continually proposing new housing programs in order to effectively meet changing housing needs. The City will investigate all new housing programs and evaluate their applicability for the City and the Coastal Zone in particular.

4. The conversion of existing rental units in the Harbor-Pier area to cooperatives or condominiums will be prohibited.

Rental units in the Harbor-Pier area provide access opportunities for more individuals than individual ownership. Therefore, there will be no conversion of the existing rental units to cooperatives or condominiums. The only use modification that would be considered is one which provides a greater opportunity for transient occupancy than the existing apartments.

Access Policies

1. An additional parking structure in the vicinity of Veteran's Park is proposed to be constructed by the City to maximize public access in the Harbor-Pier and beach areas.

The existing pier parking structure fills to capacity by early afternoon on peak recreational days causing a traffic congestion situation on Torrance Boulevard and Catalina Avenue as the overflow of cars leaves the parking structure to search for other available parking. An additional parking structure consisting of approximately 500 to 700 spaces would alleviate this problem by providing direct access to another parking structure for the overflow.

2. As part of Phase III, Implementation, the existing walkways within the Harbor-Pier area will be more clearly identified. An access program indicating the location and type of signs, benches, landscaping and other improvements will be developed.

During Phase II, Preparation of the Land Use Plan, it became apparent through public input that existing walkways within the Harbor-Pier area are not adequately identified for the public. Therefore, to improve accessibility within this area it is important to develop a continuous system that links all of the major activities and pedestrian and recreation areas. Funding sources will be investigated for construction of improvements.

3. The City will continue to diligently enforce existing parking standards for new development.

By requiring adequate parking for new developments within the Coastal Zone in the past, the City has assured adequate parking accessibility to the beach and the Harbor-Pier area. This policy will be continued by assuring the adoption of adequate parking standards in the implementing ordinances of the Local Coastal Program.

4. The total supply of on-street parking within the Coastal Zone will be retained to assure adequate parking access to the beach and Harbor-Pier area.

During Phase II, parking inventories were conducted to include all on-street parking within the Coastal Zone west of Catalina Avenue. The existing supply of on-street parking in conjunction with the existing parking lots and structures was determined to adequately meet total demand. Therefore, it is important to preserve the existing parking supply.

5. The City will construct additional bikeways on inland routes leading into the Coastal Zone as funding becomes available.

The City's bikeway plan proposes bikeways along and connecting to the Coastal Zone. Continued implementation will lead to the improvement of bicycle access within the Coastal Zone.

6. Transit usage for recreational purposes will be encouraged.

The City will encourage transit agencies to promote broader public consciousness and acceptance of mass transportation as a practical means of recreational travel. Public transportation will include accommodations for the physically handicapped, bicyclists, surfers, divers, and others with bulky equipment. Weekend schedules should be established with specific stops and pick-up points designed to serve recreational users.

7. During Phase III, Implementation, the City will investigate funding sources for implementation of a tram service within the Harbor-Pier area.

The feasibility of any tram service for the Harbor-Pier area depends on several factors. First, funding sources must be investigated and obtained, and secondly the system must be convenient, dependable and inexpensive enough to attract ridership. Experience has proven that many tram systems fail due to insufficient trial periods of operation. Adequate funding must be obtained to provide ample opportunity for attracting riders.

8. As new development occurs or as leases are renegotiated in the Harbor-Pier area the City will to the extent practical and feasible, require access for the public.

Unrestricted physical access for the general public within the Harbor-Pier area will be provided whenever possible as new development occurs or as leases are negotiated.

9. Existing public parking spaces in the Harbor-Pier area will not be reduced as a result of further development in the area.

In the event of the removal of existing public parking spaces in the Harbor-Pier area, additional spaces equal in number to those removed must be provided within the Harbor-Pier area.

10. Public support facilities, specifically public restrooms and fish cleaning facilities will be provided within the Harbor-Pier area to serve the interests of the public.

The need for public support facilities in the Harbor-Pier area became evident during the public input phase of the Local Coastal Program. Priority will be made for the provision of public restrooms and/or fish cleaning facilities on Mole A, the Monstad and Horseshoe Piers promenade extension, in the vicinity of the hand carry small boat launch facility and at the base of the 3-acre park under construction in the Redevelopment Area.

Recreation Policies

1. All existing public recreational and visitor-serving facilities will be maintained, enhanced and preserved and, where possible, expanded.

The Harbor-Pier area contains a variety of commercial and recreational development that provides unique regional recreational opportunities. Existing visitor-serving and recreational facilities should be protected, and new developments within the Harbor-Pier area will be encouraged where feasible to incorporate recreational opportunities for public usage.

2. Lower-cost visitor-serving and recreational facilities will be protected, encouraged, and where possible, provided.

The Pier Complex contains a wide variety of lower cost recreational facilities which will be protected to ensure that all income groups have access to coastal recreation. New development proposals will additionally incorporate lower-cost public recreation or visitor-serving facilities. All development plans for areas designated for commercial recreation facilities will be encouraged to provide accommodations that will serve all economic groups to the maximum extent feasible and that special provision is made for groups such as the elderly and the handicapped.

3. All existing boating and boating-related facilities will be maintained, enhanced and preserved and, where possible, expanded.

All of the existing slips within the Harbor area will be maintained, enhanced, and preserved. If possible, day tie-up slips will be provided for visiting boaters. If it becomes feasible in the future to expand the numbers of boat slip facilities, these uses will be accommodated within the Harbor-Pier area.

4. The existing sandy beach areas (Redondo State Beach and the Horseshoe Pier area beach) will be maintained and preserved.

The present capacity of the beach areas is adequate to serve visitors from throughout the Los Angeles region. The design capacity of parking areas and roadways serve to limit the overuse of the beaches. Incentives should be investigated to increase beach usage during off-season periods. Additional public safety personnel will also be required and should be provided by the agency with jurisdiction over the beach.

5. Increased fishing access will be provided by extending the Monstad Pier and by linking the Monstad Pier and the Horseshoe Pier with an additional fishing promenade.

Plans for the construction of an additional fishing area by extending the Monstad Pier to connect with the Horseshoe Pier will be developed during Phase III, Implementation, and funding sources will be investigated for completion of the project. The construction of additional fishing areas will significantly improve present fishing access within the City's Coastal Zone.

6. Any expansion of or new construction of commercial recreational facilities will not interfere with or delete any existing fishing areas.

Any further expansion of commercial recreational facilities in the Coastal Zone or the Pier Complex will not delete any existing fishing areas. During the citizen input stage it became apparent that fishing areas, especially the fishing area on the south side of the Pier Complex west of Tony's Fish Market was an important means of access to the coast. The City will protect all of the existing fishing areas as well as attempt to expand access for fishing. No further commercial expansion of the south side of the Monstad Pier west of Tony's Fish Market will be permitted.

7. Commercial fishing enterprises will not be accommodated within the City's Coastal Zone due to inadequate facilities and space.

Commercial fishing enterprises cannot effectively operate in the City's Coastal Zone due to the unavailability of facilities and space required for unloading and processing the catch. The primary purpose of the Harbor area is for recreational boating and sportsfishing. Attempts to conduct commercial fishing would present unresolvable conflicts and interfere with the major purpose of the Harbor.

8. The location and installation of a sewage pump-out station to accommodate the needs of boaters in the Harbor area will be investigated during Phase III, Implementation of the Coastal Program.

During Phase III of the Local Coastal Program, a program to install a sewage pump-out station will be developed.

9. The provision of day tie-up boat slips for visiting boats will be investigated during Phase III, Implementation of the Local Coastal Program.

During Phase III of the Local Coastal Program, meetings with the Harbor Lessees will be conducted in an effort to arrange a greater provision of day tie-up boat slips.

Land Use Policies

1. The size and detailed design of any public facility developed on Mole B, a vacant 71,256 square foot parcel located between Boat Basin I and II in King Harbor, would depend on the ability of the City or the private sector, or a combination thereof, to finance the facility. Adequate parking would be provided in any development.
2. The vacant 40,000 square foot parcel located on Mole C will be utilized for one or more of the following commercial recreation uses: motel/hotel, restaurant and/or specialty commercial. Any such development would also include a facility for the use of the general public such as a viewing structure or plaza.
3. The Harbor Triangle Shopping Center area and adjacent harbor lands are to be developed into an integrated visitor-serving facility, the Harbor Center Complex, providing a wide range and diversity of activities. The major land uses would include a hotel consisting of 300 to 400 rooms, office/retail area with 40,000 to 60,000 square feet apiece and a public use area.

4. Vacant or underutilized land in the commercial recreation land use district not discussed specifically in the above policies will be developed with visitor-serving commercial recreation uses.
5. New developments within the commercial recreation land use district will be subject to approval by the City based upon compatibility with surrounding land uses.
6. The City will consolidate the existing R-6, R-5 and R-3 land use districts into a single medium density multiple land use district with a density range of 19 to 23 dwelling units per net acre and a maximum building height of 38 feet thereby significantly reducing existing densities and building heights.
7. Alternative A, Figure 16, would widen Catalina Avenue at its intersection with Beryl Street. Beryl Steeet between Catalina Avenue and Harbor Drive would also be widened to improve traffic flow. Broadway would remain as a local residential street. Alternative B, Figure 17, would propose that the existing street pattern be retained.
8. The southern portion of Harbor Drive, from Beryl Street south to Pacific Avenue is proposed to be closed in order to create a large, contiguous public accessway for pedestrians, bikers, and joggers with the Harbor-Pier area.
9. New development projects within the Harbor-Pier area will be required to provide appropriate amenities such as pedestrian walkways, landscaped rest and viewing areas including benches, etc.
10. Coastal dependent land uses will be encouraged within the Harbor Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.

INTRODUCTION

Coastal Program 

I. INTRODUCTION

In 1972, the voters of California approved the California Coastal Initiative (Proposition 20) which declared that the permanent protection of remaining natural and scenic resources of the coastal zone is of paramount concern to present and future residents of the State and nation. This initiative further mandated the preparation of a statewide plan for the utilization of California's coastal resources and established a system of regional and state commissions to regulate coastal development until such a plan was prepared and adopted.

In 1976, the legislature enacted the California Coastal Act. This legislation extended the life of the existing regulatory system of regional and state coastal commissions and prescribed policies to be adhered to in the planning and management of California's coastline. The overall Statewide policies of the Coastal Act of 1976 called for:

- Providing the maximum amount of public access to and recreational use of the coast consistent with private rights and with environmental protection;
- Protecting marine and land resources--wetlands, environmentally sensitive wildlife habitat areas, tide pools, etc.;
- Maintaining productive coastal agriculture;
- Directing new housing and other development to already developed areas rather than allowing scattered, sprawling, wasteful subdivisions;
- Protecting the beauty of the coastal landscape;
- Locating needed coastal dependent energy and industrial facilities where they will have the least adverse impacts.

Most importantly, however, this Act set forth the mechanism for local governments to regain sole responsibility for regulating development in the coastal portion of their jurisdiction by requiring that each locality prepare a Local Coastal Program (LCP). The LCP is defined by the Coastal Act as being the local government's land use plans, zoning ordinances, zoning district maps, and where required, other implementing actions applicable to the coastal zone. The LCP is intended to implement the policies and provisions of the 1976 Coastal Act at the local level. When certified by the

State Coastal Commission, the LCP becomes binding not only on private local development but also on special districts and State agencies.

The Local Coastal Program is divided into three phases. Phase I or the identification of issues and preparation of a work program, was accomplished by the City in 1977. A series of public participation workshops were conducted to identify those issues* of importance in Redondo Beach's Coastal Zone. The following overall issues were determined to be of importance in Redondo Beach and a work program was approved by the State to address these issues as part of Phase II, Land Use Preparation: shoreline access; recreation and visitor serving facilities; housing; and locating and planning new development.

This document constitutes the Coastal Land Use Plan, Phase II of the LCP, for the City of Redondo Beach. It will be adopted as a Specific Plan, as part of the City's General Plan in accordance with California Government Code Section 65450. Implementing actions, which will consist of zoning code modifications, capital improvement programs, and additional provisions as needed to carry out the specific plan will be completed during Phase III of the LCP. A work program for this final phase of the LCP will be prepared and submitted to the Regional and State Coastal Commissions for review and approval during 1980.

* A coastal planning issue is defined by the Coastal Act as any existing or potential development that is inconsistent with the policies of the Act. The purpose of the LCP is to resolve such identified issues.

II
BACKGROUND
SETTING

Coastal Program 

II. BACKGROUND SETTING

A. Area Description

The incorporated City of Redondo Beach contains approximately 6.028 square miles at the southern end of Santa Monica Bay. The City's configuration is irregularly elongated and divided into two distinct North and South areas. The City shares borders with Torrance, Hermosa Beach, Manhattan Beach, Lawndale and Hawthorne.

The Coastal Zone of Redondo Beach is in the Southwest portion of the City west of Pacific Coast Highway. The area is bounded on the north by the City of Hermosa Beach and on the south by the City of Torrance. The Coastal Zone extends about 2.3 miles in length and is about .93 of one square mile in area. (See Figure 1.)

B. Population Characteristics

The City of Redondo Beach had a total population of 57,451 in 1970.¹ The population has increased 17% to a current total of 67,164.² (See Figure 2.)

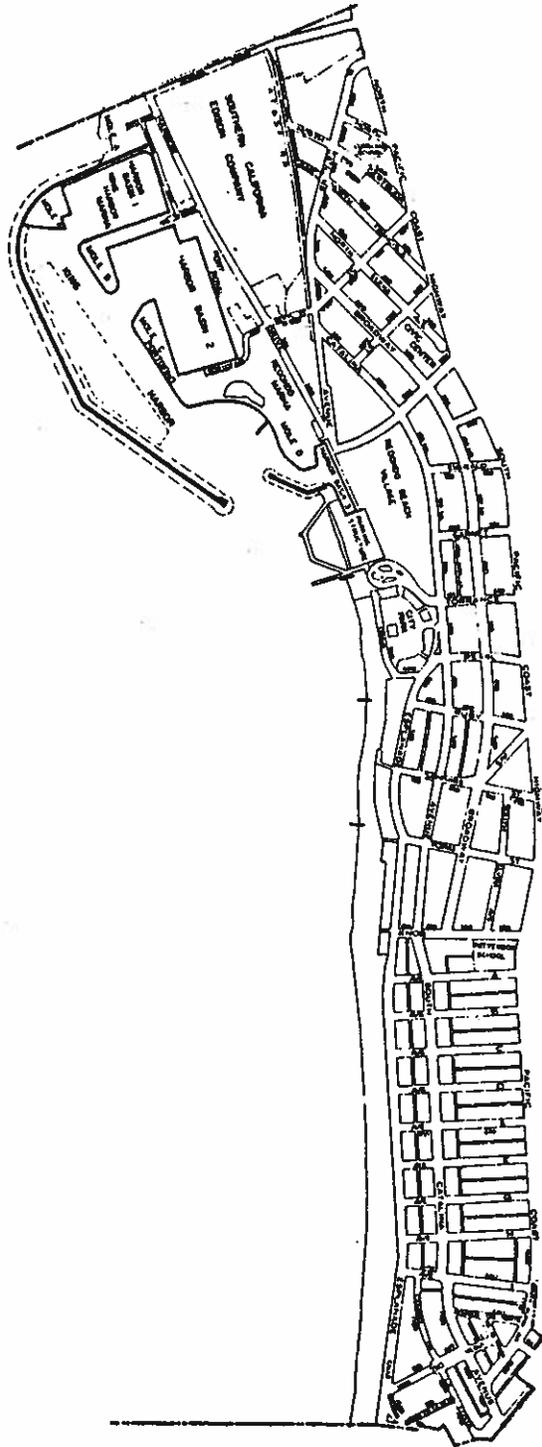
The population of the Coastal Zone has increased from 6,337 in 1970 to an estimated 10,665 in 1978²--or 68% in eight years. The majority of the growth occurred from 1970 to 1973. From 1975 onward, the annual growth rate has been less than 1% a year.

Redondo's population growth rate is expected to slow still further between 1978 and 1990. Current projections estimate a 1990 population of 73,000, an average increase of approximately .8% per annum. Population projections are based on the City's estimated residential holding capacity, residential development trends, employment estimates, estimated birth and mortality rates and SCAG and Regional Planning Department's 1990 projections. (See Table I.)

Population projections specific to the Coastal Zone are not available.

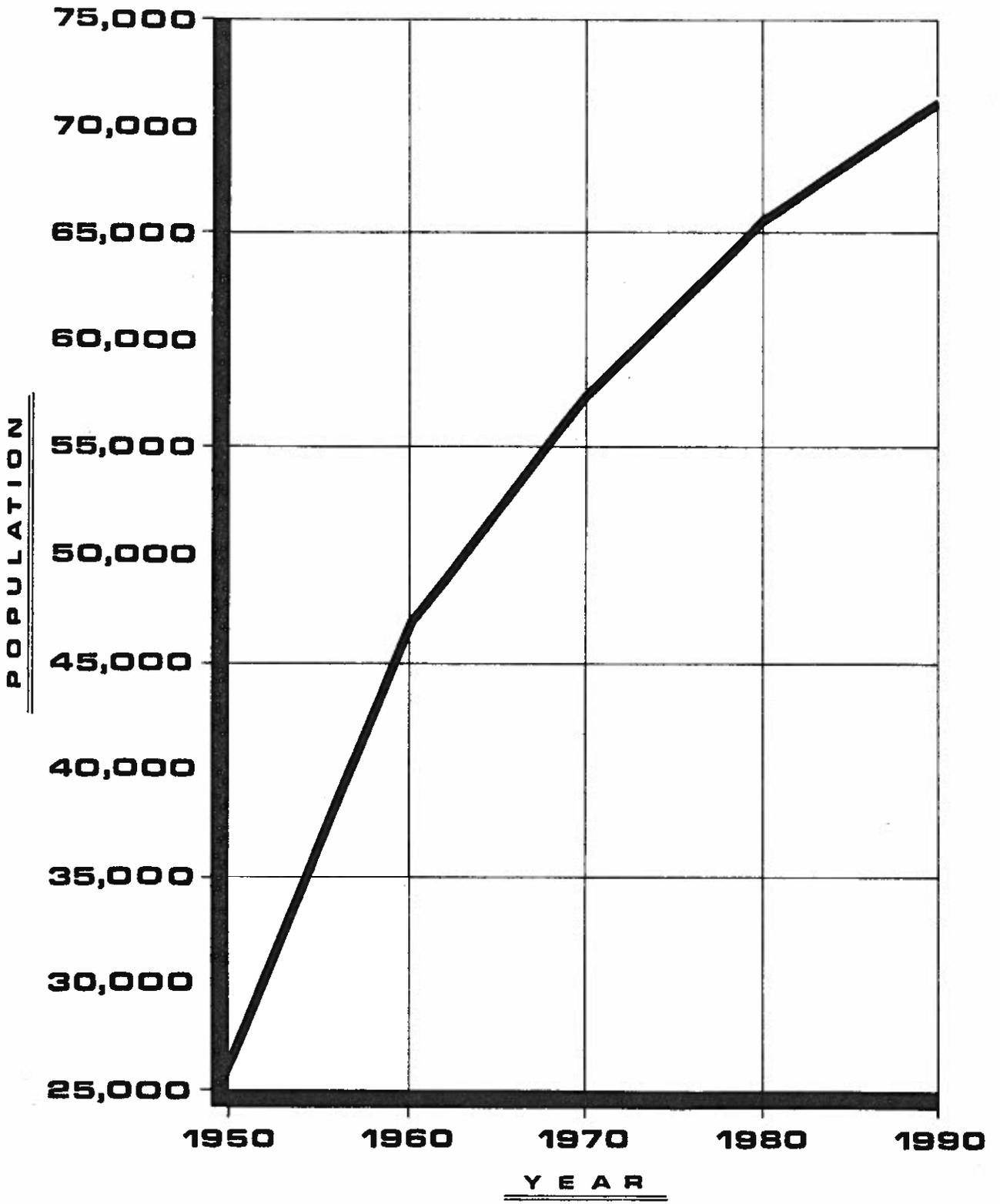
¹ Estimate based upon L. A. County Department of Regional Planning figures.

² Redondo Beach Planning Department estimate, 1978.



**REDONDO BEACH
COASTAL ZONE**

(FIGURE 1)



(FIGURE 2) GROWTH RATE & POPULATION PROJECTION

SOURCE: U.S. CENSUS, SCAG



Table I

POPULATION PROJECTIONS

	1977	1980	1985	1990
<u>Redondo Beach</u> ¹				
population	N.A.	65,628	70,200	72,000
% annual increase	N.A.		1.3	.51
<u>South Bay</u> ²				
population	613,479	617,300	623,700	631,900
% annual increase	.21		.21	.26
<u>Los Angeles County</u> ³				
population	7,042,500	7,140,500	7,286,600	7,456,500
% annual increase	.46		.46	.46

1. Redondo Beach Planning Department estimates & SCAG projections
2. SCAG projections
3. SCAG projections

The age structure of the population in Redondo Beach in 1970 and 1978 is as follows:

	<u>1970</u>	<u>1978</u>
Less than 18 years old	34.9%	16.4%
18 - 61 years old	57.5%	76.5%
62 and over years	7.6%	7.1%

Source: 1970 Census and Redondo Beach School District data.

Information specific to the Coastal Zone concerning age structure is not available.

The predominant ethnic group in Redondo's population has been and continues to be the White population. In 1970 this population sub-group accounted for approximately 85% of the total population. According to the 1970 census, Hispanics comprised approximately 14% of the population, while Blacks accounted for .1%.

By 1977 the ethnic make up of the City had changed somewhat:

<u>Population Group</u>	<u>% Total</u>
White	77%
Hispanic	18%
Asian/Pacific Island	3% ¹
Black	2%

As the above figures indicate, there has been some growth within ethnic minority categories, thereby reducing somewhat the predominance of the White population growth. Explanations for this occurrence are varied and include increase in age of housing and some job creation in the City. However, these accurately reflect a general trend throughout the South Bay of growth within these ethnic minorities.

The ethnic make up of the Coastal Zone specifically is not available.

¹ Redondo Beach City School District, City of Redondo Beach Planning Department.

The average household size, the average number of persons per total dwelling unit, is an important factor in determining the type of housing required for an area. A family size of two persons or less suggests a childless living situation and the option of several different housing types: single family residences, apartments or condominiums. A family size greater than two may indicate the presence of children and the demand for family housing; single family residences and/or multiple family residences that allow children and have the appropriate facilities.

Listed below are the estimated average household sizes for Redondo Beach and the Los Angeles region. Projections are derived from the Southern California Association of Governments' Growth Forecast Models.

City of	Average Household Size				
	1970	1978	1980	1985	1990
Redondo Beach	2.98	2.64	2.63	2.50	2.47
South Bay	2.77	-	2.72	2.68	2.68
Los Angeles County	2.83	-	2.52	2.49	2.46

The average household size throughout L.A. County is declining in conjunction with a long-term national trend. The L.A. County Department of Regional Planning cites the following explanatory factors.

1. A rising level of those divorced or separated.
2. An increasing number of young adults who are leaving the parental home at an early age to establish non-family households.
3. The increasing number of first marriages occurring at a later age tends to depress family size.
4. A growing number of women seeking careers outside of the home and its influence on the changing concepts of family size.
5. An increasing number of older persons who continue to maintain their own homes after their children have grown and moved away.

Because of these phenomena, average household size is expected to continue in its decline through the year 2000.

The declining trend evident throughout the L. A. area is prevalent in the Coastal Zone as well. From 1970 to 1978 the average household size decreased from 1.97 persons per household to 1.88 persons per household. Unlike the City, however, the Coastal Zone has consistently had an average household size of less than two. If the small family unit is truly characteristic of the Coastal Zone, then the existing housing stock and building trends are responding accurately to demand. On the other hand, the larger averages in the surrounding areas suggest that family size is being artificially reduced in the Coastal Zone. It is possible that residential development has not been in response to the needs of the area and is, in fact, limiting family size, forcing families larger than two to locate elsewhere in the City.

Overcrowding is one problem that, on the whole, has declined since 1970, primarily as a result of smaller household size. Overcrowding is a condition relating both to the size of units and the number of persons per household. As defined by HUD, any dwelling that has more than 1.0 persons per room is considered overcrowded.

According to the 1970 census, 8.1% of all housing units in the City were overcrowded. Only an estimated 2.9% of the total 1,646 overcrowded units were located in the Coastal Zone; the majority, 78.1%, were located in North Redondo. Therefore, overcrowding in the coastal zone does not appear to be a pressing problem at this time.

C. Income

The median family income for 1970 in Redondo Beach was \$11,140.¹ Data provided by the I.R.S. shows the greatest number of tax returns to be in the \$15,000 to \$19,999 salary range for 1975.² By 1978 the estimated median income for Redondo Beach was \$18,360.³ In total there was a 64.8% increase in median family income during the eight-year period. (However, during the same period the cost of living index rose 68.8%⁴.)

The table on the following page shows the percentage breakdown in family incomes for 1978 as reported by the South Bay Daily Breeze Market Research Department in the "1978 Survey of Buying Power."

¹ 1970 census.

² Community Development Department, Los Angeles.

³ HUD, City of Redondo Beach Planning Department.

⁴ Bureau of Labor Statistics - Los Angeles S.M.S.A.

Family Incomes in Redondo Beach

Median Income	\$18,360.00
All Families	100.0%
Less than \$ 7,999	19.6%
\$ 8,000 - \$ 9,999	5.5%
\$10,000 - \$14,999	19.2%
\$15,000 - 24,999	38.1%
\$25,000 and over	17.6%

The median income for the Coastal Zone was estimated to be \$12,008 in 1970, based upon data for the major census tract in the zone.¹

An estimate of the 1978 median income for the Coastal Zone is not available. The 1970 median income figure, however, was 7.7% above the City-wide average. Assuming a constant difference, the median income in the Coastal Zone can be estimated at 7.7% above \$18,360 or \$19,790 for 1978.² A survey of households is required, however, to accurately estimate the current median income.

D. Employment

The most recent formal report describing the work force and employees of Redondo Beach is the Industrial, Commercial Employment report. The following table shows how Redondo Beach compares with the South Bay and L. A. County.

	<u># of Worksites</u>	<u># of Employees</u>
Redondo Beach	814	22,675
South Bay	2,993	118,176
Los Angeles County	139,294	2,967,012

Source: L. A. Department of Regional Planning
Community Development Department and the
California Employment Development Department

¹ 1970 Census.

² There is no basis on which to assume that the Coastal Zone population will have maintained a median income of 7.7% above the City-wide average. However, it is reasonable to assume that because housing costs in the coastal zone are 20% above the City-wide averages income is also higher.

An informal survey of the City's business license listing for 1979 shows 946 worksites and approximately 20,000 employees. Fluctuations in production demands and in tourist industry will in turn cause fluctuations in the number of employees required. This phenomenon explains the discrepancy between these estimates.

The occupational distribution of employed persons in Redondo Beach in 1979 (and recent unemployment rates) are presented below:

Total	100.0%
Professional/Technical	16.2%
Managers/Administrators	7.6%
Sales Workers	6.2%
Clerical Workers	21.4%
Craftsmen, Foremen	17.1%
Operatives	16.7%
Laborers, Farmers	3.1%
Service Workers	11.6

Unemployment rates for Redondo Beach and L. A. County area are as follows:

	<u>Redondo Beach</u>		<u>Los Angeles County</u>	
	<u>Population</u>	<u>Unemployment Rate</u>	<u>Population</u>	<u>Unemployment Rate</u>
1976	66,166	9.1%	7,008,400	9.2%
1978	67,164	6.1%	7,108,300	6.8%

Employment in the Coastal zone can be discussed in terms of the number of people employed, the major types of employment opportunities and the spatial distribution of such.

According to an analysis of 1979 business licenses there are 2,846 employees and 612 worksites in the Coastal zone. This represents 13% of the City's employed population and 64% of Redondo Beach's worksites.

Table II presents the occupational distribution of employees. The commercial sector is the primary source of employment. Included within this field are:

- the retail industry--all merchandise outlets, including grocery stores;
- the food industry--restaurants and take-out establishments;
- service oriented businesses--medical, legal and financial facilities, consultants and realtors.

The service and food industries dominate the commercial sector. Industry is a minor source of coastal zone employment. The only industrial site in the zone is the Southern California Edison facility which employs 150 persons.

The distribution of employees is also given by Table II. The Harbor-Pier area directly provides 52% of the zone's employment. The remaining employment centers include the Riviera Village commercial area and the Civic Center.

Table II

Occupational Distribution of
Employees in the Coastal Zone

	<u>Number of Employees</u>	<u>Percentage</u>
All	2846	100%
Industrial	150	5%
Commercial	2696	95%
Retail	577	20%
Service	1046	38%
Food	1073	37%

Local Distribution of Employees In
The Coastal Area

	<u>Number of Employees</u>	<u>Percentage</u>
All Areas	2846	100%
Harbor-Pier ¹	1491	52%
Civic Center ¹	554	19%
Riviera Village	404	14%
Southern Cal. Edison	150	5%
Pacific Cst. Hwy.	171	6%
Catalina Avenue	70	2%
Miscellaneous	6	2%

Source: 1979 Redondo Beach Business License Department

1. Includes all city employees

III
HOUSING

Coastal Program 

III. HOUSING

Coastal Act policies set forth in Section 30213 require that housing opportunities for low and moderate income persons be protected, encouraged, and where feasible, provided. The major housing issues identified in Redondo Beach during Phase I are as follows:

- Preservation and maintenance of existing housing stock, where structurally possible, and the provision of new housing units for low and moderate income households in view of spiraling housing costs and public and private sector resource limitations.
- Examination of existing residential zoning in the coastal zone, considering existing densities, limited parking availability and utility capacity, and the provision of low and moderate income housing.

The primary objective of the Coastal Housing Component with respect to Coastal Act Policy and issues specific to Redondo Beach is to develop policies and recommendations for the provisions of a broad range of housing by type, price and location within the coastal zone to all segments of the population.

The Coastal Act also states that all new housing in the Coastal Zone should be developed in conformity with the goals, standards, and policies of the adopted local housing element as described in Section 65302(c) of the Government Code.

Resolution of the housing issues identified in the Coastal Zone shall therefore conform with the City-wide housing goals. This includes the declaration by California Legislation:

". . . the provision of a decent home and a satisfying living opportunity for every California household to be a goal of the highest priority."

The Legislature advanced a number of supporting policy objectives in order to give further direction in attaining the State housing goal. These objectives are:

- To promote and insure the provision of adequate housing for all persons regardless of income, age, race, sex, marital status, ethnic background or other arbitrary factors.

- To promote and insure the provision of housing selection by location, type, price and tenure.
- To promote and insure the development of a balanced residential and environment with access to employment opportunities, community facilities and adequate services.

The following discussion describes the characteristics of housing in the Coastal Zone as well as existing needs and current programs.

A. Housing Characteristics

The demographic features affecting the housing supply include the number and type of housing units, age and condition of the housing stock, vacancy rates, the cost of housing, and the number of vacant parcels.

1. Number and Type of Housing Units

The City of Redondo Beach has a total of 25,421 housing units, 53.3% of which are single family residences. The remaining 46.7% include apartment and condominium units (1978 Redondo Beach Planning Department estimate).

The projected number of housing units for the City are listed below. These estimates are based upon anticipated construction and demolitions during the next 12 years.¹

<u>Projected Number of Housing Units</u>	
<u>Year</u>	<u># of Units</u>
1978	25,421
1980	25,900
1985	28,100
1990	30,200

The increase in the housing stock from 1978 to 1990 represents a 1.56% annual increase or 427 new units a year. Of the 30,200 housing units predicted for 1990, the Southern California Association of Governments estimates that 55% will be multiple family residences and 45% will be single family residences.

¹ SCAG, Housing Element Manual - Reference Methodology.

The City's housing stock can also be examined in terms of type of occupancy. In 1970, 44% of the housing units were owner-occupied and 56% renter-occupied. By 1978 the proportion had changed to 40% and 59%, respectively. This can be explained in light of the tremendous growth of multiple family residences that occurred between 1970 and 1978. During the eight-year period, 99% of all residential units built in the City were multiple family structures.¹

Housing in the Coastal Zone has also undergone rapid expansion. The total number of housing units has increased 85% from 3,020 units to 5,925 units between 1970 and 1978. The table below shows the breakdown of the housing stock by housing type for 1978. The majority of the units are apartments and/or condominiums with four or more units to a complex.

	<u>Number of Units</u>	<u>Percentage of Housing Stock</u>
Total Coastal Zone	5,925	100.0%
Single Family Residences	520	8.7%
2 to 3 units	562	7.8%
4 or more units	4,943	83.4%

Source: Building Department, City of Redondo Beach

The percentage of owner-occupied and renter-occupied units in the Coastal Zone was determined by calculating the number of homeowner exemptions taken on property taxes in 1978. Every housing unit claiming a homeowner's exemption was considered to be an owner-occupied unit. Table III shows the percentage of owner-occupied units by housing type for each sub-area of the Coastal Zone. (See Exhibit A for the delineation of sub-areas.) In its entirety the Coastal Zone contains 15% owner-occupied units and 85% renter-occupied units. The low percentage of owner occupancy is in part the result of the large numbers of four or more unit apartment complexes. In the case of single family residences and condominiums, owner-occupied units account for 55% and 42% of the units, respectively. The large percentage of renter-occupancy in units which are traditionally owner-occupied suggests investment activity in coastal zone real estate.

¹ Building Department, City of Redondo Beach

Table III

Percentage of Housing Units With
Homeowner Exemptions

<u>Sub-Area</u>	<u>Single Family Residence</u>	<u>2-3</u>	<u>4+</u>	<u>Condominium</u>
1	42%	13%	6%	--
2	23%	0	0	0
3	--	--	--	39%
4	32%	5%	.7%	67%
5	59%	8%	.7%	37%
6	60%	13%	.7%	--
7	69%	15%	1%	--
8	62%	13%	.2%	60%
9	0	17%	.7%	83%
Total Coastal Zone	55%	9%	.8%	41%

- No housing units of this type in the sub-area

Source: 1978 Assessor's Rolls, City of Redondo Beach

The state of the housing stock as discussed above can be better understood in light of residential building trends during the last eight years. The residential building records for the Coastal Zone are set forth in Table IV. Several trends are evident. First of all, only one single family residence was built between 1970 and 1978. In fact, during the first half of the period, apartment developments were the only form of residential construction. The number of apartment units built from 1970 to 1974 alone represents 82% of all housing construction since 1970. Apartment construction ceased, however, in 1974 with the advent of condominiums.¹ Three major factors intertwined in the early seventies to prompt this change:

- 1) The change in the City's development standards in 1972 resulted in reduced allowable densities and more stringent parking requirements. This is an obstacle to apartment development.
- 2) Increased building and land costs substantially reduced the profit factor in apartment construction. Condominium development offers a larger profit.
- 3) The demand for the first condominium projects illustrated the market for condominium housing.

These factors have continued to encourage condominium development. In 1978 there were 1,555 units. By the third quarter of 1979, an additional 118 units had been approved for building by the City Planning Commission. (See Exhibit B for the location of condominiums in the Coastal Zone.)

Condominium development has been from two sources, new construction and the conversion of apartments to condominiums. Approximately 72% of the units are newly constructed. Because of the limited number of vacant parcels in the Coastal Zone, most of this construction has necessitated the demolition of the existing structures, particularly older single family residences. Such a change in housing type in turn modifies the profile of the neighborhood, its population, density and hence needs.

¹ With the exception of one 140-unit senior citizens' project.

Table IV

Residential Building
In the Coastal Zone
1970-1978

YEAR	SINGLE FAMILY RESIDENCES		APARTMENTS		CONDOMINIUMS	
	BUILT	DEMOLISHED	BUILT	DEMOLISHED	BUILT	DEMOLISHED
1970	0	18	252	5	0	0
1971	0	19	707	32	0	0
1972	0	6	442	4	360	0
1973	0	6	514	5	0	0
1974	0	1	86	4	82	0
1975	0	10	0	13	186	0
1976	1	9	4	4	52	0
1977	0	1	0	0	129	0
1978	0	7	140	0	26	0

NET TOTAL BY TYPE: -76 +2,078 +835

Net Increase in Housing Units: 2,837

Source: Building Department Records
City of Redondo Beach

The remaining 28% of the condominium stock is the result of apartment to condominium conversions. Conversions first occurred in the Coastal Zone in 1973. Because this was a new phenomenon in Coastal Zone housing, there were no regulations governing conversions. Approximately 224 units were converted before conversion projects were placed under the controls of the City's condominium ordinance. The standards for condominium development are more restrictive than those regulating apartments. Specifically, condominiums must provide more open space area, parking (two spaces per unit plus one space per four units for guests) and numerous amenities. Very few existing apartments satisfy the standards without substantial changes. The number of conversions has consequently been reduced. To date only one condominium conversion project has been approved: a 332 unit apartment complex in sub-area #3, the Redevelopment area. Conversions took another form in 1978 when stock cooperatives became a legal form of housing. A stock cooperative is subtly different from a condominium in that the buyer acquires a share of the entire project along with the right to live in the unit (as opposed to a condominium in which specific units are bought). The conversion of apartments to stock cooperatives provided a way of circumventing the condominium ordinance. Since its enactment there have not been any stock cooperative conversions.

The City's condominium ordinance does not prohibit condominium conversions; however, it sets forth strict standards that must be met. Consequently, as the potential profits from conversion projects continue to increase, the economic feasibility of bringing existing apartment units up to condominium standards also increases. This may include such modifications as the installation of sound walls and other soundproof retrofits and the reduction of the total number of units in order to meet parking requirements. The latter can be accomplished through combining small units in a project. The feasibility of an upsurge in condominium conversions in the Coastal Zone, therefore, depends upon the profit margin at the time.

Condominium Conversions

<u>Year</u>	<u>Number of Units In Project</u>
1973	80
1973	64
1973	25
1973	28
1973	27
1978*	<u>96</u>
Total:	320 Units

* Conversion from apartment units to stock cooperatives

Source: Redondo Beach Planning Department.

Due to the complexity of the conversion issue and the potential for impacting both the local and regional housing market, the Planning Department intends to study the matter in further detail and report its findings in early 1981.

Meanwhile, conversion requests will be evaluated on a case-by-case basis with attention given to a range of factors. Information concerning the quality of the structure, compliance with ordinance requirements, city-wide vacancy rates, displacement of tenants, selling price of units, etc. are all factors that will need to be taken into consideration during the decision-making process.

2. Age of Housing

The housing stock in Redondo Beach reflects a diverse age mix. In 1970 the census indicated that 30.2% of the City's housing was less than ten years old, and 83.9% of all housing units are less than 30 years old. It should be noted that the additional 16.1% of the housing stock was over 30 years of age.

<u>Year Structure Built</u>	<u>% of Total</u>
1960 - 1970	29.3
1950 - 1959	38.0
1940 - 1949	16.6
1939 or earlier	16.1

Source: 1970 census.

In 1978 estimates based on Building Department records and census data indicate that 20 to 25% of the City's total residences are over 30 years of age. By 1990 an estimated 43% of the projected housing stock of 30,400 units will be over 30 years of age.

The Coastal Zone reflects similar trends. The average age of the housing stock is 46 years with some units as old as 80 years. Age varies considerably by type, however. The average age of the single family residence in the Coastal Zone is 50 years. The majority of two to three unit complexes were built between 1930 and 1950, and larger apartment complexes during the sixties and seventies. Condominium development has occurred during the last five years.

The age of the housing units and its relationship to condition and future housing trends will be examined further on a sub-area basis in the Planning and Locating New Development portion of the LCP.

3. Condition of Housing

A windshield survey of housing conditions throughout the City was conducted by the Planning Department in 1974. It revealed that only 2% of the total housing stock was in "poor" condition. ("Poor" being defined as structures showing marked signs of deterioration, having sagging roof lines, cracks in stucco, wood or concrete, and total lack of landscape maintenance.) Approximately 78% of all housing was rated in "good" condition,

showing fresh paint with no cracks in stucco surfaces, well preserved wood surfaces, and well maintained driveways, walks and landscaping. The remaining 20% of the total were classified as "fair," showing weathered paint, hairline cracks in stucco surfaces, slightly deteriorating wood surfaces and marginal maintenance of driveways, walks and landscaping.

More recent data is available from SCAG, although classification categories differ from those used in the City's 1974 survey. Units are classified as: "standard," (units well maintained and not in need of significant repair) and "substandard." Substandard units are divided into two groups: "suitable for rehabilitation," (units with deficiencies beyond those remedied by normal maintenance, but that are economically practicable to correct), and "needing replacement." These are units that are in such a state of disrepair or deterioration that repair is not economically possible, and the unit should be replaced. According to SCAG data, approximately 1,702 units, or 6.7% of the City's total housing stock are substandard. Of this 1,702 unit total, 85% are rental units. Approximately 78.0% of these units are suitable for rehabilitation, leaving 22% (approximately 300 units) which should be demolished or replaced. Of the owner-occupied units, 88% are suitable for rehabilitation, leaving only 12% to be demolished and replaced.

City of Redondo Beach Estimate of Substandard Units

	<u>Owner</u>	<u>Renter</u>	<u>Total</u>
Suitable for rehabilitation	226	1,129	1,355
Should be replaced	31	316	347
Total substandard units	257	1,445	1,702

Source: SCAG

A windshield survey was also conducted in the Coastal Zone in 1978 by the City Planning Staff. Housing conditions were evaluated by the standards shown in the following table.

Housing Conditions Code

P	POOR	Substandard and deteriorated, major health and safety hazard.
F	FAIR	Major structural repairs needed or code violations. Rehabilitation is a possibility.
G	GOOD	Minor paint and fix-up or incipient code violations (including square footage deficiencies).
E	EXCELLENT	No code violations; well maintained.
R	REDEVELOPABLE	All categories may also be considered R- Redevelopable in near future due to adjacent land use pressures for recycling into higher land use.

Results of the survey indicated that 50% of the total Coastal Zone housing stock is in "good" condition, 33% is in "fair" condition and 17% is in "poor" condition. The majority of units designated as poor are considered suitable for rehabilitation. Additionally, many of the single family residences were considered redeveloped, as defined above.

4. Vacancy Rates

Vacancy rates have continued to decline in Redondo Beach as they have throughout the Southland. City-wide vacancy rates are estimated as follows:

Year	Vacancy Rates		
	All Units	Owner Occupied	Renter Occupied
1970 ¹	4.32	1.99	5.95
1977 ²	2.36	1.31	3.07
1978 ³	1.90	.98	2.50

Of the vacant potentially owner-occupied units, 16.5% are substandard and 36.8% should be demolished and replaced. The remaining owner-occupied units are suitable for rehabilitation. Of the vacant units, 15.5% are substandard; however, 82.3% are suitable for rehabilitation while the remaining 17.7% should be replaced.

Vacancy rates specific to the Coastal Zone are not available. However, given the high desirability of a coastal location,

than city-wide rents are estimated to be as low, if not lower than city-wide rents.

The cost of rental units in both the City of Redondo Beach and the Coastal Zone are described in Table V. Throughout the City, rental units are primarily limited in number, size, and amenities. An inventory of the current rental market by unit type shows that condominium and single family units are higher than apartment units. All rental units have increased in price since the first quarter of 1970, a trend which is expected to continue at a rate of 18% a year.

5. Housing Costs

a. Rental Units

The cost of rental units in both the City of Redondo Beach and the Coastal Zone are described in Table V.

Throughout the City, rental units are primarily limited in number, size, and amenities. An inventory of the current rental market by unit type shows that condominium and single family units are higher than apartment units. All rental units have increased in price since the first quarter of 1970, a trend which is expected to continue at a rate of 18% a year.

Rental units in the Coastal Zone consist primarily of apartment and condominium units. One of the major reasons for the limited number of rental units in the Coastal Zone is the high cost of land. The high cost of land also results in a high cost of construction, which is reflected in the high rental rates. An inventory of the current rental market by unit type shows that condominium and single family units are higher than apartment units. All rental units have increased in price since the first quarter of 1970, a trend which is expected to continue at a rate of 18% a year.

b. Purchased Units

The purchasing cost of single family residences and condominiums in Redondo Beach increases substantially every year. Table V indicates the average selling price of a single family residence from 1970 to 1978. During

this period, selling prices increased an average of 31% a year.¹ The largest price increases occurred after 1973, coinciding with the spiralling housing prices throughout the South Bay area. During the first quarter of 1979, the average selling price increased by another 22%.

The Coastal Zone housing market operates within a price range that is 20% higher than the City market. (See Table V.) Undoubtedly, this is due to the high demand for limited coastal property and the amenities provided by a coastal location. Listed below are the price increases that have occurred within this market since 1976. Cost figures are presented as averages per square foot in order to standardize against differing unit sizes. For all units prices increased 47% from 1976 to 1977 and another 18% during 1978.¹

Housing Costs			
	<u>1976</u>	<u>1977</u>	<u>1978</u>
Average price per unit per square foot	\$56.69	\$80.90	\$96.06
Average price per condo- miniums per square foot	\$57.33	\$84.22	\$98.25
Average price per house per square foot	\$50.88	\$76.60	\$90.18

Condominium prices have consistently been still another 10% above the selling price of single family residences. According to a 1975 HUD Condominium Cooperative Study, condominiums compare favorably with single family residences in the following areas:

- Greater conveniences (facilities, shopping, etc.)
- Reduced maintenance
- Greater amenities (shared facilities)

Additionally, condominiums are the newest units built in the Coastal Zone and many have excellent beach locations. These factors together help explain the existing price differentials.

¹ It should be noted that the housing cost figures are not adjusted for inflation.

Table V

REDONDO BEACH HOUSING COSTS

1970 and 1978

Rental Units

	<u>1970</u>		<u>1978</u>	
	<u>1 bd</u>	<u>2 bd</u>	<u>1 bd</u>	<u>2 bd</u>
Redondo Beach Coastal Zone	\$140	\$180	\$350	\$433
City of Redondo Beach	\$134	\$168	\$295	\$399

Purchased Units

(Average Selling Price)

	<u>1970</u>	<u>1978</u>
Redondo Beach Coastal Zone	\$31,700	\$100,412
City of Redondo Beach	\$25,455	\$ 89,447

Table VI

Median Sale Price
Of Homes In Redondo Beach
1970 - 1978

<u>YEAR</u>	<u>SELLING PRICE</u>	<u>ANNUAL PERCENTAGE CHANGE</u>
1969	\$24,455	
1970	25,455	+ 4
1971	25,728	+ 1
1972	26,170	+ 2
1973	35,800	+37
1974	47,078	+32
1975	53,745	+14
1976	65,050	+21
1977	83,600	+29
1978	96,140	+15

Source: South Bay Board of Realtors
Multiple Listing Service

The rapid rise in the cost of all housing units can be viewed in terms of the factors contributing to cost. The importance of these factors in the overall cost of owning or renting a home is shown below.

*COMPONENTS OF HOUSING COST¹

Principal Loan Amount	23%	
Interest	<u>40%</u>	
Total Debt Service		63%
Taxes and Insurance	24%	
Heating and Utilities	<u>13%</u>	
Total Operating Expenses		<u>37%</u>
TOTAL		100%

* Based on the purchase of a \$40,000 home at 10% down, 9% interest, with a 25-year loan.

Source: Institute for Local Self Government, September 1975, "Local Government's Role in Housing."

The role each factor plays is described below.

Supply and Demand--Any discrepancy between the housing supply and the demand for housing in the Coastal Zone will affect the market price of housing. Although it is difficult to quantify such a discrepancy, the growing population, the limited number of vacant parcels and the small turnover in coastal housing suggest a high demand relative to supply. This, in turn, inflates the value of the supply.

Mortgage Financing--As shown on Table VI, mortgage financing is the largest single consumer housing cost. Interest rates in the South Bay have increased from 7% in 1970 to 10 3/4% at the end of 1978.

Construction and Land Costs--The cost of new construction is another factor that plays a major role in housing costs. Construction costs have several component parts, as identified on the following page. The actual cost of building rose 47% in the five-year period between 1972

¹ SCAG

and 1977, due to increases in labor, materials, interest rates and code requirements. However, for this same time period, the price of new homes rose 100%.

Components of Construction Cost

Construction	46.7%
Land Purchase and Development	25.0%
Developer's Overhead and Profit	17.5%
Financing	10.8%
TOTAL DEVELOPMENT	100.0%

Source: Professional Builder's Magazine, March 1978.

The cost of land in Redondo Beach varies between \$10 per square foot and \$40 per square foot, according to local developers. Price depends upon location, zoning, and density. In the Coastal Zone land purchase is more costly due to the high value placed upon coastal location. It is estimated by builders in the Coastal Zone that land costs range between \$20 and \$40 per square foot.

Speculation--Another related factor is speculation, the resale of a unit or parcel after short-term holding for appreciation. Speculation has possible ramifications. First of all, it can result in an increase in demand thus driving up cost. Any increases in financing incurred during the change of ownership will also inflate the final cost. Secondly, an owner of units will have no interest in long-term maintenance. Consequently, upkeep is discontinued and rehabilitation, out of the question. Because of this, speculation of rental units can provide property available for lower-income renters until the land is recycled.

The low owner-occupancy rate for single family residences and condominiums in the Coastal Zone as discussed earlier, suggests that investment in coastal real estate is occurring. The small number of units offered for sale each year, however, suggests that these owners have been holding onto their property during the last three years.

Zoning and Building Codes--Zoning and building codes also contribute to the cost of housing. Zones and development standards are established in order to ensure compatible land use and quality development. If these restrictions increase the cost of development, the cost will be passed

onto the consumer. For example, Coastal Zone development standards as set by the Coastal Commission include a maximum buildout of 18 dwelling units per net acre in the R-5 and R-6 districts. This is a lower permitted density than previous standards which allowed 42 dwelling units and 48 dwelling units per net acre in the R-5 and R-6 districts, respectively. This inflates the value of the limited number of units and, in turn, raises prices.

6. Vacant Parcels

The characteristics of vacant parcels remaining in the Coastal Zone affects future housing supply decisions. Presently, the Coastal Zone contains only 23 vacant parcels with an average square footage of 11,330 per parcel. Exhibit B shows the location of these parcels which can be viewed in conjunction with zoning map, Exhibit C.

B. Housing Needs

1. Affordable Housing

Affordable housing for all income brackets has been identified in the LCP work program and by HCD as an important need in the Coastal Zone. An "affordable unit" is defined as a unit whose cost is such that the buyer or renter does not pay a gross payment that exceeds 25% of the monthly/annual income of lower income households or 30% of moderate income households.

In order to assess the ability of the housing market to provide housing for all income sectors, it is important to also define the following:

- Very low income: 50% or less of the L.A. County median as established by U.S. Department of Housing and Urban Development. This translates to under \$8,700 for a family of four in Redondo Beach.
- Low income: 80% or less of L.A. County median as established by the U. S. Department of Housing and Urban Development. This translates to under \$13,900 for a family of four in Redondo Beach.
- Moderate Income: Up to 120% of L.A. County median as established by the U. S. Department of Housing and Urban Development. This translates to under \$21,600 for a family of four in Redondo Beach.

- Elderly: Persons 62 years of age or older.
- Household: All persons occupying a single dwelling unit.

The cost of housing has continued to rise since 1970. The cost of a single family residence rose 217% from 1970 to 1978 and rental units 140%. Income during the same period increased by only 65%. This has a direct impact upon affordability. One major ramification is that the income needed to qualify for a homeowner loan increased. In 1970 lending institutions calculated loan qualifications at the ratio of 4 to 1. In other words, the monthly payment on a loan could not exceed 25% of the monthly income. The minimum income needed to qualify for a housing loan¹ was \$18,360, with monthly payments of approximately \$170. By the end of 1978 the ratio had increased to 3.5 to 1. Therefore, the annual income necessary to qualify for a loan on the average priced house was \$31,500² and monthly payments were \$750. Although the precise median income for the Coastal Zone in 1978 is not known, application of the City-wide median of \$18,360 would indicate that the household with a median income could not afford to pay the average selling price.

An inventory of housing costs in the Coastal Zone in 1978 revealed that there were some housing units affordable to low income households. Several apartment units were available for rent in this range as well as a limited number of houses. There were no affordable units available for purchase. Housing for the very low income level was restricted to a few apartment units.

The impact of rising housing costs is felt by the moderate and high income households as well. As housing costs rise, the income needed to purchase housing increases. Those moderate income households who are priced out of the market must rent or relocate. This, in turn, places an additional demand on the rental stock. An examination of housing costs in 1978, however, revealed that the moderate income household could still find an affordable unit for purchase. The only affordable units, however, were limited in number, the least expensive units on the market, and in need of home repairs. Renters with moderate incomes can still afford the average priced rental unit; however, the quality of the affordable unit declines as rents increase.

¹ Based upon a conventional loan with 20% down and a housing unit selling for \$31,700.

² Based upon a conventional loan with 20% down and a housing unit selling for \$100,412.

Affordability for all income households is exacerbated by the current building trends. There are no single family residences or apartments being built in the Coastal Zone.

Information provided in the City's 78-79 Housing Assistance Plan and from SCAG sources indicate an estimated 3,879 lower income households presently residing in the City need housing assistance.

<u>Housing Assistance Needs of Lower Income Households</u>				
<u>Status of Households</u>	<u>Owner Households</u>	<u>Renter Households</u>	<u>Total</u>	<u>% Total Need</u>
Elderly and Handicapped	285	799	1,084	27.9%
Small Family	379	1,939	2,318	59.8%
Large Family	<u>118</u>	<u>359</u>	<u>477</u>	<u>12.3%</u>
TOTAL	782	3,097	3,879	100.0%

Information on specific subgroups of the above City total reveals:

<u>All Minority Households</u>				
<u>Status</u>	<u>Owner</u>	<u>Renter</u>	<u>Total</u>	<u>% Need</u>
Elderly and Handicapped	14	57	71	12.7%
Small Family	15	183	198	35.4%
Large Family	<u>65</u>	<u>225</u>	<u>290</u>	<u>51.9%</u>
TOTAL	94	465	559	100.0%

<u>All Female Headed Households</u>				
<u>Status</u>	<u>Owner</u>	<u>Renter</u>	<u>Total</u>	<u>% Need</u>
Elderly and Handicapped	150	599	749	41.5%
Small Family	113	835	938	52.6%
Large Family	<u>21</u>	<u>85</u>	<u>106</u>	<u>5.9%</u>
TOTAL	284	1,519	1,803	100.0%

Of all households needing assistance, small families should receive the most attention as they comprise approximately 60% of the total. Approximately 14.4% of those households needing assistance are minority households. The type of minority household needing assistance varies somewhat from the City total, as large families make up the single largest group of the minority household category. Female headed households make up an estimated 46.5% of all households needing assistance. Small families again predominate as a need category, but is followed closely by the elderly and handicapped grouping.

The State in its Housing Element Guidelines determined that each general housing market in the State must have a plan "to provide for an equitable and reasonable distribution of responsibility for accommodating the locational needs of all economic strata of the market region."

In Southern California this plan was prepared by the Southern California Association of Governments. This Regional Housing Allocation Model (RHAM) is designed to:

- Respond to adopted regional goals and policies for housing.
- Identify the large-scale regional and sub-regional housing needs, as part of the overall regional comprehensive planning program.
- Provide a basis for redistributing housing needs, consistent with area-wide, state and national housing goals.
- Offer local jurisdiction in SCAG, an up-to-date identification of needs, and a model for identifying existing and future needs.

A number of specific criteria were utilized in distributing lower income households; the number of lower income households already living in the City, employment opportunities and proximity, support services, income distribution and expected community growth.

When the plan was completed, the Regional Housing Allocation Model allocated an additional 969 lower income households as Redondo Beach's fair share. These households are broken down as shown on the following page.

	<u>All Households</u>	<u>Minority Households</u>
Elderly and Handicapped	48	16
Small Family	809	53
Large Family	<u>112</u>	<u>64</u>
TOTAL	969	133

As the above table indicates, small families predominate fair share households, comprising 83.5% of the total. Minority households make up 13.7% of the total. When added to the number of households already residing in the City, the total number of lower income households needing assistance is 4,848.

The number of households in the Coastal Zone which qualify as low and moderate income families cannot be determined without specific income distribution data. However, the City Housing and Community Development Department has identified "Target Areas" in the City. A Target Area is defined as an area in which more than 50% of the residents are low income. As can be seen in Figure 3, sections of the Coastal Zone are identified as Target Areas, in particular, sub-area #1 and a portion of the Central residential sub-area.

2. Supply of Rental Units

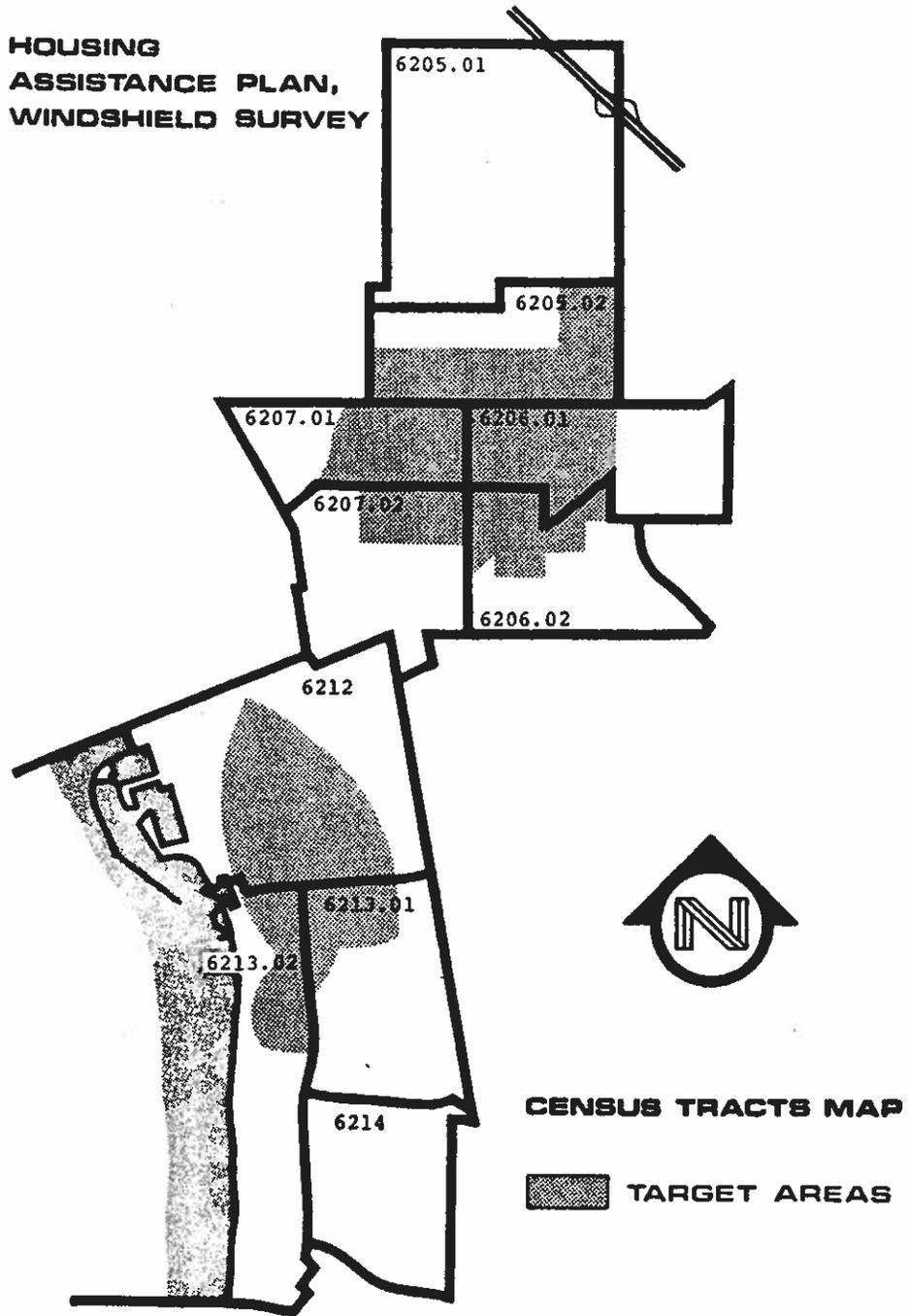
As housing costs increase, the demand for rental units including low cost rental units increases. Much of the data presented previously suggests that the supply of units available for rent may be inadequate. This conclusion is based on the following:

1. Continued population growth.
2. The estimated vacancy rate for rental units in the City is currently a low 2.5%.¹
3. Apartment buildings have not been built on a large scale basis since 1975.²
4. The conversion of 320 apartment units into condominiums.
5. Many single family residences and duplexes that have provided low cost rental housing are being demolished as land is recycled for condominium development.

¹ See discussion on vacancy rate.

² See Table II.

**SOURCE: HOUSING
ASSISTANCE PLAN,
WINDSHIELD SURVEY**



(FIGURE 3)

It should be noted that the growth of condominium units does not necessarily diminish the rental stock. In fact, approximately 59% of the condominiums in the Coastal Zone are offered as rental units. These units do rent for 10% more than the apartment units, however, making them affordable to the moderate and high income households only.

An adequate supply of rental units must also include large units to accommodate large families. The current rental stock consists primarily of one and two bedroom units only.

3. Family Housing

Another important aspect of housing is the need for family housing. Housing for families with children is presently very limited in the Coastal Zone. Obviously, single family residences for sale do not restrict family occupancy. Vacancy rates for single family residences is very low, however. Additionally, many single family residences for sale are not affordable to families with children. The majority of condominiums for sale in the Coastal Zone had deed restrictions against children under the age of 16 or 18. There are some exceptions, particularly in the more recent projects such as the "Village" apartment conversion. The California Coastal Commission conditioned the "Village" project, requiring the developer to allow buyers with children. The following was discovered with respect to rental units:

- The few single family residences for rent usually allowed families with children.
- The majority of apartment complexes do not allow children, in particular the newer large developments with amenities. One of the primary arguments against permitting children is the lack of child-oriented facilities, e.g., playgrounds, wading pools, etc. Apartment family housing was examined on a sub-area basis. It was found that the Riviera Village Residential District, Sub-area #9, contained the greatest number of units allowing children.
- Condominiums for rent observe the deed restriction prohibiting children.

The problem of obtaining family housing is magnified for larger families and families with low incomes.

4. Preservation and Maintenance of Housing

The preservation and maintenance of existing housing stock was identified in the approved work program as an important issue. Preservation and maintenance of the Coastal Zone housing is necessary in order to provide a supply of sound, well kept housing, an important priority established by the California Legislature. Additionally, preservation and rehabilitation can be a means of supplying affordable housing. Incentives for rehabilitation include a probable increase in property value (and, in turn, resale value), aesthetic improvement and an increase in income if rental units are constructed. Low interest rehabilitation loans offer further incentive. There are several disincentives, however. First of all, recycling of coastal property may be more profitable than rehabilitation. Secondly, a structure must be brought up to current zoning standards with respect to parking (two spaces per unit), minimum dwelling size and setbacks. Nonconforming uses must also be removed. Finally, the requirements for multiple family residences may invalidate the primary rehabilitation incentive: to provide additional units available for rent. Two trends are presently noticeable in the Coastal Zone: 1) The rehabilitation of several residential units, usually in areas which permit more than one unit, thus allowing the division of a large single family residence into two or more units. All of these are renovated with stucco facade-- a method which meets present building codes but does not preserve original architectural style and 2) Conversely, the demolition of units, particularly in the R-5 zone for the development of condominiums.

C. Housing Programs

In an effort to alleviate housing needs, the city has several ongoing housing programs. The development of the City's current housing programs began in 1974-1975, in preparation for Redondo's participation in the HCDA program. In 1974, a comprehensive survey of the condition of the City's housing stock was undertaken, and community-wide goals and objectives were established following citizen input at numerous public meetings. During review of this information and subsequent preparation of the Housing Assistance Plan, housing needs were outlined and programs established to work toward meeting these identified needs. Specific needs identified indicated that 42% of total

renter households and 69% of low-income renters were paying more than 25% of their income for housing. Additionally, 92% of the substandard rental units were occupied by persons of low and very low income. Based on analysis of these and other needs, target households were established using 11 separate data categories relating to income, housing characteristics, ethnic and minority groups, age of housing, over-crowding, age of occupants and amount of income expended for rent. A total of 3,670 target households were identified as a result of this analysis in 1975. Figure 3 shows the location of the target areas.

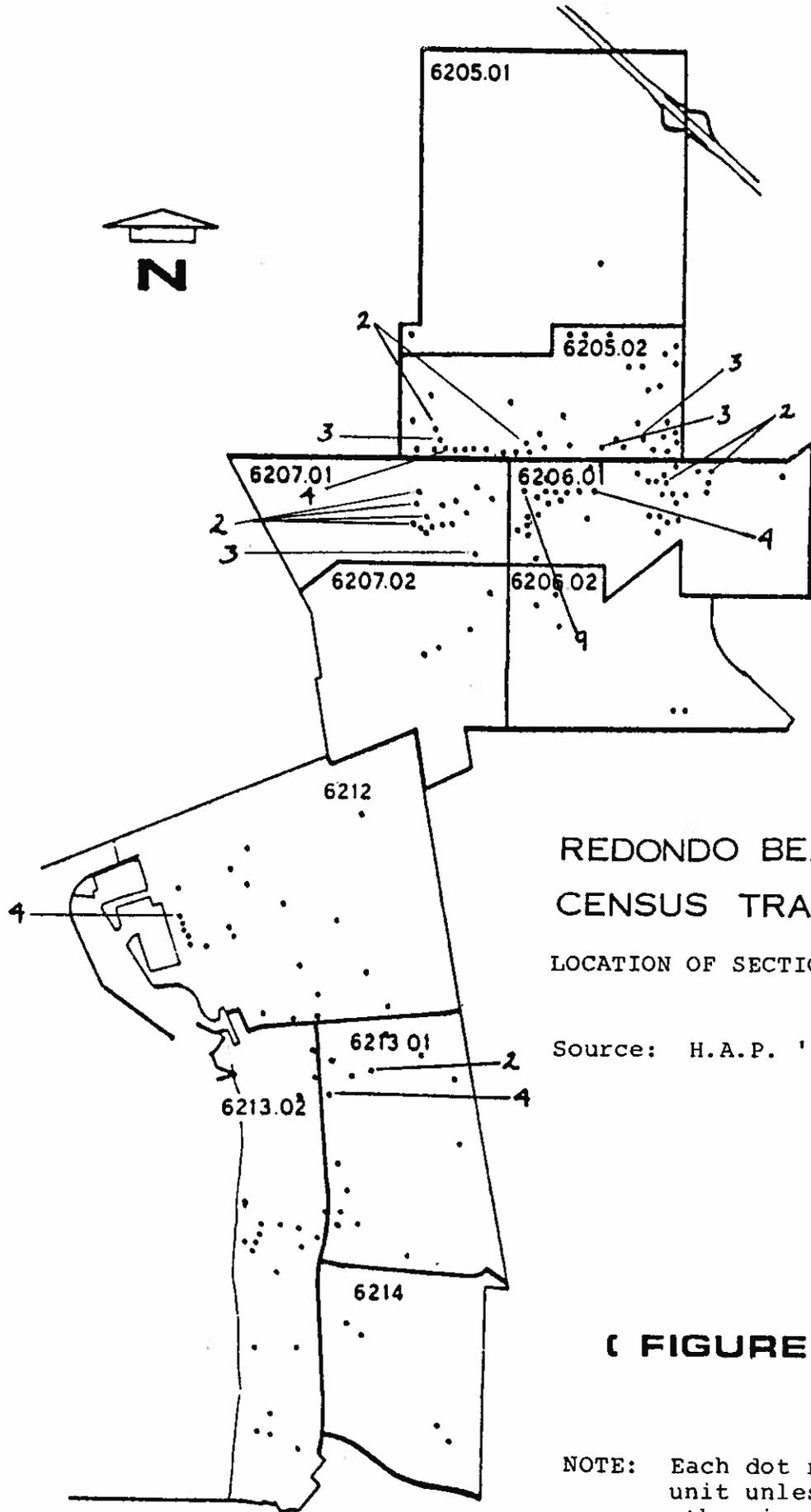
The needs, as identified in the Housing Assistance Plan, have now been supplanted by data prepared by the Southern California Association of Governments (SCAG). The use of SCAG's data allows the City to meet local needs, while also providing assistance which is consistent with the needs of Southern California.

The Redondo Beach Housing Authority plays a major role in Redondo's efforts to meet indentified housing needs. Since its inception in 1975, the Housing Authority has implemented several housing programs on a City-wide basis. Table VII shows the number of households presently assisted by the several operating housing programs throughout the City. One of the most effective is the Section 8 Rental Assistance Program. This program operates by providing housing assistance payments to owners, developers, and public housing agencies to make up the difference between the "fair market rent" of a unit (established by HUD) and the tenant's contribution toward the rent (at least 15% but no more than 25% of income). As of 1978, the Housing Authority had 290 Section 8 existing housing allocations which it received over a four-year period. Approximately 210 units (72%) of the 290 allocated had been leased. (See Figure 4.) The Housing Authority has applied for an additional 100 allocations in order to further expand the program. Leasing of all allocations is dependent upon a potential participant's willingness to accept the "fair market rent" rates established by HUD. In 1978 the "fair market rent" rate for different sized units was as follows: \$250 per month for a two bedroom unit and \$304 per month for a three bedroom unit. These rates are approximately 60% below the average priced rental unit in the Coastal Zone. The City will continue to work with HUD in an attempt to raise the applicable rates for Redondo Beach, and for the Coastal Zone in particular.

Table VII

Number of Households Assisted by Housing Program

	<u>New Construction of Rental Units</u>	<u>Rehabilitation of Rental Units (CD Block Grant)</u>	<u>Existing Rental Units (Section 8)</u>	<u>Rehabilitation Assistance to Homeowners (CD Block Grants & 312 Loans)</u>	<u>TOTAL</u>
Elderly or Handicapped	175	40	91	7	313
Family	0	70	199	25	294
Large Family	<u>0</u>	<u>4</u>	<u>0</u>	<u>12</u>	<u>16</u>
TOTAL	175	114	290	44	623



REDONDO BEACH
CENSUS TRACTS

LOCATION OF SECTION 8 EXISTING

Source: H.A.P. '79-'80

(FIGURE 4)

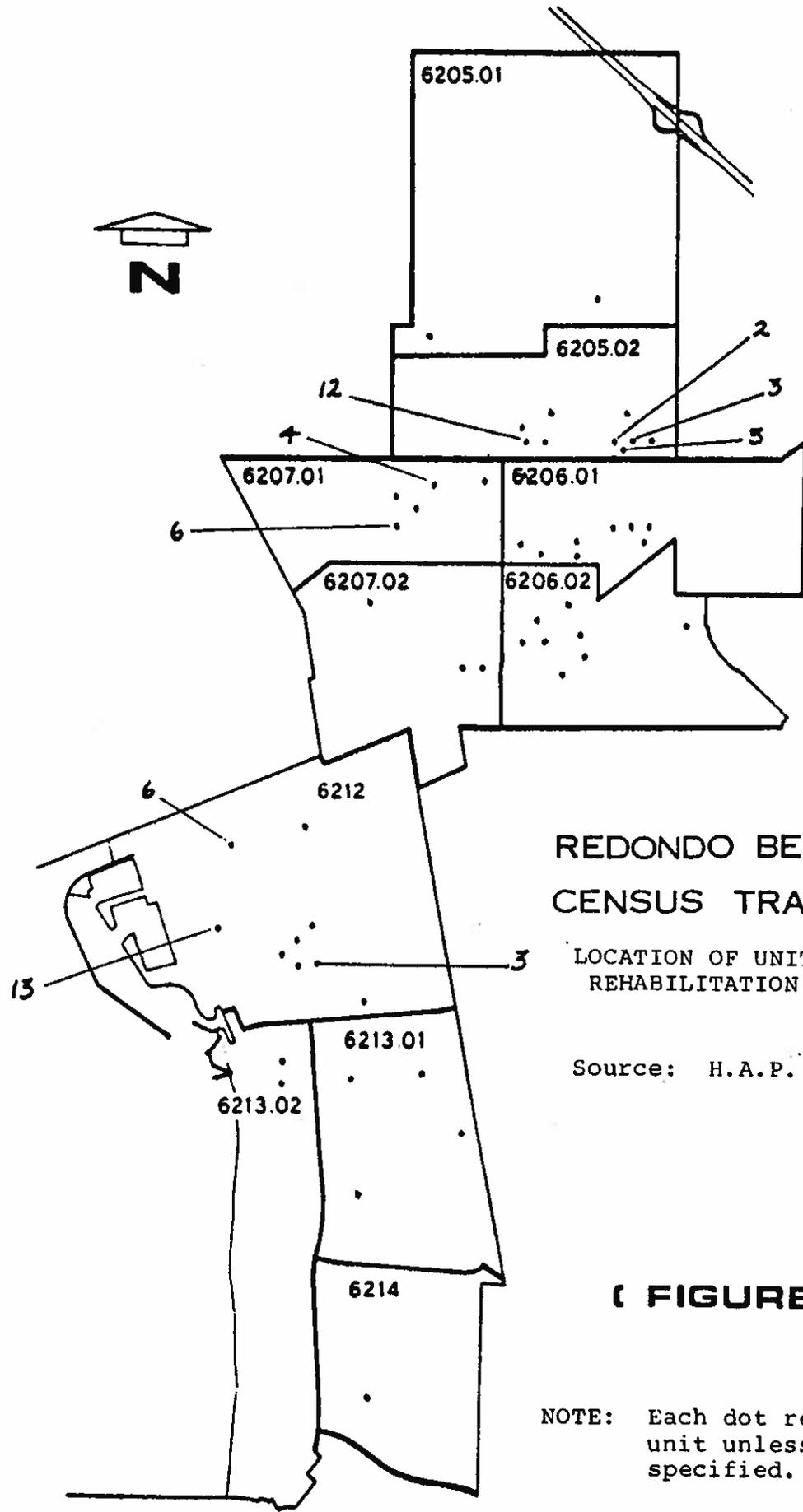
NOTE: Each dot represents one unit unless specified otherwise.

The Section 8 rental program has two very positive results. Firstly, affordable rental units are being allocated throughout the City including within the Coastal Zone. This provides housing for lower and moderate income families who otherwise might not be able to live in Redondo Beach. Secondly, by offering rehabilitation loans, the Section 8 program encourages rehabilitation of the existing housing stock. If one-half of the units in a complex are rented at the "fair market rent" rate, thus enabling Section 8 placement, rehabilitation loans for the entire complex are available at no interest through the City's Housing Authority. Thus, the Section 8 program addresses two housing needs in the Coastal Zone: the need for affordable housing and the need to preserve and maintain the existing housing stock.

The Housing Authority further attempts to preserve and maintain the existing housing stock by providing assistance in the form of rehabilitation grants, loan subsidies, and deferred payment home improvement loans to approximately 250 homeowners and landlords of substandard residential units. As a part of the first-year program, the City acquired by lease and rehabilitated 45 deteriorating multi-family dwelling units. Once rehabilitated, the units were subleased to qualified persons in need of housing assistance. Funding for this program was provided through Community Development Block Grant monies. In subsequent years, the City initiated subsidized rehabilitation activities. Together these programs have financed the rehabilitation of more than 150 dwelling units. (See Figure 5.) This program is expected to increase by at least 50 units per year as the programs continue.

In conjunction with rehabilitation activities the City has conducted and will expand code enforcement efforts in rehabilitation target areas. Voluntary code enforcement inspections have been conducted by City inspectors on over 1,400 dwelling units to date.

A portion of the Housing Assistance Plan addressed the problem of elderly persons of low income. The plan indicates 24.9% of all elderly persons living in Redondo Beach are low-income and in need of housing assistance. To meet the housing needs of the elderly in the City, three forms of assistance have been initiated. The first is the recently completed 135-unit Casa De Los Amigos (Section 236) project in the Coastal Zone; the second is the Seaside Villa project (Section 8, New Construction) with 47 assisted units (also in the Coastal Zone),



**REDONDO BEACH
CENSUS TRACTS**

LOCATION OF UNITS RECEIVING
REHABILITATION ASSISTANCE

Source: H.A.P. '79-'80

(FIGURE 5)

NOTE: Each dot represents one unit unless otherwise specified.

and the third is the Section 8 program for existing units in which the Housing Authority placed 91 rental units within the financial reach for low-income seniors. Combined, these programs provide assistance to 22.3% of those elderly needing assistance in Redondo Beach. The provision of senior citizen's housing in the Coastal Zone is, therefore, very adequate.

Additionally, a low and moderate income housing program was organized during the first quarter of 1979 by a private development company, with financing through the private sector. The program is part of a recent conversion to condominiums of 332 apartments in sub-area #3 in the Coastal Zone. (See Exhibit E.) The program, as agreed upon by the development company and the California Coastal Commission, provides the means for low and moderate income households to purchase one of 94 units (28% of the project) at prices which are affordable to them; a unit is considered affordable if a purchaser's total housing cost (including real estate taxes and home ownership association fees as well as mortgage payments) does not exceed 33% of the purchaser's income. The units (still to be allocated) will include efficiency and one bedroom units for households earning from less than 30% of the median income ("very low income household") to less than 100% of the median income ("moderate income household"). The development company will provide 100% financing of all affordable units.

The City proposes the continuance of existing programs as well as the adoption of several new programs. Specifically, to meet the Housing Assistance Plan goal of assisting 145 households per year over the next five years, the following allocations are suggested:

Quantified Yearly Goals

<u>Housing Program</u>	<u># of Households Assisted</u>
Homeowners Programs	
Rehab	
CD Block Grant	13
Section 312	<u>10</u>
Subtotal	23
Renters	
New Rental Units (CD Block Grant)	57
Rehabilitation Rental (Moderate Rehab Sec. 8, Section 312)	14
Existing Rental Units (Section 8)	<u>51</u>
Subtotal	<u>122</u>
Total Households Assisted	<u>145</u>

Additionally, the City is investigating the adoption of two different bond programs. In one instance, the City would issue a series of Tax Exempt Revenue Bonds to provide below market rate mortgage financing. A priority system would be established with first priority to lower and moderate income family rental units. Increasing the supply of mortgage money for apartments would address two of the major housing needs in the Coastal Zone: the need for family housing and the need for a greater supply of rental units.

The second suggested bond program would allow the City to issue a series of Tax Exempt Revenue Bonds which would provide below market rate financing for housing rehabilitation. Such a program would upgrade and preserve the existing housing stock as well as offer cost assistance.

The City will also continue to apply for all Federal and State Housing Programs as they become available. HUD/FHA currently has a number of programs which can be used if the cost of housing can be brought into the affordable range. Specific programs include Section 203(b), 235, 245, 223(f), 202, 207, 213 and 221(a). Unfortunately, present mortgage limits of these programs are too low to make the programs of any practical use in Redondo Beach. However, the City is currently exploring the feasibility of using these programs in conjunction with other programs such as land banking in hopes of providing affordable housing.

Other efforts, such as evaluating the permit processing procedures and building code relative to new building methods, may reveal further forms of cost assistance.

Application for federal funds for housing programs has been almost exclusively the province of the City and its related agencies. However, the Salvation Army has plans to construct a complex with approximately 100 units for low and moderate income senior citizens in the Coastal Zone. It is expected that the project will be funded and constructed within the next three years.

D. Housing Policies

The following policies assure that the housing needs identified within the Coastal Zone are addressed in a manner consistent with the 1976 Coastal Act.

1. The City of Redondo Beach will apply the proposed Housing Element of the General Plan dated November, 1979 (approved by H.C.D. on December 21, 1979) throughout the City, including within the Coastal Zone.

The City has recently completed the Housing Element of the General Plan which provides an in-depth analysis of the City-wide housing needs. The Housing Element contains policies and programs to meet these identified needs in a manner consistent with the State Housing Guidelines and 1976 Coastal Act policy. The City will implement the plan throughout the City.

2. The City of Redondo Beach will continue to the extent practical and feasible to administer the City-wide housing programs within the Coastal Zone including the Section 8 rental and rehabilitation programs, Section 312 rehabilitation program, and the Community Development Block Grant monies.

The City of Redondo Beach Housing Authority administers several successful City-wide housing programs in order to address the problems of affordable housing, housing rehabilitation and other identified needs. The Housing Authority will continue to administer these programs as is feasible on a City-wide basis, including within the Coastal Zone. In specific cases in which HUD's fair market rental rate is too low, the City will work with HUD in hopes of negotiating a higher level which is feasible and applicable for the City.

3. The City of Redondo Beach will pursue with diligence proposed housing programs as they become available to the City for the Coastal Zone, including Federal and State Housing Programs.

Federal and State Housing Agencies are continually proposing new housing programs in order to effectively meet changing housing needs. The City will investigate all new housing programs and evaluate their applicability for the City and the Coastal Zone in particular.

4. The conversion of existing rental units in the Harbor-Pier area to cooperatives or condominiums will be prohibited.

Rental units in the Harbor-Pier area provide access opportunities for more individuals than individual ownership. Therefore, there will be no conversion of the existing rental units to cooperatives or condominiums. The only use modification that would be considered is one which provides a greater opportunity for transient occupancy than the existing apartments.

IV
SHORELINE
ACCESS

Coastal Program 

IV. SHORELINE ACCESS

Coastal Policies established in Sections 30210-30212 require that jurisdiction protect public access to coastal lands and waters. Specifically, the Act states that development shall not interfere with the public rights of access to the sea where acquired through use; wherever appropriate and feasible public facilities shall be distributed to mitigate the impacts of the public overcrowding of any one single area; and lower cost visitor and recreational facilities and housing opportunities shall be protected, encouraged, and, where feasible, provided. The Coastal Act further states that each local coastal program shall contain a specific public access component to assure that maximum public access to the coast and public recreation is provided.

This Shoreline Access component provides a description and analysis of existing accessways within the City's coastal zone, their present and future usage, where information is available, and an analysis of identified problems as well as suggested improvements to barriers that presently exist. Public transit, pedestrian and bicycle access, parking, and circulation in the Coastal Zone will be evaluated in the following sections.

A. Public Transit

Public transit is an important means of access to the Coastal Zone for both employment and recreational purposes. The use of public transit for coastal access is becoming increasingly more important due to two phenomena: 1) Continued population growth coupled with increased recreational demand is, in turn, increasing the demand for coastal access (See discussion in the Coastal Recreation Background Report.); and 2) Increases in the price of gasoline and the limited supplies of convenient parking enhance the attractiveness of public transit. Existing and potential public transit should be evaluated in light of these trends.

The City of Redondo Beach has set forth public transit goals which reflect a concern for improved local transit service as well as improved service to specific target groups. The annual goals stated in the City's 1975 Transportation Improvement Program are as shown on the following page.

- To contribute to a coordinate, unified transportation system.
- Be responsive to social, economic and environmental impacts.
- Try to better serve the diverse transportation needs of the citizens of Redondo Beach.

Additionally, as a member of the Southern California Association of Governments (SCAG) the City of Redondo Beach actively participates in SCAG's regional transportation planning and supports the policies identified in the SCAG Regional Transportation Plan. The City also works with the Los Angeles County Transportation Commission in the evaluation of transportation options and project funding.

The public transit system serving the City, including the Coastal Zone, is provided by the Southern California Rapid Transit District (SCRTD) and the Torrance Transit System (TTS). Together these systems provide an integrated local and regional public transit system. Additional municipal routes are provided by the City of Gardena and the City of Hermosa Beach in order to provide service linkages between Redondo Beach and outlying areas.

The SCRTD is charged with providing regional services, connecting Redondo Beach to the Greater Los Angeles Area. The SCRTD operates a total of nine routes in and through the City. These routes include 607, 813, 846, 861, 867, 869, 871, 873, and 814, as described in the appendix to this report.

In 1978, SCRTD began promoting those lines which provide coastal access. A brochure entitled, "Surf and Sun Beach Service" designates coastal routes as well as special rates for students and those lines allowing surf boards. The total effect is to promote public transit as a viable means of obtaining coastal access.

The Torrance Transit System services the southern part of Redondo Beach, including the Coastal Zone, and other cities within the confines of the South Bay

through funding by the City of Torrance. The two major TTS routes servicing Redondo Beach are line T4 and T5. (See Appendix for description.)

Figures 6 and 7 show the existing routes for both SCRTD and TTS.

The City has also instituted a Dial-A-Ride service for handicapped and elderly residents of Redondo Beach. This is a demand-responsive transit system which provides door-to-door travel from any origin to any destination within the City limits by means of contracted taxicab services. Redondo Beach residents 62 years of age and older and disabled persons pay 25¢ each way. The City reimburses the taxicab company with \$2.70/passenger for the regular service and \$14/hour for the dedicated vehicle. Population and transportation analyses indicate that there are approximately 3,528 transit dependent elderly and semi-ambulatory handicapped persons in the City who are eligible for this service. Approximately 25% of this group are currently registered for the program. An examination of travel needs shows that the Harbor/Pier area is one of the 3 major trip generators in the program. The Dial-A-Ride program is, therefore, increasing coastal access for a specific target group.

In 1979, the Dial-A-Ride program is projected to provide similar transit service for those handicapped persons who do not have access to conventional forms of transportation. Transportation between Redondo Beach, Torrance and Lomita is proposed to be available in conjunction with the City of Torrance's Dial-A-Lift Program. This will improve regional access to the City's Coastal Zone for the elderly and handicapped.

The ability of the existing public transit system to accommodate the needs of travelers must be examined. Factors such as time and frequency of service, proximity of stops to home and destination, cost and travel time determine the usefulness of the system. The availability of storage space for sports equipment may also be a determinant for recreational travelers.

1. System Headways

The time and frequency (or headway) of the



LEGEND

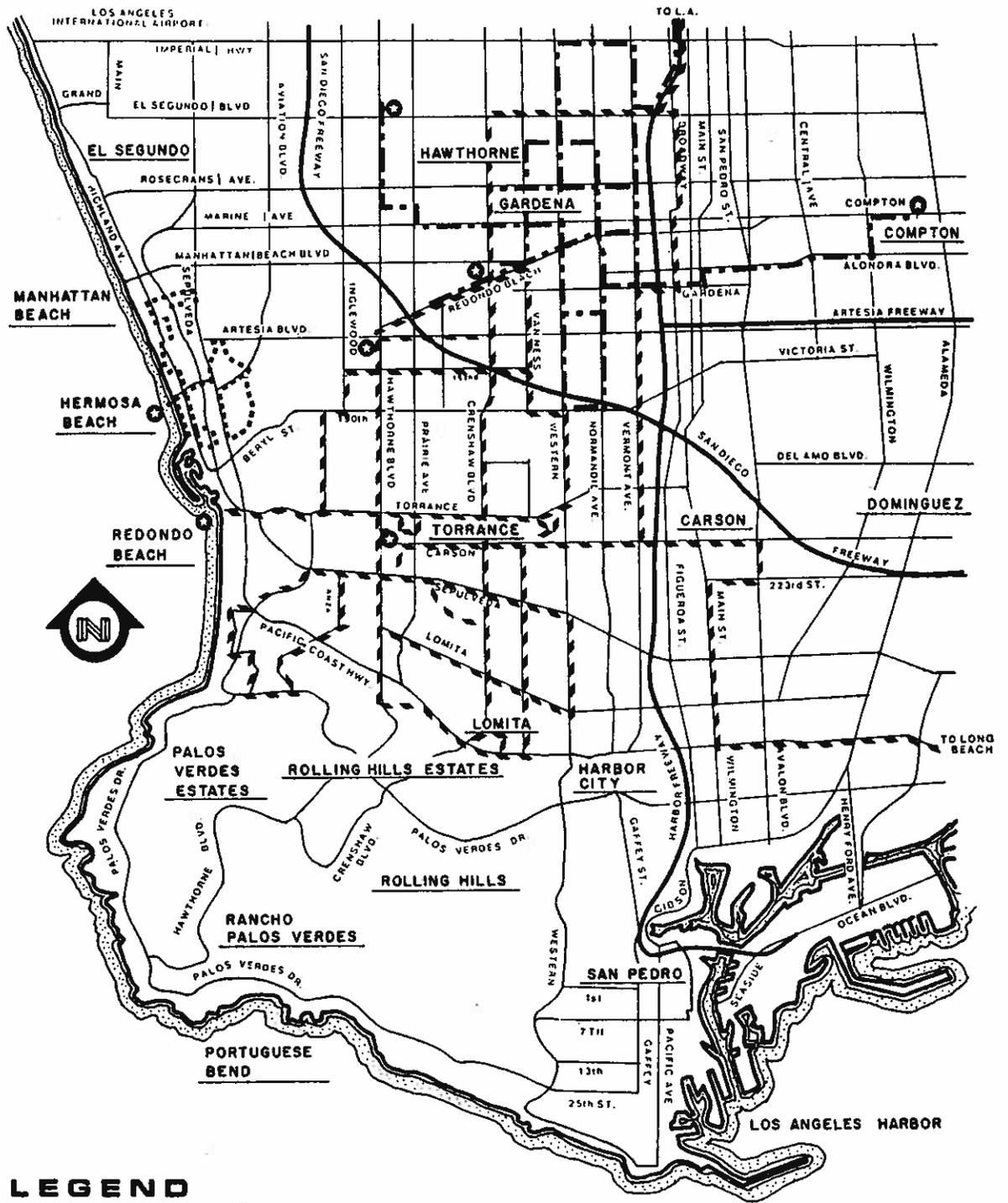
- EXISTING SCRTD SERVICE
- . - . - . EXISTING EXPRESS SERVICE
- PROPOSED EXTENSIONS

SCRTD SERVICE

(FIGURE 6)

Coastal Program





EXISTING MUNICIPAL ROUTES

(FIGURE 7)

Coastal Program



transit service varies among routes. Table XIII sets forth the service hours and headways for each route.

Accessibility to the Coastal Zone for work purposes (see discussion on employment sites in Housing Background Report) can be evaluated by examining early morning and late afternoon routes and headways. East-west corridors (lines 846, 861, 867, T4 and T5) operate on the weekdays during the commute hours with headways of 30 to 65 minutes. Line 861, which connects with many of the inland routes, runs every half hour. The north-south corridors (including lines 869, 871, 873) also operate during commute hours with an average headway of 30 minutes.

When evaluating the transit system with respect to recreational travel, the unique characteristics of recreation should be kept in mind. For example, the peak time for recreational travel differs from the peak journey-to-work hours. Unfortunately, the erratic nature of recreation makes predictions very difficult. It can be generalized, however, that peak recreational travel occurs during daylight hours, varying with weather conditions. The warmer mid-day and late afternoon periods are considered peak times. On a national basis, approximately 72% of recreational travel is on the weekends. Full weekend service is offered by lines 846, 861, 871, 873, T5. Line 814 does not operate on weekends and lines 867 and T4 do not operate on Sundays. Weekend headways average 60 minutes and the lines operate from early morning into the evening.

2. System Coverage

The measure of accessibility and transit coverage generally used by the transit industry is the service area within one-quarter mile of the transit route. This measure has been widely adopted within the transit industry as reflecting the maximum distance (1,300 feet) that the majority of bus passengers are willing to walk to a bus stop. Thus, the coverage provided by the SCRTD and Torrance Transit System was determined by

Table VIII
 EXISTING TRANSIT SERVICE
 AS OF JANUARY 31, 1979
 REDONDO BEACH, CA

ROUTE	AM/PEAK HOURS	MIDDAY	PM	HOURS	SAT.	SUN.
607	30	30	30	5:40 AM to 6:45 PM	--	--
813	20 - 30	30	30	5:40 AM to 9:00 PM	30	60
*814	15 - 30	60	60 90	7:25 to 9:36 AM 3/19/78 4:00 to 7:30 PM	--	--
*846	65	65	65	6:15 AM to 7:15 PM	65	65
*861	30	30	30	6:00 AM to 10:00 PM	30	60
*867	60	60	60	6:00 AM to 7:00 PM	60	--
869	39	39	(60)n 30	6:20 AM to 10:00 PM	--	--
*871	15 - 20	30	(60)n 15-30	5:00 AM to 10:40 PM	(60)n 30	60
Effective 3/11/79						
*873	30	30	30	6:00 AM to 11:00 PM	30	30
* T4	45	45	45	6:30 AM to 7:00 PM	45	--
* T5	60	60	60	6:44 AM to 9:44 PM	60	60

*denotes a route providing access to the Coastal Zone

n = night; after 7:00 PM

superimposing a one-quarter mile coverage band on the transit route and assembling demographic data for the areas covered. This technique is useful in detecting areas that are not served by the existing transit system. Redondo Beach has adequate transit coverage having service to all but one trip generator, Adams Junior High School. In quantifiable terms, this coverage represents well over 85% of the total land area in Redondo Beach. This coverage ratio, however, does not account for non-trip generating or inaccessible areas. As shown in Figure 8 there are 7 areas located in Redondo Beach that are beyond the one-quarter mile limit. Although none of these areas are in the Coastal Zone, residents may be desirous of access to the Coastal Zone.

Coverage may also be evaluated by examining trip generators; identified origins and destinations. The Short Range Transit Plan prepared for the City of Redondo Beach¹ identifies major trip generators. The Coastal Zone contains 5 trip generators: 3 recreational sites, Riviera Village Shopping Center and medical facilities (medical and dental offices). See Figure 9 for specific locations. Public transit provides service to all of these locations although bus routes do not run directly down the Esplanade, the location of 2 recreational trip generators. Instead, bus routes extend down Catalina Avenue, one block to the east.

3. Public Transit Fares

Ridership fares vary between SCRTD and TTS. The SCRTD fare structure includes a 45¢ one-way fee per line and an additional 10¢ per transfer. Persons 62 years and older can ride for 15¢ per zone with the appropriate pass card. SCRTD also offers a summer youth pass which enables 3 months of unlimited riding for \$20. The TTS fare is 25¢ local with a 25¢ zone fare to Los Angeles on any Torrance bus and an additional 10¢ for a transfer to other municipal lines. Citizens 60 years and older and handicapped persons ride free with a TTS identification card. Students

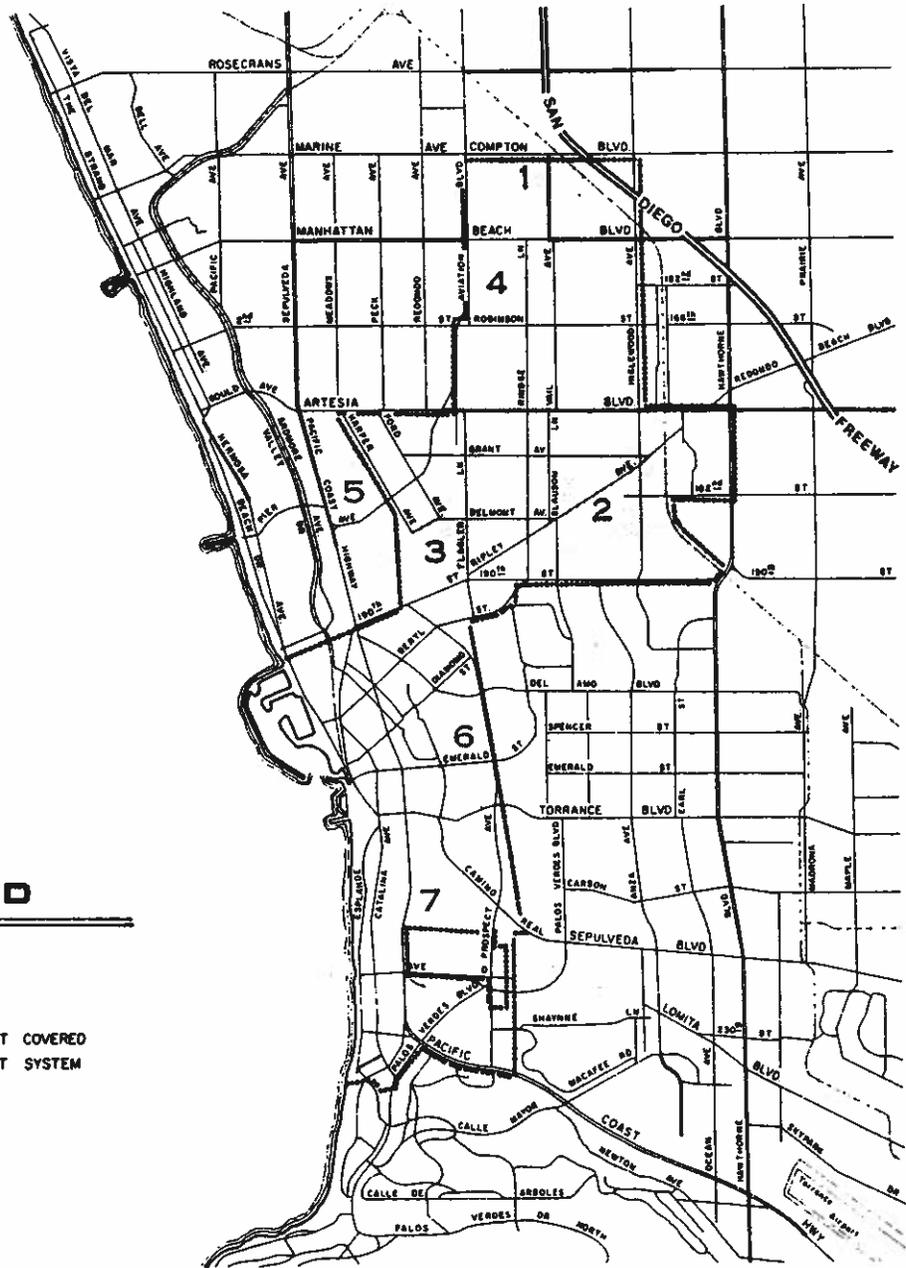
¹Wilbur Smith and Associates, 1976.



LEGEND

—— CITY LIMITS

▭ AREAS NOT COVERED BY TRANSIT SYSTEM



**UNSERVED AREAS
City of Redondo Beach**

(FIGURE 8)

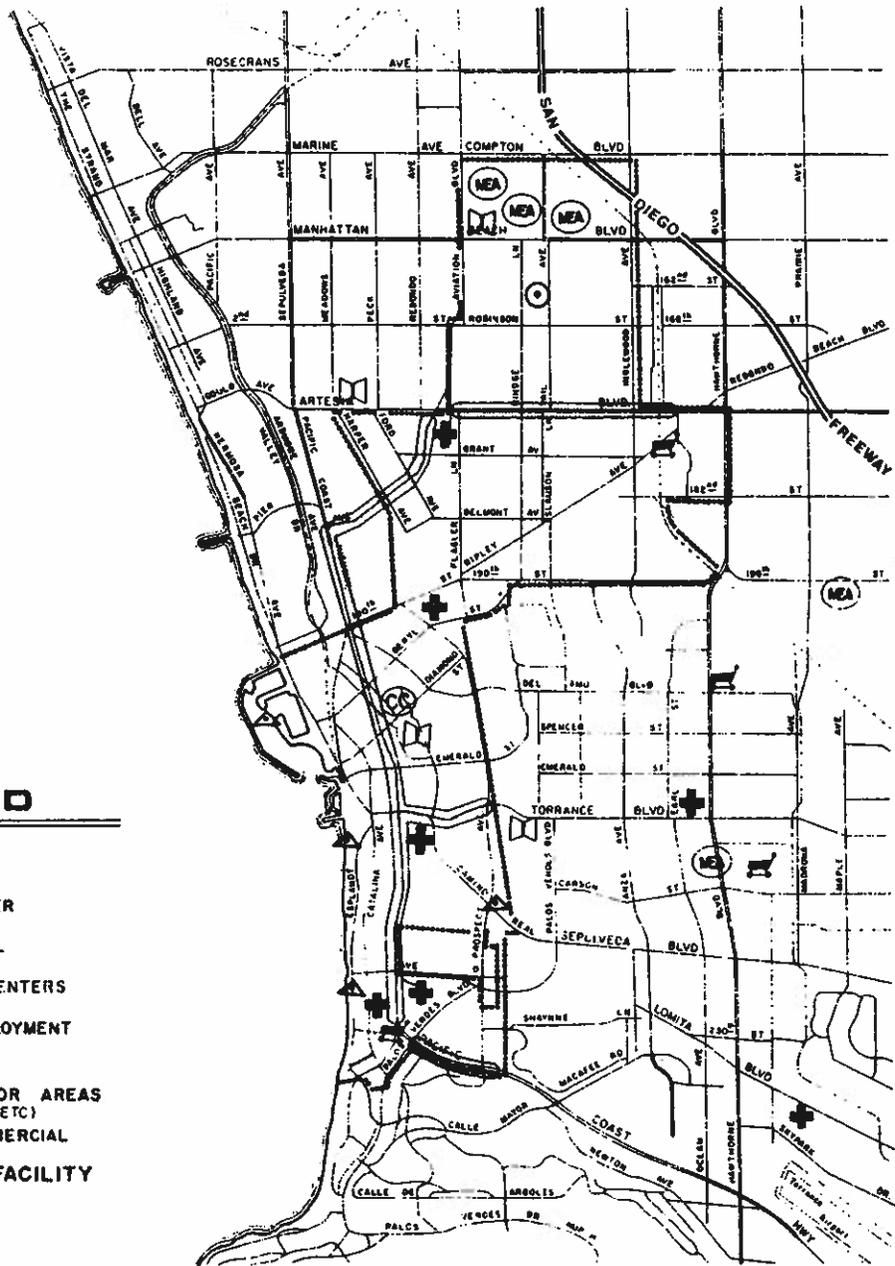
Coastal Program





LEGEND

- CITY LIMITS
- ⊙ CIVIC CENTER
- ⊞ HIGH SCHOOL
- ⊞ SHOPPING CENTERS
- ⊙ MAJOR EMPLOYMENT AREAS
- ⊞ OTHER MAJOR AREAS (BEACHES, PARKS, ETC)
- ▭ STRIP COMMERCIAL
- ⊕ MEDICAL FACILITY



**MAJOR GENERATORS
City of Redondo Beach**

(FIGURE 9)



under 21 years old ride at reduced rates with a student ID card.

4. Travel Time

The travel time per route influences the usefulness of the public transit system. Both SCRTD and TTS offer regular routes into the Coastal Zone as well as freeway express routes for journey to work from the coastal zone. Convenience factors, such as the frequency of service, however, tend to limit the use of buses for recreational purposes.

5. Adaption to Recreational Needs

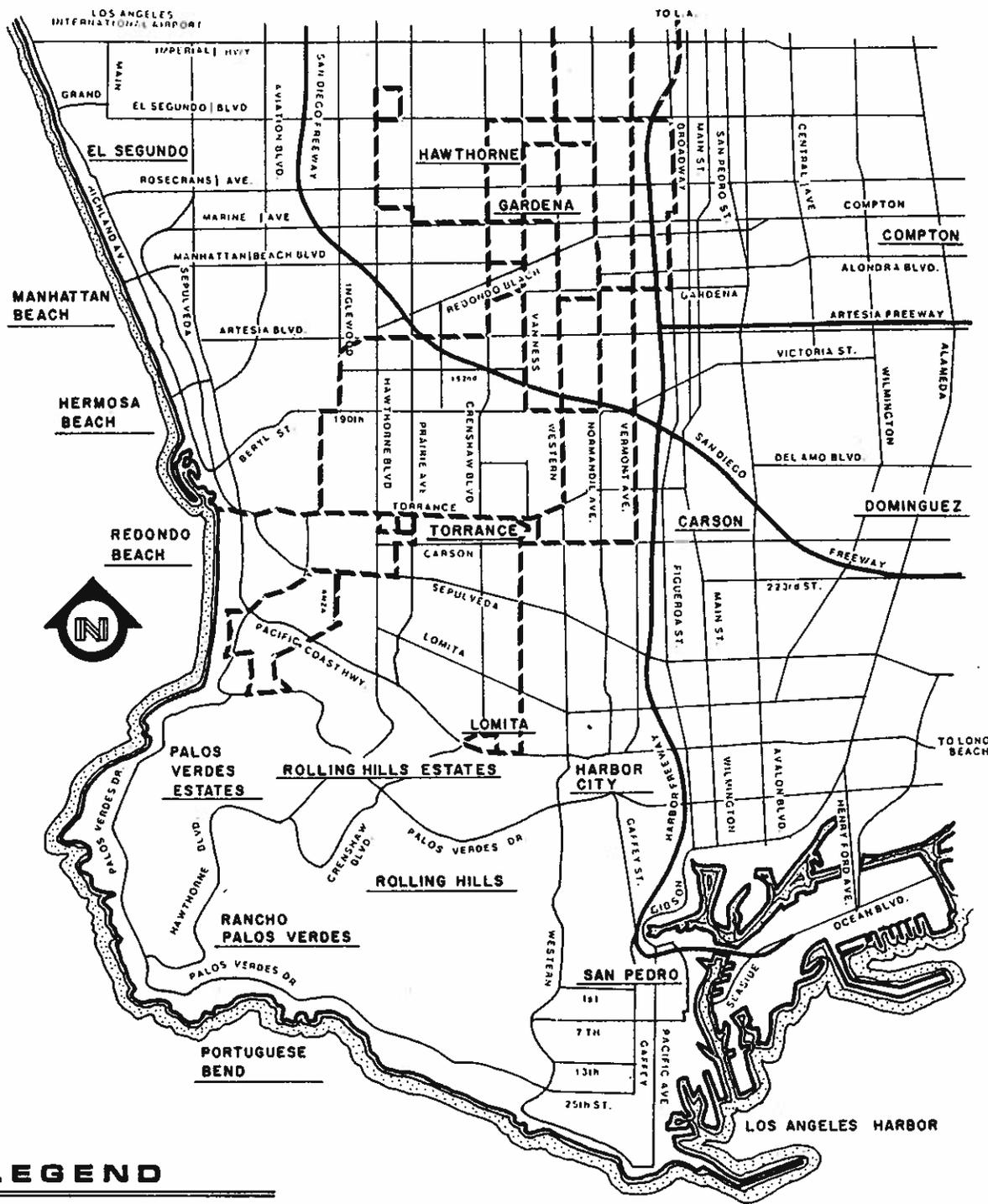
As previously discussed, recreational travel frequently requires facilities which accommodate recreational sports equipment, beach chairs, and ice chest, etc. SCRTD's "Surf and Sun" beach service allows such equipment on lines 846, 869, and 873. Sports equipment is limited to surfboards - no bicycles or other large equipment is allowed.

6. Potential Public Transit

Several changes in the public transit system are presently being considered. Figure 10 shows these proposed changes. The purpose of the proposal is to provide a more integrated public transit system by incorporating municipal routes into one "South Bay Area Transit" system. Although the discussion of routes between SCRTD and the former municipal lines may change, the net result is similar coverage with more effective service.

7. Access Barriers to Transit System

The usage of the transit system for recreational purposes is somewhat limited at the present time due to problems previously mentioned such as frequency of service, limitations on recreational equipment, public awareness of transit service to recreation locations, and the bias of transit toward provision of service for "journey-to-work" needs. Recreational access needs have long been overlooked by agencies providing transit services. This is due to budgetary limitations forcing



LEGEND

- 1- LOS ANGELES VIA VERMONT & FIGUEROA
- 2- LOS ANGELES VIA CRENSHAW
- 3- LOS ANGELES VIA CITY OF GARDENA
- 4- RIVIERA-EL CAMINO-GARDENA
- 5- EL CAMINO-REDONDO PIER
- 6- REDONDO PIER-LOMITA
- 7- WESTERN & VERMONT

**PROPOSED SOUTH BAY AREA
TRANSIT SYSTEM**

(FIGURE 10)



transit agencies to prioritize their programs on the basis of the routes most heavily utilized. The automobile has long been established as the public's preference for recreational travel. This can be attributed to the spontaneity and unpredictable nature of recreation trips. This preference for the automobile will be difficult to turn around in the near future, unless gasoline becomes scarce or too expensive or unless recreational travel by transit becomes more convenient.

There are many special interest groups, i.e. youth, senior citizens, minorities, who are dependent upon public transit as their only mode of recreation travel. For this reason, as well as energy conservation, it is important that programs be developed for increasing the public's knowledge of available transit service and for increasing the convenience of public transit for recreational travel. Obstacles to usage of transit for recreational travel, such as system headways, linkages to inland routes, recreational equipment accommodations, etc., should be evaluated by the transit-providing agencies in an attempt to increase the opportunities for recreational access by larger numbers of people. Such programs have been initiated by SCRTD and Torrance Transit in the past by promoting student passes and by allowing certain recreational equipment on board. These present programs should be continued and expanded, where possible.

B. Pedestrian Access

Pedestrian access to the shoreline, in the form of improved walkways and ramps both vertical and lateral, is provided throughout the Redondo Beach Coastal Zone. Some of these walkways are provided and maintained by the City; others are provided and maintained by the County of Los Angeles.

An important part of the pedestrian system is the blufftop walkway. This walkway parallels the western perimeter of Esplanade Avenue on a coastal plain, fifty feet above the shoreline. The walkway extends from the southern boundary of the Coastal Zone at the Torrance city boundary to Knob Hill on the north. An unobstructed blufftop view of the ocean is provided to both pedestrian and automobile travelers

along Esplanade. At Knob Hill, steps lead to a walkway midway between the shoreline and the blufftop walkway. This walkway extends northward from Knob Hill to the Pier Complex. An additional walkway paralleling the sand extends the entire length of Redondo State Beach, to the Pier Complex on the north. The walkway is maintained by the County of Los Angeles which also provides benches and rest stops at various points. (See Exhibit D for an exact delineation of the walkways.)

Thirteen concrete stairways and ramps provide vertical access for pedestrians in the Coastal Zone. They are listed in Table IX, and their exact locations are shown on Exhibit D.

The County of Los Angeles maintains three vertical accessways off Harbor Drive: (1) south of Torrance Boulevard at Harbor Drive (directly south of the Pier), (2) south of the pier behind Veteran's Park, and (3) westerly terminus of Harbor Drive and seven concrete ramps and stairways from Knob Hill south to the City limits.

In addition, there are three vertical accessways to the beach off the Esplanade between private homes and apartments, located at: (1) Sapphire and the Esplanade; (2) Topaz and the Esplanade; and (3) Knob Hill and the Esplanade that are maintained by the City of Redondo Beach.

Informal trails (unimproved and unintended to be used as trails) are found along the blufftop south of Knob Hill leading to the beach. Problems of erosion and litter are exacerbated by the existence of these trails.

A new public park will be developed during 1980-81 in the northerly portion of the redevelopment area. This will increase existing access to the shoreline in the northern area of the coastal zone. This proposed three-acre park will connect Catalina Avenue to the International Boardwalk. (See Exhibit E.)

There are presently 3.8 miles of concrete public walkways leading to various harbor activities such as diving, dancing, sport fishing, shopping, harbor cruises and more. (See Figure 11.) Many King Harbor

Table IX

INVENTORY OF PEDESTRIAN VERTICAL ACCESSWAYS TO BEACHES WITHIN REDONDO BEACH JURISDICTION

LOCATION	DESCRIPTION OF FACILITY	MAINTENANCE
South of Torrance Blvd. at Harbor Drive (directly south of Pier)	Public concrete walkway	County of Los Angeles Department of Beaches
South of Pier, mid-way between Torrance Blvd. and Harbor Drive (behind Veterans' Park)	Public steps to beach	"
Westerly terminus of Harbor Drive	Public steps to beach	"
Sapphire and Esplanade	Public walkway to beach	City of Redondo Beach maintains walkway to rear of property lines. From rear of property lines to beach is maintained by L.A. County
Topaz and Esplanade	Public walkway to beach	"
Knob Hill and Esplanade	Public walkway to beach	"
Avenue A and Esplanade	Public ramp to beach	County of Los Angeles Department of Beaches
Avenue C and Esplanade	Concrete steps and ramp to beach	"
Avenue E and Esplanade	Concrete ramp to beach	"
South of Avenue F and Esplanade	Concrete steps to beach	"
Avenue G and Esplanade	Concrete ramp to beach	"
Avenue I and Esplanade	Concrete ramp to beach	"
Vista Del Mar and Esplanade	Concrete ramp to beach	"

visitors are unaware of how accessible these activities are. In order to promote access throughout the area, the City is interested in developing a pedestrian signing program, to be partially funded through the Coastal Conservancy. The proposed signing program would consist of directory signs at designated information centers, spot landscaping with seating, and a series of ceramic tile motifs every 100 feet or so, designating the activity at the end of a walkway. Potential tram terminals and a potential tram system running from inland Redondo Beach to the Harbor/Pier area and beach areas is also being discussed as a method of furthering access to the shoreline. These access improvements are still in preliminary discussion stages, and therefore, maps showing proposed locations of signs, benches, transit terminals and routes are unavailable. Phase III, implementation, will include further studies outlining improvements to access within the Harbor/Pier area.

C. Bicycle Routes

Another form of coastal access is provided through bike routes. Across the United States and locally there has been a resurgence of interest in bicycling. Persons of all ages have taken to the riding of bicycles for recreation, exercise and transportation. Additionally, many individuals are discovering that the use of the bicycle for short and intermediate trips is proving to be a viable and economic alternative to the automobile.¹ Bicycling becomes an even more attractive form of transportation and recreation when the coastal experience is included. The provision of adequate bikeways is, therefore, an essential part of coastal access. East-west bikeways provide access from inland areas and north-south running bike ways provide access paralleling the coastline.² The City of Redondo Beach along with

¹County of Los Angeles. Plan of Bikeways.

²The term bikeway refers to all types of physical marked and designated bicycle travel facilities ... a bike route is a street identified as a bicycle facility by guide signing only. A bike lane is a traffic lane within the travelled roadway specified

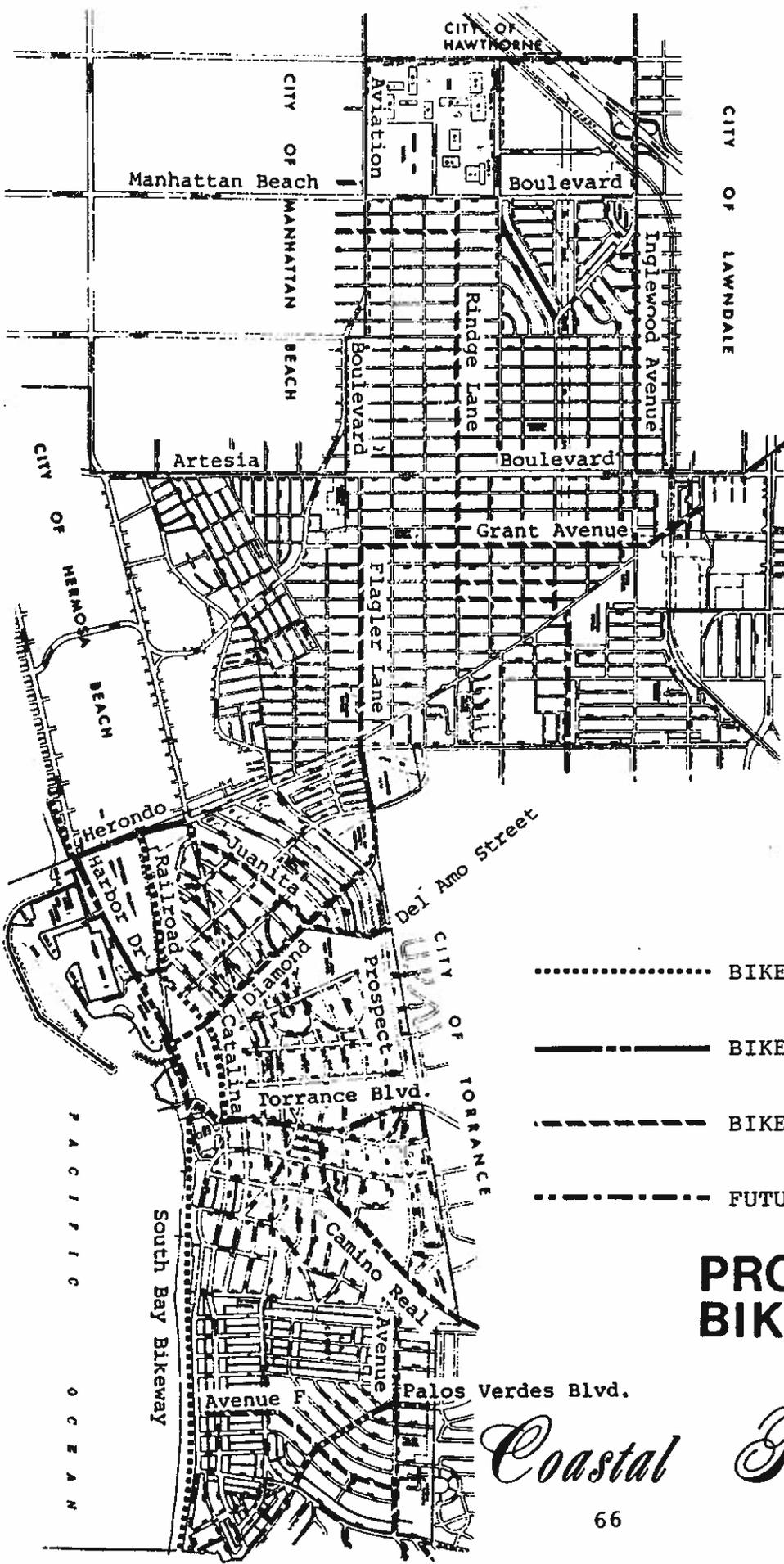
County, Regional, State and Federal efforts has designated an integrated bikeway plan. A study by Barton-Ashman Associates³ provided background for the physical feasibility and safety analysis of bikeways within Redondo Beach. The proposed system is shown in Figure 12. Those portions completed to date are designated.

The completed north-south bikeways include a bike lane along Prospect Avenue, a short line on Catalina Avenue, and the South Bay bikeway paralleling the coastline. The latter is a portion of the major coastal bike trail extending from Santa Monica to Torrance (see Figure 13). The trail is maintained by the L.A. Department of Beaches and is equipped with rest stations and excellent signing. Whenever possible, the trail extends northward along the beach, through the Pier and parking structure, harbor promenade, and onto Harbor Drive into Hermosa Beach.

During peak recreational hours, the Redondo Beach portion of the bikeway is utilized by joggers, pedestrians, and skaters as well as the bicyclists for whom the path was intended to serve. These competing interests present a unique problem which is difficult to resolve, especially in the vicinity of the parking structure and the pier area. Additionally, as the bike path leaves the parking structure heading northerly along Harbor Drive, further conflicts occur as motorists attempt turns into the restaurants and parking lots along the west side of Harbor Drive. The sheer number of cars in the area combined with the bicyclists and other user groups, who do not always stay on the path, is a potentially dangerous situation. Alternatives

²(continued) for exclusive use of bicycles. A bike lane is usually located adjacent to the curb or between the parking lane and the first moving traffic lane. It is identified by guide signing, special lane lines and other pavement markings. A bike path is a special parkway facility spatially separated from the roadway area. It may be within the street parkway area, in the sidewalk or completely separated from the street right-of-way.

³Barton-Ashman Associates, Inc. Bikeway Plan 1975.



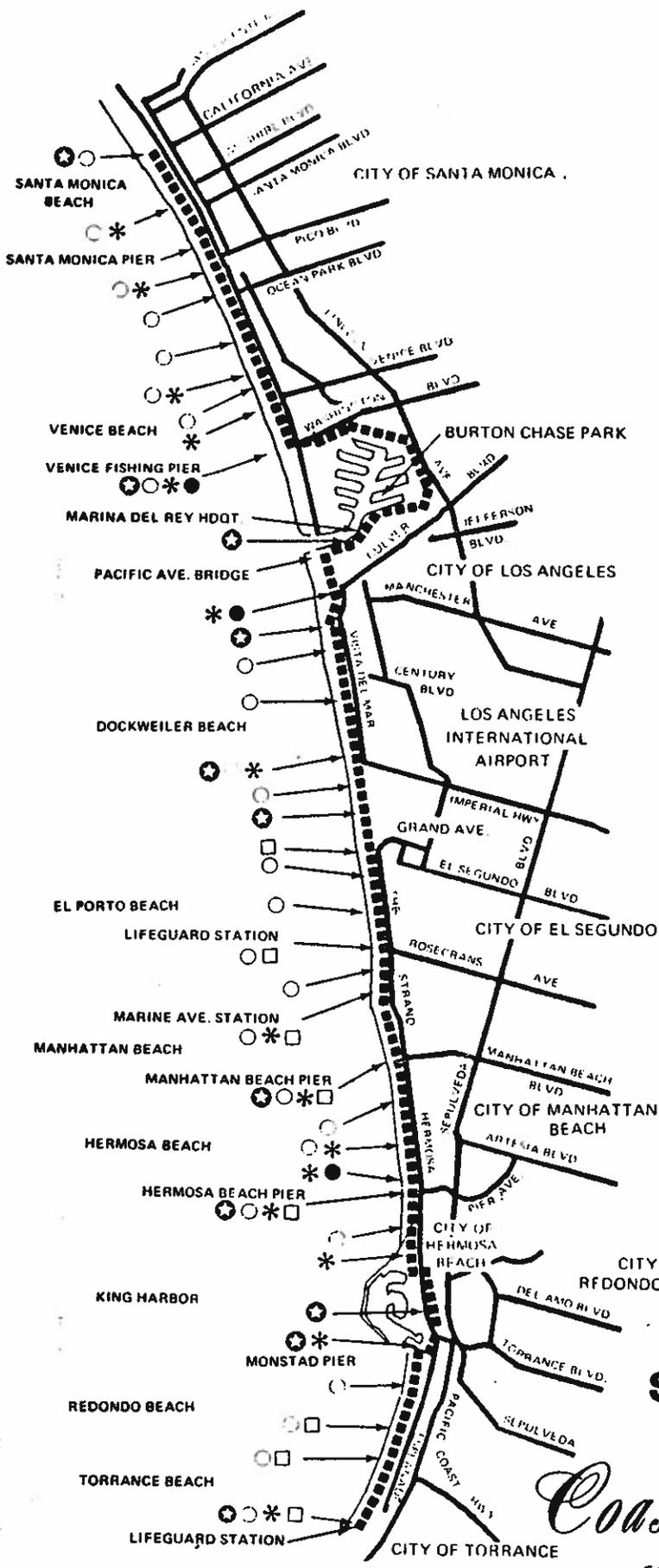
(FIGURE 12)

LEGEND

- BIKE PATH
- BIKE LANES
- - - - BIKE ROUTE
- · - · - · FUTURE STREET IMPROVEMENTS

**PROPOSED
BIKEWAY PLAN**

Coastal Program 

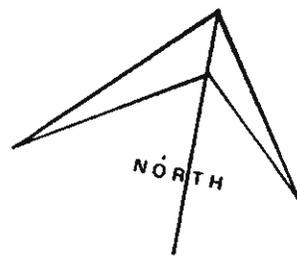


MILEAGE CHART

	MILES BETWEEN POINTS	MILES FROM CALIFORNIA AVE.	MILES FROM TORRANCE BEACH
CALIFORNIA ST (SANTA MONICA)	0.7	0.0	19.1
SANTA MONICA PIER	1.3	0.7	18.4
SANTA MONICA-LOS ANGELES BOUNDARY	1.5	2.0	17.1
VENICE FISHING PIER	2.7	3.5	15.6
MARINA DEL REY HEADQUARTERS	2.9	6.2	12.9
PACIFIC AVENUE BRIDGE	0.9	7.1	12.0
PLAYA DEL REY	0.6	7.7	11.4
DOCKWEILER BEACH (IMPERIAL HWY)	2.1	9.8	9.3
GRAND AVE. (L.A.-EL SEGUNDO BOUNDARY)	1.0	10.8	8.3
EL SEGUNDO EL PORTO BOUNDARY	0.9	11.7	7.4
ROSECRANS STATION (MANHATTAN BEACH)	0.4	12.1	7.0
MARINE AVE STATION (MANHATTAN BEACH)	0.7	12.8	6.3
MANHATTAN BEACH PIER	0.5	13.3	5.8
MANHATTAN BEACH HERMOSA BEACH BOUNDARY	0.5	13.8	5.3
HERMOSA BEACH PIER	1.2	15.0	4.1
HERMOSA BEACH REDONDO BEACH BOUNDARY	0.7	15.7	3.4
KING HARBOR	0.6	16.3	2.8
MONSTAD PIER	0.9	17.2	1.9
REDONDO BEACH TORRANCE BOUNDARY	1.6	18.8	0.3
TORRANCE BEACH	0.3	19.1	0

LEGEND

- ★ FUTURE MAP
- RESTROOMS
- * PHONE
- AIR COMPRESSOR
- COUNTY TOOL BOX



(FIGURE 13)

SOUTH BAY BICYCLE TRAIL



are being explored by the City to remedy these areas of conflict.

East-west bikeways are proposed for Diamond Street, Torrance Boulevard, Camino Real and Palos Verdes Boulevard. This is an important feature of the bikeway plan in that the routes will provide coastal access to inland areas, thus increasing access for bicyclists.

D. Parking

Parking adequacy in the Coastal Zone can be assessed by examining the availability and usage of parking in the residential and Harbor/Pier areas.

Parking requirements for the residentially zoned segments of the Coastal Zone are set forth in the City's zoning ordinances. The R-5 and R-6 zones, located in the most westerly portion of the Coastal Zone are subject to stringent parking requirements, comparable to those of the California Coastal Commission. Multiple family dwellings must provide 2 parking spaces per unit as well as 1 guest space per every 4 residential units. Units built prior to 1971, however, provided 1 to 1½ spaces per unit.

The coastal zone also contains low density residential areas zoned R-1, R-2 and R-3. Parking for residential and commercial structures within these zones must be provided in accordance with the South Coast Regional Coastal Commission guidelines. These guidelines designate a minimum of two parking spaces for each new residential unit regardless of size. On-street free parking is available in the coastal zone along almost all of the roadways. Approximately 1,096 parking spaces are located along the residential streets from Catalina Avenue west to Esplanade and from Diamond Street south to the southern City boundary. This parking is utilized for both residential and recreational parking needs. However, off-street residential and commercial parking is generally adequate, thus allowing the major usage of the on-street parking to be for recreational parking needs.

The Harbor/Pier area also contains several parking areas for recreational travelers. The existing parking

supply in this area consists of a total of approximately 4,184 spaces; 1,100 in the pier public parking structure and an additional approximate 3,084 spaces in Harbor area parking lots. Exhibit E designates the exact location of these parking sites. This does not take into account any parking spaces east of Catalina Avenue nor the parking lots for churches, banks, and commercial business which are often used by recreational travelers on the weekends and holidays. An additional 300-space parking facility will be constructed by the City adjacent to and east of Basin 3 in the Harbor/Pier area (see Exhibit E), bringing the total parking supply up to approximately 4484 spaces. The City is also proposing the construction of an additional 2-story parking structure for approximately 600 to 700 spaces on the existing parking lot site adjacent to Veteran's Park on the south. This new structure will accommodate the present overflow of cars from the existing pier parking structure, and will alleviate the traffic congestion that occurs during peak recreational periods. The proposed structure would not exceed grade at the centerline of Catalina Avenue nor would there be any commercial development on the top deck of the structure. If this proposal proves infeasible, or undesirable, alternative parking structure sites in the vicinity of Veteran's Park will be considered. However, irrespective of location, any proposed structure would not interfere with or eliminate any of the facilities at Veteran's Park.

In order to determine the adequacy of the existing parking supply in the Harbor/Pier area, parking demand must be known. Since the City has no current parking demand studies, demand was estimated in terms of maximum needed spaces for existing facilities. City parking standards for existing land uses served as the basis for the calculations. Parking for restaurants was calculated according to seating capacity; parking for fast food establishments was calculated according to square footage and standards provided by both the Planning and Harbor Departments. The parking requirement for the existing facilities in the Harbor/Pier area are approximately 3,400 required spaces. It is important to note that this figure assumes all facilities are operated at capacity and that everyone is using the automobile as their form of transportation. In fact, many persons using facilities within the Harbor/Pier area do use alternative transportation such as bicycles, transit, or foot. Additionally, some persons using the facilities live within the Harbor/Pier area. Therefore, a truly accurate estimate of parking demand would have to take these groups into account. Although all of these groups have not been surveyed, results of a 1978 beach user's survey indicated that 30%

of the beachgoers use a transportation form other than the automobile. (See Background Report on Recreation.) Applying this percentage, the estimated parking demand figure would be reduced from 3,400 spaces to 2,380 spaces. A total parking supply in the Harbor/Pier area of 4,184 spaces, therefore, more than adequately meets total demand.

It should be noted that total parking demand does not clearly reflect differences in the demand for various parking sites. For example, demand for parking at the Pier parking structure is extremely high during peak recreational periods, often exceeding capacity. During the same period, parking is available in the various other lots in the Harbor/Pier area or on-street within easy walking distance. Many people, however, have an aversion to parking any distance from their destination. It would be helpful to increase the public awareness of the several parking areas serving the Harbor/Pier to reduce the demand placed on the parking structure and alleviate the resulting traffic congestion problems.

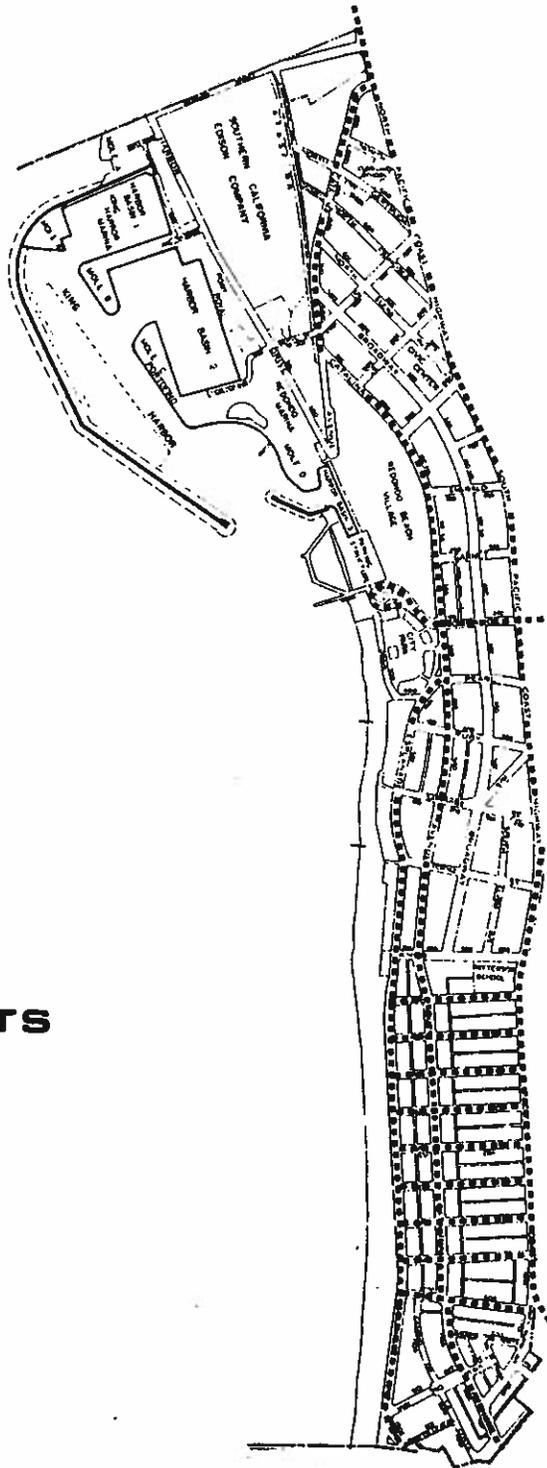
E. Circulation

General traffic conditions and oceanfront access were the subjects of two studies prepared by Gruen Associates in 1971 and DeLeuw, Cather, & Co. in 1973.¹ Both of these reports recognized Redondo's dual function as a bedroom community (its residents work north and east of the City) and as a major oceanfront recreational center which attracts visitors to its beaches, harbor, and pier areas. This dual function creates distinct differences between weekday and weekend traffic movements.

During the week, much of the traffic on Redondo's streets originates and terminates outside of the City.

¹"Redondo Beach Oceanfront Access and Public Transit: Phase I - Interim Report, Identification of Critical Issue," DeLeuw, Cather & Company/TRW, Inc., December 1973. Also, "Redondo Beach TOPICS (Traffic Operations Program to Increase Capacity and Safety) Traffic Study," Gruen Associates, November, 1971.

**REDONDO BEACH
COASTAL ZONE
WEEKEND
TRAFFIC MOVEMENTS**



(FIGURE 14)

Coastal Program



Home-to-work traffic originating in the City generally flows on secondary streets to arterial highways and then out of the City. The major north-south arterials are Pacific Coast Highway, Aviation Boulevard, Inglewood Avenue and Hawthorne Boulevard. The east-bound arterials are Artesia Boulevard, 190th Street and Pacific Coast Highway as it turns eastward at the City's southern end. Access to the north or south is facilitated by the San Diego Freeway, which crosses the northeastern tip of Redondo Beach.

On the weekend, Redondo's oceanfront area becomes a prime destination for persons living in the interior areas of metropolitan Los Angeles. Gruen (1971) has identified the King Harbor and the restaurant and shopping area adjacent to the municipal pier as the principal commercial-recreational traffic generator in the Coastal Zone. Another major traffic generator is the public beach along the Esplanade. Consequently, traffic flows primarily from the north and east southward into the oceanfront area, with a substantial reverse flow of cars inbound from the south, or looking for parking places, or outbound from the oceanfront. As the day progresses, the flow gradually reverses, but both inbound and outbound traffic are heavy throughout the day on Sundays and holidays (See Figure 14).

Exhibit F illustrates traffic volumes for the major arterials and residential collectors within the Coastal Zone. These traffic volumes represent average daily traffic flows for 1975 and selected counts for 1978. From this information, it is not possible to predict any reliable growth trends. Past studies have documented traffic volumes, however, the traffic counts were not always taken at the same locations or using the same method. Therefore, comparison of past traffic volumes with the 1975 and 1978 counts would not result in accurate figures.

The State of California Department of Transportation was contacted on several different occasions in hopes of receiving additional traffic volumes for the Redondo Beach Coastal Zone. Unfortunately, Caltrans has not taken any recreational traffic counts. Instead, peak journey-to-work counts were taken for three main arterials of the City of Redondo Beach: Palos Verdes Boulevard in Torrance, Aviation Boulevard in Hermosa Beach

(1973-1977 only), and Torrance Boulevard in Redondo Beach. All three of these streets intersect Pacific Coast Highway and provide direct access to the City of Redondo Beach. Torrance Boulevard deadends at the pier parking structure area of the City.

From 1970 to 1973, traffic volumes on both Palos Verdes Boulevard and Torrance Boulevard remained fairly constant. In 1973, traffic on Palos Verdes Boulevard decreased by 29% and increased on Torrance Boulevard by 20%. Both streets provide the same access from inland areas and freeways, although Palos Verdes Boulevard also serves traffic going to Palos Verdes. Despite this difference, a net decline of 9% in traffic volume from 1973 to 1977 can be estimated for the area. Traffic volumes on Aviation Boulevard, the connecting arterial between North and South Redondo Beach, have remained constant from 1973, increasing by only 3% in 1977.

A traffic flow analysis was made by the City Engineering Department of the arterials, collectors, and locals in and around the Coastal Zone. Traffic counts received from the Los Angeles County Road Department and the City Engineering Department served as a basis for the study and are set forth in Exhibit F. For the purpose of analysis, arterials were defined as all four (4) lane roads with controlled intersections signalized. Collectors and locals are two (2) lane streets with controlled intersections being either signalized or stop-signed. During weekday peak hour traffic, arterial streets carried an estimated 50 to 70% of practical capacity. Collector and local streets carried minimal capacities of 10 to 20%. Traffic generated during weekends as tourist or recreational is approximately 80% of the daily traffic with no high peak hours.

There are two problem areas within the Coastal Zone:

- (1) Torrance Boulevard west of Pacific Coast Highway; and
- (2) Harbor Drive from Pacific Avenue to north City boundary.

West-bound Torrance Boulevard traffic stacks up on weekends due to circulation problems within the parking structure. The problem within the parking structure is being remedied by a change in the entrance-exit arrangement. The traffic problem on Harbor Drive is caused in part by cruisers and loiterers. This problem is being addressed by the Police Department with various types of enforcement. Additionally, Alternative A, as shown on Figure 16, would improve traffic circulation by widening Catalina Avenue at its intersection with Beryl Street. Beryl Street would also be widened between Catalina Avenue and Harbor Drive to improve traffic flow. Broadway would remain as a local residential street. Alternative B, as shown on Figure 17 proposes that the existing street pattern be retained.

A complete circulation study of the Coastal Zone in Redondo Beach would require a regional analysis that is beyond the scope of the LCP. SCAG initiated studies on recreation access during 1977 which were not completed due to funding limitations. Should funding be granted in the future for recreation access, Redondo Beach should participate in the study along with other adjacent beach cities in the South Bay sub-region.

F. Access Policies

The following policies insure that access is protected and provided in the Coastal Zone for all income groups, consistent with the policies of the 1976 Coastal Act.

1. An additional parking structure in the vicinity of Veteran's Park is proposed to be constructed by the City to maximize public access in the Harbor-Pier and beach areas.

The existing pier parking structure fills to capacity by early afternoon on peak recreational days causing a traffic congestion situation on Torrance Boulevard and Catalina Avenue as the overflow of cars leaves the parking structure to search for other available parking. An additional parking structure consisting of approximately 600 to 700 spaces would alleviate this problem by providing direct access to another parking structure for the overflow.

2. As part of Phase III, Implementation, the existing walkways within the Harbor-Pier area will be more clearly identified. An access program indicating the location and type of signs, benches, landscaping and other improvements will be developed.

During Phase II, Preparation of the Land Use Plan, it became apparent through public input that existing walkways within the Harbor-Pier area are not adequately identified for the public. Therefore, to improve accessibility within this area it is important to develop a continuous system that links all of the major activities and pedestrian and recreation areas. Funding sources will be investigated for construction of improvements.

3. The City will continue to diligently enforce existing parking standards for new development.

By requiring adequate parking for new developments within the Coastal Zone in the past, the City has assured adequate parking accessibility to the beach and the Harbor-Pier area. This policy will be continued by assuring the adoption of adequate parking standards in the implementing ordinances of the Local Coastal Program.

4. The total supply of on-street parking within the Coastal Zone will be retained to assure adequate parking access to the beach and Harbor-Pier areas.

During Phase II, parking inventories were conducted to include all on-street parking within the Coastal Zone west of Catalina Avenue. The existing supply of on-street parking in conjunction with the existing parking lots and structures was determined to adequately meet total demand. Therefore, it is important to preserve the existing parking supply.

5. The City will construct additional bikeways on inland routes leading into the Coastal Zone as funding becomes available.

The City's bikeway plan proposes bikeways along and connecting to the Coastal Zone. Continued implementation will lead to the improvement of bicycle access within the Coastal Zone.

6. Transit usage for recreational purposes will be encouraged.

The City will encourage transit agencies to promote broader public consciousness and acceptance of mass transportation as a practical means of recreational travel. Public transportation will include accommodations for the physically handicapped, bicyclists, surfers, divers, and others with bulky equipment. Weekend schedules should be established with specific stops and pick-up points designed to serve recreational users.

7. During Phase III, Implementation, the City will investigate funding sources for implementation of a tram service within the Harbor-Pier area.

The feasibility of any tram service for the Harbor-Pier area depends on several factors. First, funding sources must be investigated and obtained, and secondly the system must be convenient, dependable and inexpensive enough to attract ridership. Experience has proven that many tram systems fail due to insufficient trial periods of operation. Adequate funding must be obtained to provide ample opportunity for attracting riders.

8. As new development occurs or as leases are renegotiated in the Harbor-Pier area the City will to the extent practical and feasible, require access for the public.

Unrestricted physical access for the general public within the Harbor-Pier area will be provided whenever possible as new development occurs or as leases are negotiated.

9. Existing public parking spaces in the Harbor-Pier area will not be reduced as a result of further development in the area.

In the event of the removal of existing public parking spaces in the Harbor-Pier area, additional spaces equal in number to those removed must be provided within the Harbor-Pier area.

10. Public support facilities, specifically public restrooms and fish cleaning facilities will be provided within the Harbor-Pier area to serve the interests of the public.

The need for public support facilities in the Harbor-Pier area became evident during the public input phase of the Local Coastal Program. Priority will be made for the provision of public restrooms and/or fish cleaning facilities on Mole A, the Monstad and Horseshoe Piers promenade extension, in the vicinity of the hand carry small boat launch facility and at the base of the 3-acre park under construction in the Redevelopment Area.

V
COASTAL
RECREATION

Coastal Program 

V. COASTAL RECREATION

One of the basic goals stated in the Coastal Act is to "maximize public access to and along the coast and maximize public recreation opportunities in the Coastal Zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners." Coastal Act policy recommendations in Sections 30212.5, 30213, 30220-30223 and 30250 regarding recreation and visitor-serving facilities within the Coastal Zone further propose to distribute public facilities and parking in order to minimize over-use of any one given area; maintain lower cost recreational facilities; give priority to coastal-oriented commercial recreation and coastal-dependent uses over other types of development; reserve coastal lands for recreational development to meet present as well as anticipated future demand; provide, when necessary, for support areas in uplands; and provide alternate sites for visitor-serving facilities if their siting within existing development is not practicable.

Coastal Act policies additionally require the preservation, protection and enhancement of recreational boating, commercial fishing and coastal dependent uses and facilities (Sections 30224, 30234, and 30255, Coastal Act of 1976).

During Phase I of the Local Coastal Program (LCP), the following issues were identified regarding coastal recreation:

- The determination of future uses on vacant or underutilized sites in relationship to Coastal Act policies regarding visitor-serving activities and the local community's recreational needs and financial constraints.
- Determination of suitable shoreline areas for and types of additional recreational boating facilities in view of demand and Coastal Act policies.

Also identified within the Issue Identification report (November 1977) was the possible expansion of the municipal and sportsfishing piers located offshore of Mole D and the construction of the boat launching facility adjacent to Seaside Lagoon (which was completed during 1978-79).

In order to distinguish between coastal dependent and coastal related activities, the following definitions are used for purposes of this report:

- Coastal-Dependent Recreation - Ocean swimming, ocean and pier fishing, boating, surfing, sunbathing, beach activities, clamming, nature study, scuba diving, etc.
- Coastal-Related Recreation: Picnicking, bicycling, beach volleyball, camping, jogging, walking, driving, horseback riding, etc.
- Non-Coastal Dependent Recreation: Recreational activities such as baseball, basketball, bowling, golf, swimming (pool), tennis, racquetball, etc.

The entire Redondo Beach shoreline is under public ownership. As a result, access to recreational opportunities is very good. The City of Redondo Beach offers a wide variety of coastal recreational opportunities including approximately 1.7 miles of public beach area, a blufftop walkway along the Esplanade to Knob Hill where pedestrian views of the beach are unhampered by residential development, a bike trail that extends the entire length of the Coastal Zone, Veteran's Park consisting of 6.3 acres of picnicking and play areas, the Harbor/Pier which provides major recreational attractions for visitors from throughout the Los Angeles area, overnight visitor accommodations and numerous eating facilities.

A. Visitor-Serving Facilities

The Coastal Zone provides a variety of visitor-serving facilities, including overnight accommodations and eating facilities. Some of these facilities are located within the Harbor/Pier area, while others are dispersed throughout the Coastal Zone. Exhibit D illustrates the location of motels in the Coastal Zone. All of these visitor-serving facilities support the needs of beach users and other coastal recreationists as well as providing a coastal recreational opportunity in and of itself.

There are eight motels within the City limits of Redondo Beach and one motel directly outside the City limits that serve the needs of visitors to the

City's Coastal Zone. Only four of these motels are located within the Coastal Zone. The majority of the larger, more modern accommodations are located in the Harbor area, and provide easy access to the beaches and the facilities within the Harbor/Pier area. According to a survey conducted by staff during October 1978, there are a total of 488 rooms with a total capacity of 1295 persons within the Redondo Beach's City limits. The room rates vary significantly, but the average range is from \$21 to \$35/night. There is little distinction between summer and winter rates with only one motel offering off-season rates. The questionnaire and average responses to this survey are included in the appendix to the background report on Recreation.

It would appear from the survey results that any newly constructed motels would better serve coastal recreational uses if they were located on the west side of Pacific Coast Highway, within the City's Coastal Zone. Based on occupancy rates for the Coastal Zone motels, it is obvious that additional motel rooms could be adequately supported within the Coastal Zone. Citizen input additionally supports this need for more overnight visitor accommodations, especially in the Harbor/Pier area.

There are 75 restaurants located within the Coastal Zone of Redondo Beach, 65% of which are located within the Harbor/Pier area. Approximately 75% of the restaurants are within the low to moderate price range (less than \$7.50). Approximately half of the restaurants are "fast-food" places, with prices considerably less than \$5.00. The Background Report on Coastal Recreation provides more detailed information regarding the location and range of facilities available.

B. Beaches

Redondo Beach has approximately 36 acres of public beaches, including the horseshoe beach area at the pier complex and the beach area extending southerly of the pier complex to the southern City limits. The beach consists of about 1.7 miles of uninterrupted expanse of sand which varies in width from 100 to 300 feet. Two groins help maintain the beach width stability by checking the northern littoral drift of sand.

Ample opportunity for beach usage is provided for the public in Redondo Beach because the entire shoreline is under public ownership. The City acquired land and water rights for the beachfront under the 1915 Tidelands Grant. The Tidelands Grant, amended in 1935, established the City's right to the waterfront westerly of the mean high tide line. The State of California owns 1.3 miles of the beach, the County of Los Angeles three-tenths of a mile and the City of Redondo Beach a small section in the horseshoe pier area. All of the beaches are maintained and operated by the Los Angeles County Department of Beaches. There are restrooms, lifeguard stations, and volleyball nets available for the public (see Exhibit D).

More than half of the Redondo State Beach is open to direct public view from Esplanade which varies in elevation along its length and offers fine vantage points for viewing the beach and ocean. A major public access walkway extends south from the Pier complex to Knob Hill approximately half the distance of the beach. Other individual ramps and walkways provide lateral access to the beach. Public parking is provided along the Esplanade and other streets leading into the beach area. Another important public access facility is the South Bay Bike Trail which extends 19.1 miles from Santa Monica Beach to the Palos Verdes Peninsula. In Redondo Beach, this bike path runs along Harbor Drive in the north; passes through the parking structure, crosses the southern approach to the Pier, and continues to the open beachfront south of the pier and adjacent to the pedestrian walkway.

The beach is a major attraction, having value to considerably more people than just the citizens of Redondo Beach. Approximately 3.2 million persons visited the beaches in 1978. It is a State resource, which attracts swimmers, surfers, fishermen, and perhaps in the greatest numbers of all, viewers.

On July 1-2, 5-6, and September 10, 1978, surveys were conducted by members of the South Coast Regional Commission planning staff and the Redondo Beach coastal planning staff at Redondo State Beach and the horseshoe beach area. The purpose of these surveys was to provide information of beach-user patterns and needs. Some of the concerns addressed by the surveys included

the demographic and geographic distribution of beach users, the frequency of use, activities undertaken, transportation and parking patterns, cost incurred while at the beach, and the adequacy of beach facilities. The surveys indicated that sunning (86%) and swimming (56%) were by far the most popular two activities people participated in when they come to the beach. The complete results of these surveys are contained in the Background Report on Recreation.

A concept widely used in recreation planning is called carrying capacity or holding capacity. Recreation carrying capacity is defined as the character of use that can be supported over a specified time by an area developed at a certain level without causing excessive damage to either the physical environment or experience of the visitor. It depends on the inter-relationship of three factors:

- The environmental or physical capacity, which is the amount and character of use beyond which the natural resource will be unacceptably altered;
- The social, psychological, or visitor-capacity, which is a subjective level beyond which individuals feel the recreational experience is not fully satisfactory because of overcrowding, noise, loss of privacy, etc.; and
- The facility capacity, which is a maximum level of use the manmade facilities (parking lots, roads, trails, campsites) can accommodate. Facility capacity is not affected by natural constraints and is determined entirely by management decisions.

It is unrealistic and highly subjective to set an absolute figure for maximum beach carrying capacity due to the varying degrees of user preferences for levels of crowding. However, if the standard of 100 square feet of sandy beach area per person were utilized as a guideline in accordance with the State Department of Parks and Recreation recommendations to determine the beach carrying capacity within Redondo State Beach, the estimated maximum capacity would be approximately 47,045 persons. (This figure is based on 36 acres

of sandy beach area and three turnovers per day. Three turnovers a day is the generally accepted figure, according to State Parks and Recreation.)

To summarize briefly, it is clear that each recreational site can withstand only so much use and abuse, that the user can tolerate only so much congestion, and that the facilities can accommodate only so many visitors. However, it must be emphasized that none of these components are totally independent of the others. In respect to the overall recreational carrying capacity of a site, all are interdependent variables that make the understanding and quantification of recreational carrying capacity so difficult.

Predicting future demand for beach usage is additionally a difficult process since the beach attendance statistics obtained from the Los Angeles County Department of Beaches for the years 1969 through 1978 (Table X) do not show any clear growth trend. During 1974 and 1975, the local weather conditions played a major role in low attendance records, according to the Los Angeles County Department of Beaches information. There is an obvious problem with using beach activity statistics in that they are lifeguard guestimates, and vary with individual perception and recording methods. Although the statistics obtained do not show a growth trend, however, it is believed that the ever-increasing population in the State of California and the Los Angeles region will cause an increased demand for beach use and coastal recreation. For instance, the Recreation Element of the California Coastal Plan notes that the overall demand for outdoor recreation is growing at a faster rate than population. In 1962, the Outdoor Recreation Resource Review Commission estimated that by the year 2000, the nation's population would double, while the demand for outdoor recreation would triple. In addition, the present gas shortage will possibly create an increased demand for "close-in" recreational areas in the metropolitan Los Angeles area.

C. Harbor/Pier Area

The Harbor/Pier area extends one mile along the northerly section of the City's oceanfront, from Hermosa State Beach to just south of the Monstad Pier. This

Table X

BEACH VISITORS, REDONDO BEACH (in thousands)										
	1969	1970	1971	1972	1973	1974*	1975*	1976	1977	1978
Jan.	89	33	87	74	61	71	84	120	62	64
Feb.	59	88	111	69	113	155	40	68	172	72
March	195	155	60	133	72	53	103	162	87	192
April	265	254	178	320	229	275	55	70	270	239
May	277	227	120	287	268	179	261	42	301	626
June	185	415	404	457	677	450	314	1103	497	606
July	641	827	673	875	781	452	691	952	1181	571
Aug.	737	781	1658	660	635	845	693	842	843	343
Sept.	197	373	391	288	232	349	316	225	382	415
Oct.	91	122	117	106	171	74	77	212	143	72
Nov.	52	59	30	88	75	106	82	204	121	47
Dec.	40	65	37	89	75	46	83	63	81	43
TOTAL	2778	3399	3866	3446	3389	3055	2799	4063	4140	3290

Total estimated visitation during 1969-1978 = 34,225,000 persons

* Bad weather occurred during these years, according to the Los Angeles County Beach Department

Source: Los Angeles County Department of Beaches

area is bound on the east by Harbor Drive including the north-east corner of Beryl Street and Harbor Drive as well as the triangle-shaped commercial shopping area bounded by Beryl on the north, Pacific Avenue on the east, and Harbor Drive on the west. The eastern boundary of the Harbor-Pier study area continues south of the triangle commercial shopping center east of Harbor Basin No. 3 (along the westerly boundary of the Redevelopment Area), then along the eastern boundary of the Pier Parking Structure to just south of the Monstad Pier. (See Exhibit G.)

The Harbor-Pier area is a major recreational attraction for visitors from throughout the Los Angeles area. A variety of recreational and commercial activities makes this area a special coastline resource. An estimated 3.65 million persons visiting the pier area in 1978 made the Redondo Pier one of the most popular recreation piers on the coast. Estimated pier patronage for the years 1973-1978 is shown on Table XI. The methodology for estimating these figures is explained in the Background Report on Recreation.

There are many recreational facilities located within the Harbor-Pier area that serve a wide range of income, age, and ethnic groups from throughout the Los Angeles region. The major areas within the Harbor-Pier complex and a brief description of existing facilities are provided herein to illustrate the diversity of recreational opportunities available. Additional information on fee schedules is contained in the Recreation Background Report.

The main areas of the Harbor-Pier area are: Harbor Basin #1 Area, Harbor Basin #2 Area, Harbor Basin #3, the Pier Complex, and the Harbor Triangle Shopping Center.

1. Harbor Basin #1 Area

Mole A adjoins Hermosa Beach where a sandy beach exists between Hermosa Beach boundary and the Harbor breakwater. Development on Mole A includes a 160-unit, four-story apartment complex with a beachfront restaurant. A public parking lot owned by the City is located east of this complex adjacent to Harbor Drive.

Table .XI
ESTIMATED PIER PATRONAGE
1973 through 1978

<u>Month</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
Jan.	239,011	180,331	227,579	264,991	237,466	244,086
Feb.	220,356	224,005	206,116	232,294	270,090	238,367
Mar.	251,110	241,479	263,019	284,074	262,630	308,004
Apr.	271,088	292,117	243,916	276,004	307,830	302,587
May	273,398	288,159	311,732	340,362	299,382	373,520
June	338,780	345,308	327,547	381,284	345,386	380,800
July	366,161	373,734	395,925	390,758	456,960	456,970
Aug.	349,853	347,008	414,592	380,847	388,848	385,680
Sept.	267,823	279,824	289,203	258,484	308,029	336,441
Oct.	226,965	211,932	236,984	262,447	277,945	243,626
Nov.	189,092	223,227	222,142	210,565	231,905	198,118
Dec.	200,022	184,038	202,214	200,761	193,178	188,753
TOTALS	3,193,659	3,191,163	3,340,969	3,483,411	3,579,649	3,656,952

Source: City of Redondo Beach Planning Department
City of Redondo Beach Harbor Department

Harbor Basin #1 is the northernmost marina where approximately 630 boat slips are provided. Access to this land and water area is provided from Harbor Drive to Marina Way. King Harbor Yacht Club is located on the north side of the basin adjacent to the south side of Mole A, and is surrounded by parking and boating facilities.

Easterly, a variety of uses are located on the land area between the marina and Harbor Drive, including a six story, 51-unit apartment structure; a 41,000 square foot boat repair yard; tennis courts; a racquetball facility including an exercise room, sauna, jacuzzi, and health bar, and parking facilities for the public surrounding these uses.

2. Harbor Basin #2 Area

Harbor Basin #2, accessed from Marina Way on the north and Portofino Way on the south, provides 817 boat slips in the marina. The marina is enclosed by Mole B to the north and Mole C to the south. Mole B includes a vacant 71,000 square foot parcel and the Harbormaster's headquarters at the southerly tip of the mole. Landside uses east of the basin include a small, two-story office building, three large restaurants (30,782 square feet) accessed from Harbor Drive with on-site parking facilities; a public parking lot; and a 6,000 square foot boat sales yard. On Mole C exists the City's saltwater, sand-bottom swimming lagoon, the Seaside Lagoon; a 8,232 square foot restaurant, a 40,000 square foot vacant parcel; and at the end of the mole, the Portofino Inn Complex which includes a 133-unit hotel, a 21-unit apartment building and a restaurant and coffee shop. Also located adjacent to the Seaside Lagoon is a small hand-carry boat launching ramp constructed during 1978-79.

3. Basin #3 Area

The land area of Mole D is utilized by several restaurants varying in size, a fish market and large public parking lot. Adjacent to this land mass is a 200-foot long privately owned sports-fishing pier open to the public. A new fishing

barge is presently being constructed and is expected to be available to public use in 1980. Located several hundred feet to the south is the Lady Alexandra, a large retired luxury liner permanently moored near the mouth of Basin 3, which is operated as a restaurant and discotheque.

On the north side of Basin #3, a boat launching (hoist) facility is located on Mole D. Southerly exists a marina that contains space for about 50 small craft boats. A sportsfishing fleet is based in and operates from this marina. Basin 3 also includes a large commercial-recreational area associated with the pier complex, known as the International Boardwalk.

4. Pier Complex

The Pier Complex consisting of approximately 130,000 square feet of building area, including the Pier approach (100 feet in length), the Monstad Pier (300 feet in length), the Horseshoe Pier, International Boardwalk (Commercial-Recreation area noted in Basin #3), and a parking structure immediately landside. The Pier approach, Monstad and Horseshoe Piers encompass approximately 121,000 square feet of structural area developed with many recreational and commercial attractions, including restaurants, a fish market, gift shops, night clubs, public fishing and other pier-related amusements. The International Boardwalk includes approximately 55,000 square feet of building area used for similar waterfront commercial-recreational activities including a fish market, many fast food and specialty restaurants and a 22,000 square foot amusement arcade.

A new development, Seaport Village, is presently being constructed on the top deck of the parking structure. This development will consist of 65,775 square feet of commercial-recreational uses, including restaurants, specialty gift shops and food shops, and office space. The breakdown of square footages for uses within this development is as follows: (1) Retail: 33,000 square feet; (2) Office space: 10,500 square feet; (3) Restaurants: 21,500 square feet; and (4) Service areas: 775 square feet. Approximately

155 parking spaces will be retained on the top deck of the parking structure in addition to the existing 945 spaces.

The City was granted an exemption to develop the second phase of the top deck of the parking structure by the Coastal Commission. A Settlement Agreement, dated December, 1975, between the State Coastal Commission and the City Redevelopment Agency, permits the construction of a future commercial shopping village. Although the City does not presently plan to develop phase two of the commercial project, it still wishes to retain the option of doing so if the project becomes feasible in the future.

5. Harbor Triangle Shopping Center

The Harbor Triangle Shopping Center is located on the south side of Beryl Street, just east of Harbor Drive. This property, zoned Neighboring Shopping Center, is a prime location for development compatible with commercial recreational uses. The site is presently occupied by an older, blighted and partially vacant shopping center which has undergone a transition from a well-utilized neighborhood shopping center to a non-related grouping of miscellaneous uses. The area covers approximately five acres.

D. Sportsfishing and Recreational Boating

The Harbor area is comprised of 52 land and 56 water acres immediately offshore. Four man-made moles, resulting from the dredging of beach sand during marina construction, provide basins for recreational boating. There are approximately 1500 slips within the three basins covering 36 water acres. A 16-acre mooring area within the outer breakwater provides moorage for 67 vessels. The Recreation Background Report provides an inventory of the slip spaces and rental rates for the Harbor area.

There are a variety of boating opportunities for the general public available in the Harbor area including boat rentals, sailing lessons, Harbor excursion rides, and whale watching trips. These activities are further documented in the Background Report on Recreation.

Encouragement of increased recreational boating use of the coastal waters has been provided by the upgrading of several

facilities. A small boat launching ramp for hand carried boats, funded by the State Department of Boating and Waterways, was recently constructed within the harbor adjoining Seaside Lagoon. Hoist facilities in Basin #3 were recently upgraded in conjunction with the Basin #3 quay wall repair.

A new fishing barge will be available year around to the public beginning in early 1980. The new barge will hold approximately 250 passengers, and the estimated rates will be \$4.50 for a half day and \$9.00 for a full day of fishing. This barge will be the only public fishing barge along the California Coast, and it will provide a unique recreational opportunity for lower and moderate income groups.

A new 75-foot fishing boat, capable of accommodating approximately 72 persons for overnight fishing trips, will be completed during 1980. Two additional boats are being planned in conjunction with a proposal to expand the sportsfishing pier located adjacent to Mole D. These new facilities will significantly increase boating access in the Harbor area when completed.

Recreational boat support facilities have also been upgraded recently. Seven slips have been added to the present Harbormaster facilities, which will provide mooring for the State Department of Fish and Game and the Los Angeles County Lifeguard Bay Watch.

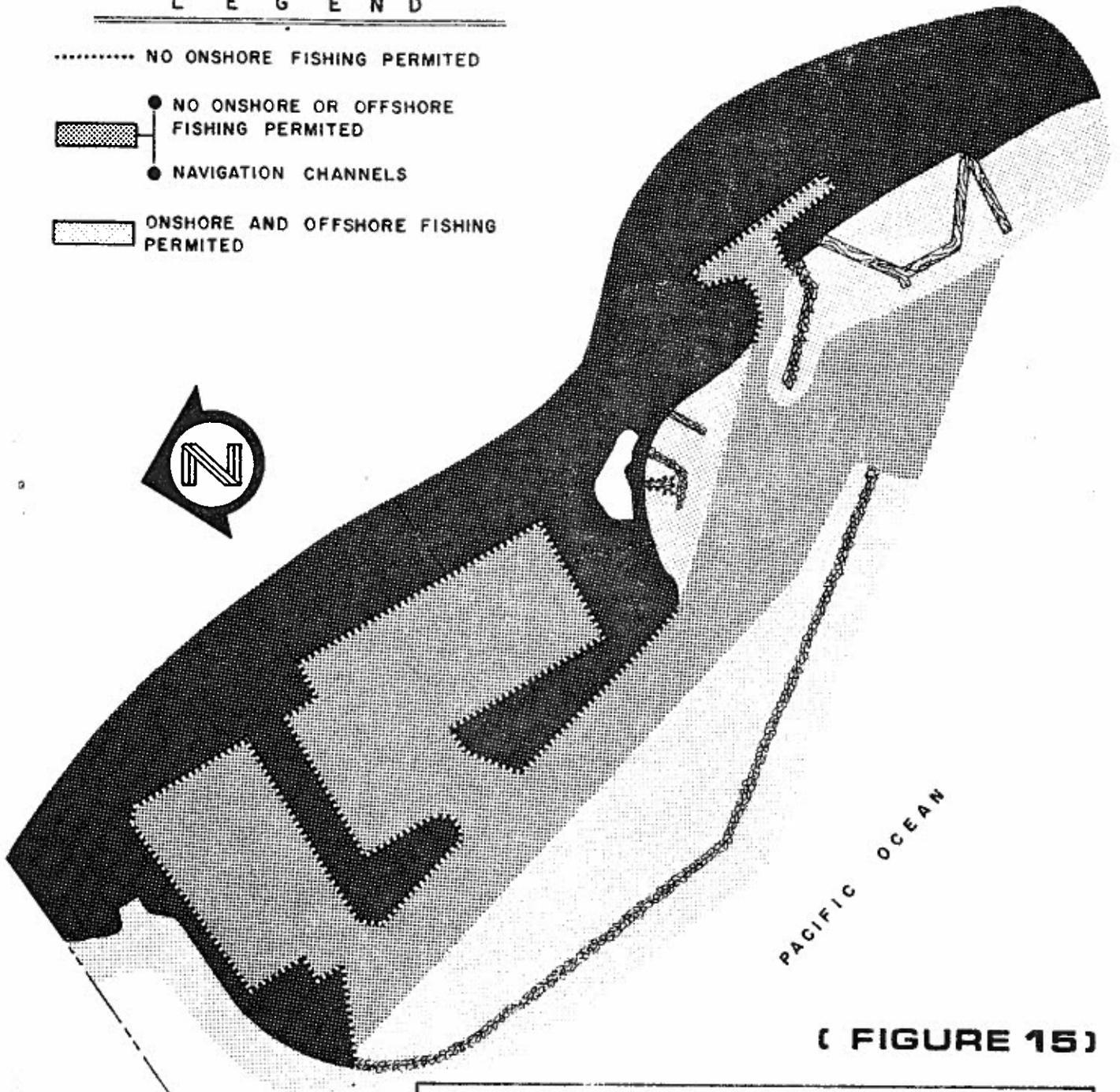
Extension of the sportsfishing area at the Pier Complex is also being proposed. Approximately 400 feet of new fishing area will be added by constructing a new fishing pier connecting the Monstad Pier and the Horseshoe Pier.

The Tidelands Grant of 1915 transferred water and land rights along the entire length of the waterfront to the City, including the right to develop a harbor. The right to fish in the waters of the harbor are reserved to the people of the State of California as long as the fishing does not interfere with navigation and commerce in the harbor. Figure 15 depicts navigation channels and denotes areas where fishing would create an interference. "No fishing" areas shown adjacent to Mole D have recently been opened to fishing with the exception of snag fishing.

Commercial fishing is not permitted in the Harbor area of Redondo Beach due to inadequate space provisions and the unavailability of facilities for unloading and packaging. This was not determined to be an issue during Phase I of the LCP; and, subsequently, the City was not funded to study commercial fishing.

L E G E N D

- NO ONSHORE FISHING PERMITTED
- NO ONSHORE OR OFFSHORE FISHING PERMITTED
- ▨ NAVIGATION CHANNELS
- ▭ ONSHORE AND OFFSHORE FISHING PERMITTED



(FIGURE 15)

KING HARBOR
DESIGNATED PUBLIC FISHING AREAS
R.B.M.C. SEC. 12-1.315 B

Recreational boating and sportsfishing is the primary function of the Harbor area, and commercial fishing would interfere with these activities due to competition for space.

A survey of the available literature on recreational boating has shown that the demand for recreational boating facilities in the Coastal Zone in Southern California far exceeds the supply. Demand generated by a steadily growing number of boat owners has resulted in a situation where public berthing facilities are essentially full. Due to the nature of recreational boating and the supply of berthing facilities, the demand for additional facilities is generated from a regional rather than a local basis. For instance, demand for berthing facilities at South Coast marinas does not just stem from residents of beach communities surrounding these marinas. Residents from all areas of Los Angeles and Orange Counties generate demand for berthing facilities at South Coast marinas.

The slip spaces within the marinas are 100% occupied. Waiting lists exist at every marina with a small vacancy rate at the beginning of the winter season. During the citizen input stage, the lack of slips for day boating visitors to the harbor was noted. A survey of the master leaseholders of the marinas showed that little demand for day tie-up slips exists. At the present time, this need is accommodated by utilization of vacant slips, where the lessee gives permission to the marina leaseholder for his space to be rented in his absence. This procedure does not, however, ensure a day tie up slip to be readily available to visiting boaters. Additionally, it is necessary for the boater to make arrangements ahead of time or to contact the Harbor Master. The City will attempt to resolve this problem during Phase III by working with the major leaseholders.

E. Recreation Policies

The following policies will preserve and maintain the existing variety of recreational and boating uses in the Coastal Zone as well as provide for expansion of uses where feasible:

1. All existing public recreational and visitor-serving facilities will be maintained, enhanced and preserved and, where possible, expanded.

The Harbor-Pier area contains a variety of commercial and recreational development that provides unique regional recreational opportunities. Existing visitor-serving and recreational facilities should be protected, and new developments within the Harbor-Pier area will be encouraged where feasible to incorporate recreational opportunities for public usage.

2. Lower-cost visitor-serving and recreational facilities will be protected, encouraged, and where possible, provided.

The Pier Complex contains a wide variety of lower cost recreational facilities which will be protected to ensure that all income groups have access to coastal recreation. New development proposals will additionally incorporate lower-cost public recreation or visitor-serving facilities. All development plans for areas designated for commercial recreation facilities will be encouraged to provide accommodations that will serve all economic groups to the maximum extent feasible and that special provision is made for groups such as the elderly and the handicapped.

3. All existing boating and boating-related facilities will be maintained, enhanced and preserved and, where possible, expanded.

All of the existing slips within the Harbor area will be maintained, enhanced, and preserved. If possible, day tie-up slips will be provided for visiting boaters. If it becomes feasible in the future to expand the numbers of boat slip facilities, these uses will be accommodated within the Harbor-Pier area.

4. The existing sandy beach areas (Redondo State Beach and the Horseshoe Pier area beach) will be maintained and preserved.

The present capacity of the beach areas is adequate to serve visitors from throughout the Los Angeles region. The design capacity of parking areas and roadways serve to limit the overuse of the beaches. Incentives should be investigated to increase beach usage during off-season periods. Additional public safety personnel will also be required and should be provided by the agency with jurisdiction over the beach.

5. Increased fishing access will be provided by extending the Monstad Pier and by linking the Monstad Pier and the Horseshoe Pier with an additional promenade.

Plans for the construction of an additional fishing area by extending the Monstad Pier to connect with the Horseshoe Pier will be developed during Phase III, Implementation, and funding sources will be investigated for completion of the project. Fishing will be permitted along both sides of the pier addition and any commercial development will be prohibited except a bait and tackle shop if needed.

6. Any expansion of or new construction of commercial recreational facilities will not interfere with or delete any existing fishing areas.

Any further expansion of commercial recreational facilities in the Coastal Zone or the Pier Complex will not delete any existing fishing areas. During the citizen input stage it became apparent that fishing areas, especially in the fishing area on the south side of the Pier Complex west of Tony's Fish Market was an important means of access to the coast. The City will protect all of the existing fishing areas as well as attempt to expand access for fishing. No further commercial expansion of the south side of the Monstad Pier west of Tony's Fish Market will be permitted.

7. Commercial fishing operations will not be accommodated within the City's Coastal Zone due to inadequate facilities and space.

Commercial fishing enterprises cannot effectively operate in the City's Coastal Zone due to the unavailability of facilities and space required for unloading and processing the catch. The primary purpose of the Harbor area is for recreational boating and sportsfishing. Attempts to conduct commercial fishing would present unresolvable conflicts and interfere with the major purpose of the Harbor.

8. The location and installation of a sewage pump-out station to accommodate the needs of boaters in the Harbor area will be investigated during Phase III, Implementation of the Local Coastal Program.

During Phase III of the Local Coastal Program, a program to install a sewage pump-out station will be developed.

9. The provision of day tie-up boat slips for visiting boats will be investigated during Phase III, Implementation of the Local Coastal Program.

During Phase III of the Local Coastal Program, meetings with the Harbor Lessees will be conducted in an effort to arrange a greater provision of day tie-up boat slips.

VI
LOCATING AND PLANNING
NEW DEVELOPMENT

Coastal Program 

VI. LOCATING AND PLANNING NEW DEVELOPMENT

A. Introduction

The Coastal Zone was divided into nine subareas in addition to the Harbor-Pier area for purposes of data collection and analysis of issues. The Harbor-Pier area and beach area data is contained in the preceding section on Recreation, since the issues for these areas are unique and apart from those issues in the remaining nine subareas, which are primarily residential in nature.

The major issues identified in the work program for the nine subareas include:

1. The adequacy of the circulation and parking facilities to meet local and regional demand;
2. Types of appropriate neighborhood and visitor-oriented commercial uses;
3. Nonconforming residential uses along Pacific Coast Highway;
4. Expansion of the Civic Center related uses considering low and moderate income housing, coastal dependent use priorities, type of facilities;
5. Determination of the scale and density of future residential development; and
6. Housing costs and affordability.

The nine subareas, their boundaries and existing land uses are described in the following section. All data is based upon 1978 land use surveys and analyses.

B. Subareas

1. Subarea #1 and 1a

General Description--Subarea #1 and 1-a comprise approximately 131 acres of the Coastal Zone from Herondo Street in the north to Diamond Street in the south. Pacific Coast Highway forms the eastern boundary and Harbor Drive and North Catalina Avenue, the western boundary. The exact delineation of the boundaries is shown on Exhibit A.

Subarea #1 and 1-a contain a mixture of residential, commercial and industrial land uses. There are several different zoning classifications located within this subarea, which have been tabulated by the amounts of acreage and types of land uses by zone in the following table.

Residential--There are 15.9 acres of land zoned R-3 which are divided between older, single family residences and medium-density apartment buildings. The average size lot is approximately 6,000 square feet.

West of City Hall on the north side of Diamond Street between Broadway and Catalina Avenue is a block containing a mixture of medium-sized apartment buildings and older single family residences within the Civic Center zone. These residences range from 1 to 16 units per complex and vary in age. The majority were built before 1950. A large portion of these housing units, primarily the single family units, are substandard or in poor condition.

A senior citizen's apartment complex, which is currently under construction, is located in this subarea. This project will contain 47 low and moderate income housing units. Occupancy is expected during the summer of 1980.

There are also single family residences and two to three unit apartment complexes interspersed amongst the commercial establishments along Pacific Coast Highway. The condition of these units ranges from poor to good, which means that even those in the best condition are in need of paint and general maintenance. Because residential developments are a nonconforming use in the commercial zone, rehabilitation loans cannot be granted under the City-operated federal rehabilitation program, Section 312. The units cannot be expanded, merely maintained and repaired.

One portion of the subarea is zoned Planned Development Residential. The PDR zone is confined to a single 1.54 acre site on the north side of Beryl Street west of North Catalina Avenue. The site currently contains the 29-unit Salvation Army Golden Age Residence Home; however, the Salvation Army is trying to obtain a permit to build approximately 100 housing units for senior citizens.

Civic Center--The City Hall and Police Department complex is located within this subarea. The attractive one-story buildings were built in the early 1960's. They comprise an entire block of approximately four acres on the north side of Diamond Street.

Commercial--There are 8.2 acres of land in this subarea which is zoned General Commercial. This zone contains various retail and service-oriented shops, primarily along Pacific Coast Highway. Two parcels in the northern portion of this subarea are also zoned for commercial development. The smaller of the two parcels located north of Herondo has been sold by the City for commercial use. The other parcel contains a savings and loan establishment. Bordering Pacific Coast Highway adjacent to the Civic Center buildings are two large retail establishments, a lapidary shop, an automobile stereo shop, and a small automobile repair and paint shop, all within the Civic Center zone.

There are 5.7 acres of commercial uses in this subarea that are zoned Planned Development Commercial. One of the uses is an older neighborhood shopping center located between Francisca Avenue and Elena Avenue, and the other is the "King Harbor Center," fronting on Pacific Coast Highway, which was constructed in 1979. The former contains retail and service establishments as well as one block face of older, single family residences immediately east of the shopping center. The recently completed King Harbor Lucky Center contains a large grocery store and a mixture of retail and service establishments. The pre-existing commercial buildings adjacent to the new center were renovated in 1979, thus creating a shopping area that presents good appearance and design.

Planned Industrial--There are 87.02 acres of property zoned Planned Industrial in this subarea. The dominant facility in this zone is the Southern California Edison's steam generating electricity plant covering 71.33 acres. The plant consists of eight generation units, two switchyards, three cooling water systems and five fuel oil tanks.

Also within the Planned Industrial area are various land uses including a regional post office, a lumber yard, building materials yard, City maintenance yard, moving van and storage facility, yacht and marine supply establishment, and a restaurant and commercial bakery. A mini-industrial park was approved during 1979 for the vacant industrial land adjacent to the post office.

Vacant Parcels--Based upon 1978 data, there are 15 vacant parcels of land located within subarea #1. As indicated on Figure XII, the vacant parcels range in size from 4,600 square feet to 11,400 square feet. A 5.19 acre vacant site, which is a transmission line right-of-way for Southern California Edison, has been licensed on a 30-day cancellation basis for the development of a multi-activity recreational area. Subject

to Coastal Commission approval, the parcel will include a roller skating rink, two miniature golf courses, a waterslide, batting cage, games arcade, snack shop and a roller skate rental shop. On-site parking for 122 cars will be provided.

During the data collection and analysis phase of this project, parking and circulation were determined to be generally adequate in the Coastal Zone with the exception of some of the major east-west corridors leading into the Coastal Zone during peak recreational periods. Along Pacific Coast Highway, improvements have been made in the signalization of intersections which has helped considerably to improve the flow of traffic. The majority of land uses, with the exception of some of the older, single family homes and the older commercial uses, have adequate off-street parking in accordance with adopted City standards. The section on Shoreline Access contains additional information regarding circulation and parking within the Coastal Zone.

The majority of neighborhood serving and visitor-oriented commercial uses in the Coastal Zone are considered appropriate land uses since they provide support facilities for coastal visitors and residents. Many of these uses provide neighborhood services to coastal residents within a short distance of their homes, thus lessening the traffic on many of the coastal roadways.

Industrial-zoned properties were investigated to determine the demand for industrial land versus commercial. Some of the property zoned for industrial use is presently being utilized for commercial facilities. In staff's opinion, there is more need for commercial property in the Coastal Zone to serve visitors and residents. Commercial land uses, especially coastal related commercial, are more in keeping with Coastal Act policies than are industrial land uses.

The issue of nonconforming residential land uses along Pacific Coast Highway was investigated in terms of potential solutions. Some of these older units are providing low and moderate cost rentals; however, they cannot be significantly altered or expanded since they are out of zone. Also, they are ineligible for the City's Section 312 rehabilitation loans since they are nonconforming uses. The City does not have an amortization requirement within the zoning ordinance so these nonconforming uses will be allowed to continue as they are until the market dictates a higher land use. Additionally, residential land use is not considered to be an appropriate land use along a major highway due to unacceptable noise levels and traffic levels.

The potential expansion of civic center uses into areas containing low and moderate income housing was additionally researched. The Police Department is proposed to be expanded to a two-story facility in the future as financing becomes available. However, there are no expansion plans for the Civic Center beyond the present four-acre site. The surrounding residential land uses will remain residential in nature since a portion of these units provide low and moderate cost housing for coastal residents.

The environmental impacts created by the Edison power plant were identified as issues within the Coastal Energy Impact Program (CEIP). During the preparation of the City-wide Noise Element in 1975, extensive detailed noise monitoring conducted around the perimeter and in the vicinity of the Southern California Edison facility revealed that it was the cause of high ambient noise levels. Specifically, operations of the Edison company were recorded as producing noise levels at the facility's property line as high as 72 dBA,¹ although at most times the property line level was recorded at 68 dBA. Since the plant was not at full operation when these readings were recorded, it is conceivable that the maximum property line level could reach 75 dBA. Noise levels attributable to the Edison Company operation cause ambients in adjacent areas to remain at a noise range level between 52 dBA and 56 dBA during night-time hours. While this is not an excessively high noise level, it is of a continuous pure tone quality which is annoying to some individuals.

The City adopted a noise ordinance in 1977 which set standards more restrictive than the Edison facility could comply with. As a result, Edison Company constructed some noise baffle walls to meet the new standards. Wyle Laboratories were retained by Edison Company to monitor the effects of the noise baffle walls to ensure compliance with the City's new ordinance.

According to the South Coast Air Quality Management District, the Southern California Edison power plant impacts significantly on the contaminant concentrations in the ambient air in the southwest coastal air. Due to excessive fallout from the power plant, the former Los Angeles Air Pollution Control District charged the Southern California Edison Company on several occasions for causing a public nuisance in violation of the California Health and Safety Code. The last such charge was made for instances in October and December, 1972 when four counts were filed. Essentially, the company was acquitted when the court held that there was no known solution. In December, 1976, an order for abatement was issued to the Edison Company by the

¹ dBA - a method of sound measurement which assigns weighted values to selected frequency bands to numerically reflect the apparent loudness of noise correlating sound with human response. "A" scale measurements are often referred to as dBA.

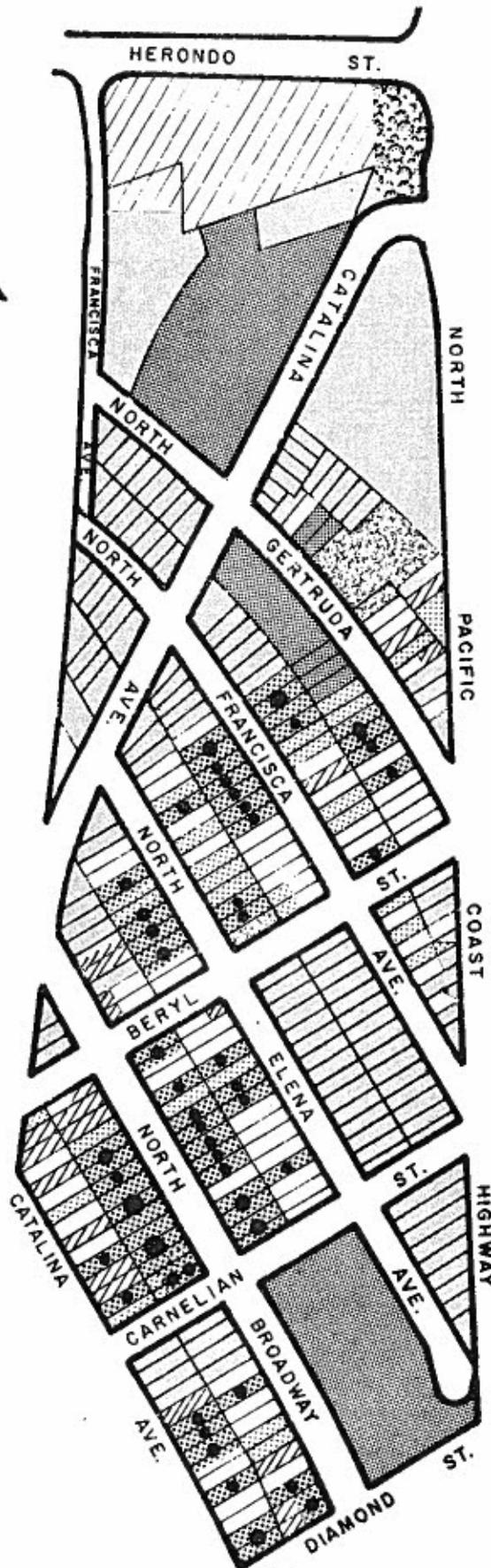
Hearing Board of Southern California APCD requiring the company to comply with specific conditions concerning their operations. The Company complied with the conditions and established a testing and evaluation program to develop a control method. SCAQMD dissolved the first abatement and issued a second abatement to comply with conditions outlined in the evaluation program.

The Edison facility discharges industrial waste in only one location in the Coastal Zone, outside of the breakwater. In 1976, Water Quality Control Board standards were strengthened. As a result of these new standards, Edison Company had to build two retention basins for the industrial wastes to be filtered prior to disposition. Thermal effluent (non-industrial) is also discharged adjacent to the Blue Moon Saloon. This effluent is used to heat the City's salt water swimming lagoon. The Water Quality Control Board monitors samples of the industrial discharges regularly to ensure compliance with Federal standards is achieved.



LEGEND

	SINGLE FAMILY
	TWO OR THREE UNITS
	FOUR OR MORE UNITS
	INDUSTRIAL /COMMERCIAL
	INSTITUTIONAL
	PARK
	GOVERNMENT
	VACANT



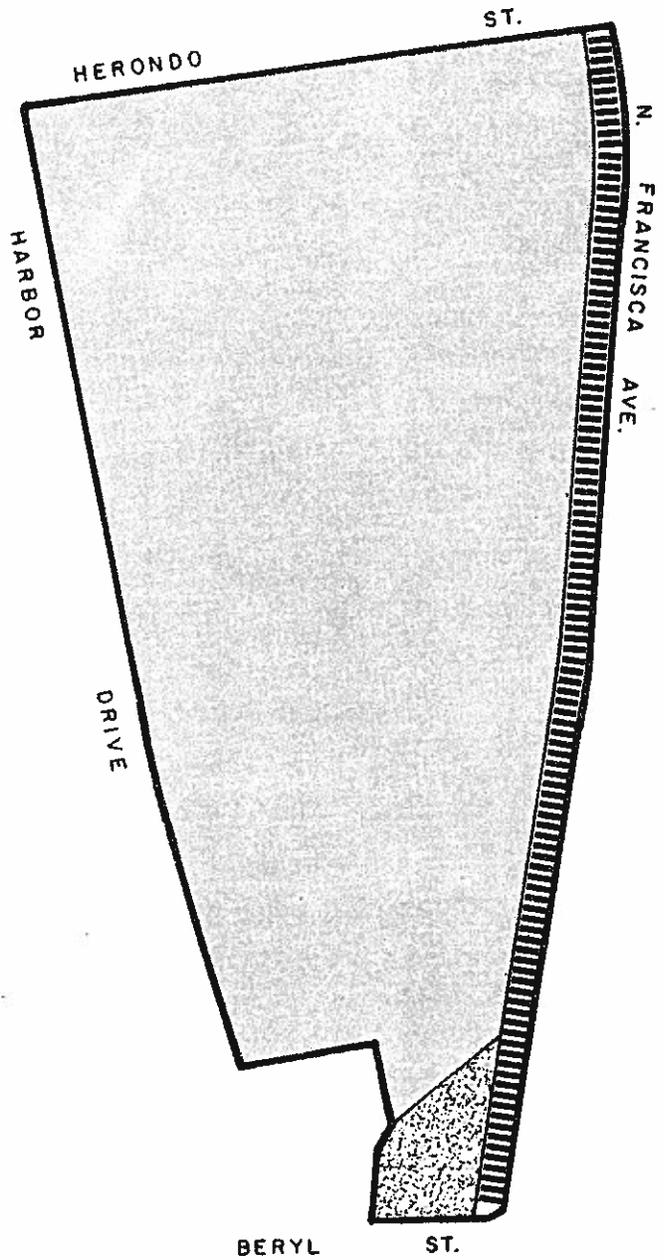
SUBAREA 1
EXISTING LAND USE





LEGEND

	INDUSTRIAL / COMMERCIAL
	INSTITUTIONAL
	A.T. & S.F. R.R.



SUBAREA 1-A
EXISTING LAND USE

LAND USE (No. PARCELS/No. UNITS)	ZONE						
	R-3	C-C	G-C	P-1	P-D-C	P-D	P-D-R
1	35/35	10/10	7/7	2/2	0	0	0
2-3	23/42	5/12	2/4	0	0	0	0
4 OR MORE	26/225	12/77	0	0	0	0	1/29
INDUSTRIAL COMMERCIAL	2	22	14	29	9	0	0
SCHOOL	1	0	0	1	1	0	0
CHURCH	1	0	0	0	0	0	0
GOVERNMENT	3	2	1	4	0	0	0
VACANT	5	4	3	0	1	2	0
No. ACRES BY ZONE	15.93	10.93	8.24	87.02	5.69	3.63	1.54

TOTAL No. OF ACRES	132.98
TOTAL No. OF PARCELS	224
TOTAL No. OF RESIDENTIAL UNITS	326
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	18.86

2. Subarea #2

General Description--Subarea #2 extends from Diamond Street in the north to Garnet Street in the south. The center line of Pacific Coast Highway forms the easterly boundary and Catalina Avenue the westerly. Exhibit A illustrates the exact delineation of the boundaries.

The 18.12 acres in subarea #2 are divided into three zones: R-4; General Commercial; and Civic Center. The mixture of land uses and acreages by zone are presented in the following table.

Residential--The R-5 district, a multi-residential zone, is the only residential zone in this subarea. A mixture of dwelling types can be found, including single family residences and duplexes built between 1905 and 1930 and older multiple family residences. The older housing stock varies in condition.

The latest residential building trend, condominium development, is also noticeable in this subarea. By the end of 1978, two projects totaling 11 units were completed (See Exhibit B). During the first half of 1979, another two projects with 11 units were approved by the City Planning Commission.

Commercial--There are varied commercial and miscellaneous land uses within this subarea, including churches, municipal services, real estate offices, auto tow and storage yard, thrift shop, etc. There are also a few coastal-related businesses such as a marine supply shop. However, commercial usage within the existing R-5 zone is a nonconforming land use. These commercial uses are predominantly located along Catalina Avenue and are intermixed with older single family residences.

Directly south of the Civic Center building is a 1.9 acre piece of property containing a large parking lot and commercial establishments. The present Civic Center zoning of the property allows a mixture of land uses including the present uses.

This subarea also contains a mixture of retail establishments and single family residences along Pacific Coast Highway between Diamond Street and Garnet Street. The majority of these residences are in poor condition. Because they are a nonconforming land use, they cannot be structurally altered or rehabilitated other than normal building maintenance.

Vacant Parcels--There are three vacant parcels within this subarea. Two of the parcels, measuring 3,161 square feet and 3,878 square feet are located within the R-5 zone. The other vacant parcel, 500 square feet in size, is located within the Civic Center zone.

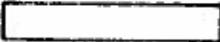
Issues--The percentage of owner-occupied units was examined for the subarea as a whole. An analysis of homeowner exemptions indicated that only 23% of the single family residences in this area are owner-occupied. Furthermore, homeowner exemptions were

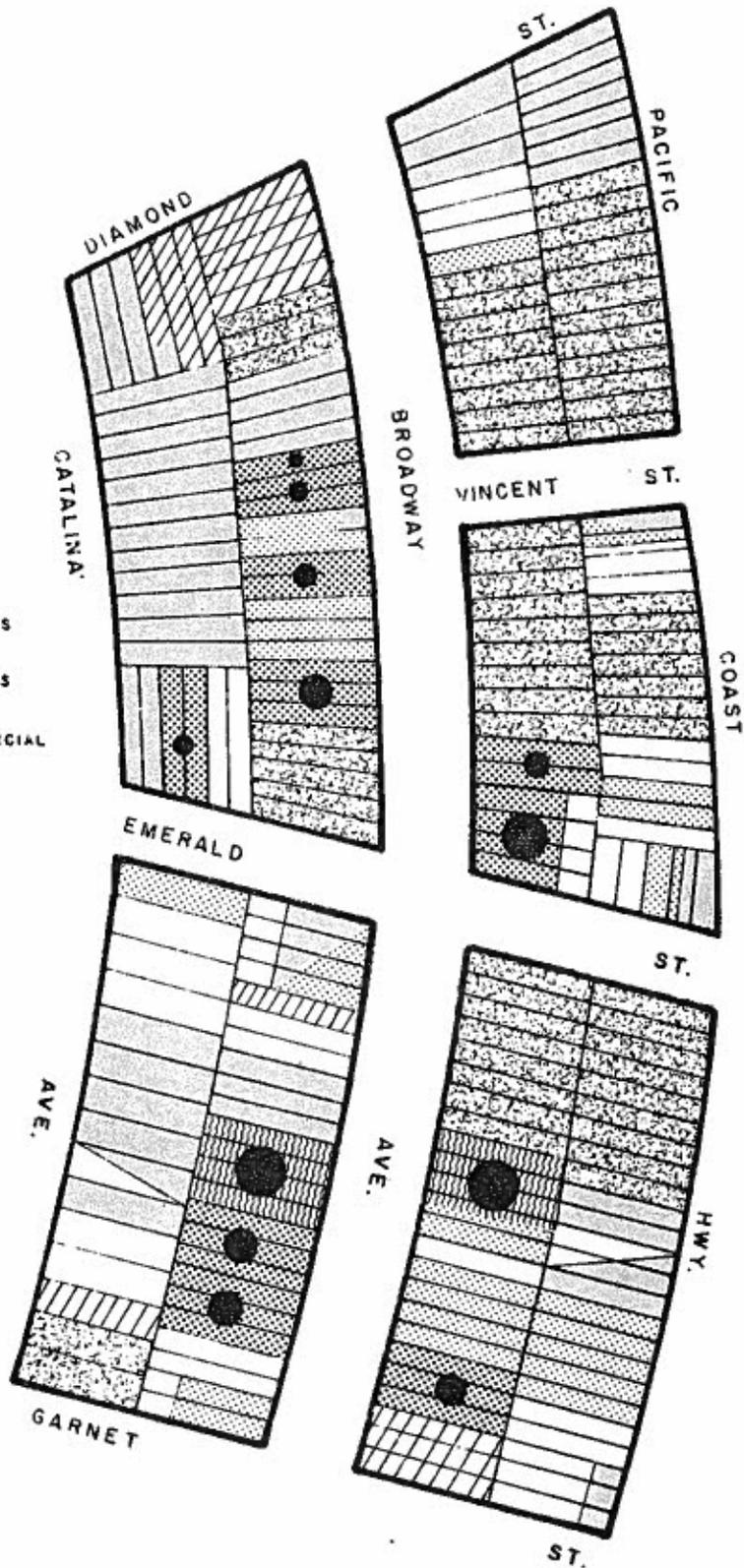
not claimed for any of the duplexes. Therefore, this subarea is providing a supply of rental units.

Housing costs in the subarea are difficult to determine. Very few single family residences were offered for sale from 1970 to 1978 and rental rates were not available. It is reasonable to assume, however, that rates are similar to the other R-5 zones with older housing stock (see Subarea #4 for a description). The low turnover of real estate combined with the high percentage of renter occupied units suggests investment activity in this area.



LEGEND

-  SINGLE FAMILY
-  TWO OR THREE UNITS
-  FOUR OR MORE UNITS
-  INDUSTRIAL /COMMERCIAL
-  INSTITUTIONAL
-  VACANT
-  CONDOMINIUM



SUBAREA 2
EXISTING LAND USE

LAND USE (No. PARCELS/No. UNITS)	ZONE		
	R-5	C-C	G-C
1	16/16	0	19/12
2-3	11/38	0	8/16
4 OR MORE	12/88	0	9/0
INDUSTRIAL COMMERCIAL	14	2	10
INSTITUTIONAL	1	0	27
CIVIC CENTER	34	10	0
VACANT	2	1	0
No. ACRES BY ZONE	11.77	1.93	4.67

TOTAL No. OF ACRES	18.12
TOTAL No. OF PARCELS	169
TOTAL No. OF RESIDENTIAL UNITS	170
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	11.28

3. Subarea #3

General Description and Background--Subarea #3 encompasses the Redondo Plaza Redevelopment Project area. This federally-funded urban renewal program was activated in November 1964 with the formal adoption of the Redondo Plaza Redevelopment Plan. A total of 50 acres were included within the Project boundaries and were characterized by a severely blighted and decaying mixture of residential and commercial structures. Today, the Project area contains 1139 residential units (of which 229 are still in various stages of construction), a municipal parking structure and a 63,000 square foot commercial village. Plans are being developed for an additional parking structure and two parks.

During the period 1964 to 1970, the Redevelopment Agency concentrated on acquiring the 125 parcels within the Project boundaries, relocating the owners and tenants, preparing the reconfigured parcels for development and on formulating a development strategy. In November of 1971, the Redevelopment Agency entered into a Disposition and Development Agreement with Lincoln Property No. 33 (now simply Lincoln Property Company) for the development of all but three of nine parcels.

By November of 1972, when the Coastal Initiative was approved, Lincoln Property Company had started construction of two residential complexes known as Village I (332 apartment units) and Village II (323 condominium units) and the City's Parking Authority had completed the Torrance Boulevard parking structure.

When the Redevelopment Agency applied to the South Coast Regional Commission for an exemption for the entire Redondo Plaza Project, it was granted one. This exemption was, however, appealed to the State Commission. After some deliberation, the State Commission granted exemptions for Village I and II and for the commercial village which was to be developed on the top deck of the municipal parking structure but denied exemptions for the balance of the Project. This decision was appealed in court by the Redevelopment Agency. In December 1975, the State Commission and the Redevelopment Agency reached an out of court settlement.

The Settlement Agreement redefined the parcels, provided for the development of a 3-acre park near the north end of the Project, reduced density by nearly 50% and imposed a four-story height limitation. Construction resumed in 1977 after a four-year delay.

Residential--When construction is completed in early 1981, the Project will contain:

- 136 apartment units for low and moderate income senior citizens
- 96 condominium units for persons and families of low and moderate income
- 90 market value condominiums

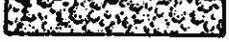
Public Facilities--The Project will also contain:

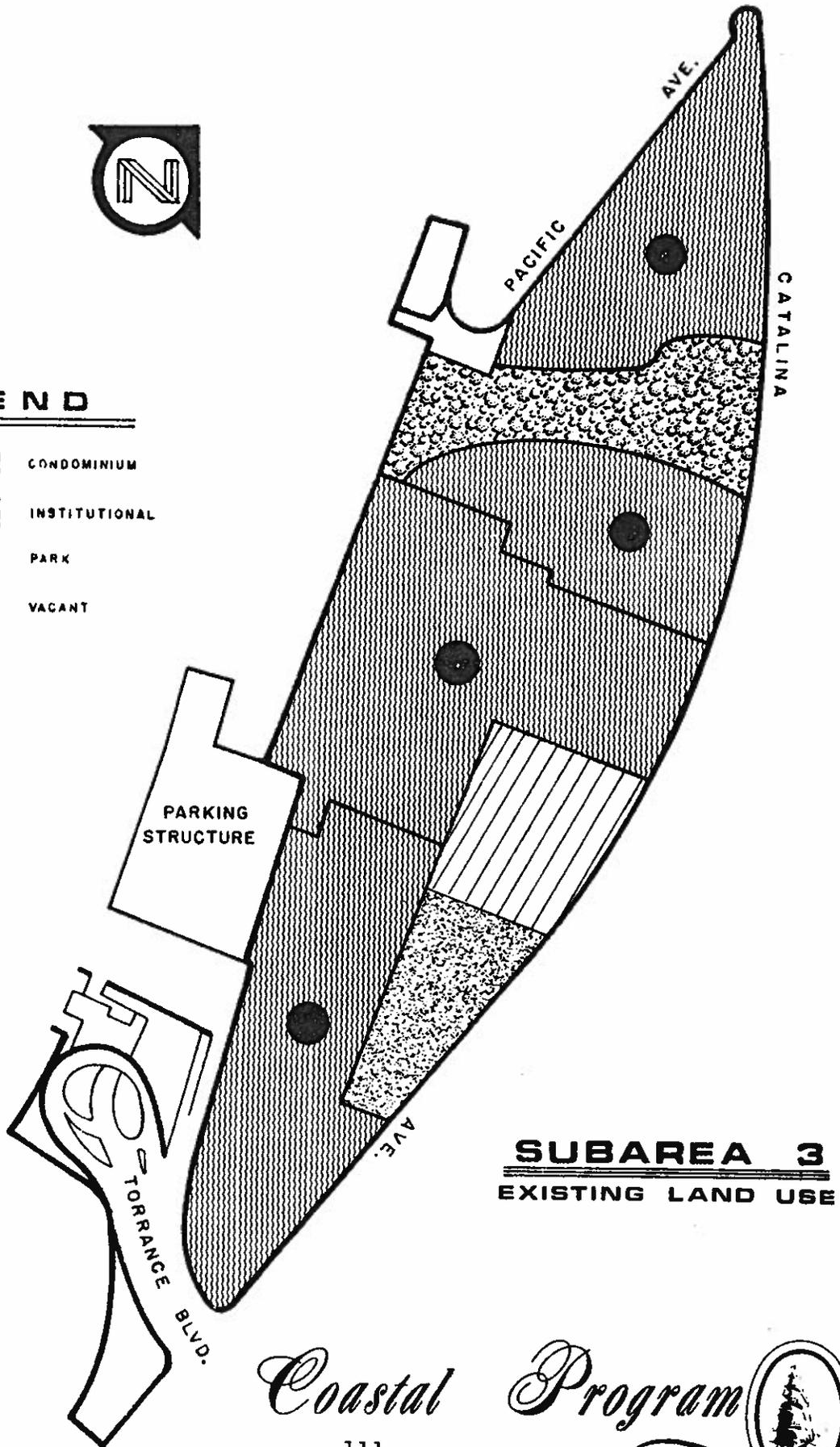
2 municipal parking structures and
2 public parks

Commercial--The 65,775 square foot commercial village, known as Seaport Village, Redondo Beach will house three restaurants, 30 specialty retail shops and 10,000 square feet of office space. The New England style complex is scheduled to open in April, 1980.



LEGEND

-  CONDOMINIUM
-  INSTITUTIONAL
-  PARK
-  VACANT



	ZONE
LAND USE (No. PARCELS/No. UNITS)	C-1
1	0
2-3	0
4 OR MORE	6/1,080
PARK	1
VACANT	1
No. ACRES BY ZONE	50

TOTAL No. OF ACRES	50
TOTAL No. OF PARCELS	8
TOTAL No. OF RESIDENTIAL UNITS	1,080

COMMUNITY IMPROVEMENTS

4. Subarea #4

General Description--Subarea #4 is bounded by Garnet Street to the north and Sapphire Street to the south. The centerline of Pacific Coast Highway forms the eastern boundary and Catalina Avenue, the western boundary. See Exhibit A for an exact delineation of the boundaries.

Subarea #4 contains 27.73 acres, 77% of which is zoned for high density residential development. The remaining 6.2 acres form the General Commercial Zone along Pacific Coast Highway. The following discussion describes the existing land uses for each zone.

Residential--The R-5 zone has a mixture of residential dwelling types. The majority of units are multiple family residential complexes built thirty to forty years ago. Although many of the complexes contain less than 10 units, the number of units per complex ranges anywhere from 4 to 64 for the entire subarea. The newest multiple family residences in the subarea are condominium developments. By the end of 1978, there were 4 condominium projects completed with a total of 90 units (see Exhibit B). By the middle of 1979, an additional 3 projects totaling 18 units had been approved for building by the City. There are also numerous single family residences and 2 to 3 unit complexes, built in the twenties. Examination of the conditions of this housing by the Planning Department revealed that the housing is in good condition with only a few units in need of general maintenance and repair.

Because these older units are considered an underutilization of the land based upon present development standards, the pressure to recycle them into multi-unit projects is great. Residential units are also located in the General Commercial zone along Pacific Coast Highway. These units are a nonconforming use within the zone.

Commercial--The commercial zone in subarea #4 "General Commercial" fronts Pacific Coast Highway. There are numerous retail shops, offices and service-oriented businesses within this zone. Commercial establishments are also located in the residentially zoned areas. These are considered to be a nonconforming use based upon City development standards.

Public/Quasi-Public Facilities--Churches, a fire station and women's club are located amidst the residential developments in the subarea. These are considered compatible uses according to the City's development standards.

Vacant Parcels--There are no vacant parcels in this subarea.

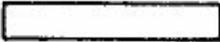
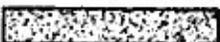
Issues--The housing stock in this subarea was also examined in terms of housing costs and type of occupancy. A review of residences for sale revealed that the average selling price for

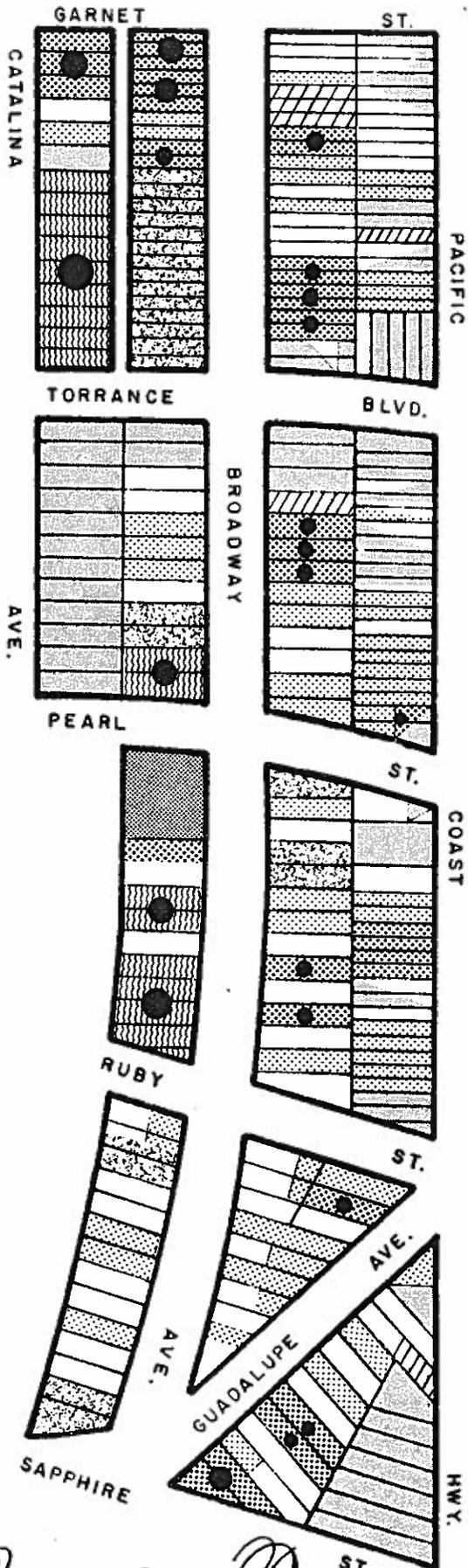
a unit increased from \$44.5/square foot in 1976 to \$85.00/square foot in 1978 - an increase of 91% in 3 years. On the average, condominiums sold for 10% more than single family residences. The number of residences sold during the same period increased as well. The increase in new condominiums available for sale may account for this phenomenon.

Although rental rates for the subarea were not available, examination of owner-occupancy suggests that a large rental supply does exist. The number of homeowner exemptions taken for single family residences was only 32% and condominiums, 62%.



LEGEND

	SINGLE FAMILY
	TWO OR THREE UNITS
	FOUR OR MORE UNITS
	INDUSTRIAL /COMMERCIAL
	INSTITUTIONAL
	VACANT
	CONDOMINIUM
	GOVERNMENT



SUBAREA 4
EXISTING LAND USE

LAND USE (No. PARCELS/No. UNITS)	ZONE	
	R-5	G-C
1	47/47	22/22
2-3	31/79	12/29
4 OR MORE	25/214	3/16
INDUSTRIAL COMMERCIAL	22	19
INDUSTRIAL	2	0
VACANT	3	2
No. ACRES BY ZONE	21.51	6.22

TOTAL No. OF ACRES	27.73
TOTAL No. OF PARCELS	185
TOTAL No. OF RESIDENTIAL UNITS	407
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	18.92

1. Subarea #5

General Description--Subarea #5 in the central residential district extends from the Redondo City beach inland through Catalina Avenue. The subarea is bounded by Knob Hill in the South, Pearl Street and the City Park in the north. For the exact delineation of the boundaries, see Exhibit A.

The various land uses in the subarea are presented on the following table and map and described below.

Residential--Subarea #5 contains a diversity of housing units in terms of type, age and condition. The R-5 zone which encompasses most of Catalina Avenue from Pearl Street to Knob Hill, can be characterized by 2, 3 and 4 story apartment buildings and a condominium complex interspersed with single family homes. The single family homes are on the average 40 to 50 years old and in varying condition. The majority of the 2 and 3 unit complexes were built in the fifties though some date as far back as 1920. Here again, condition ranges between poor and good. At present, the majority of the multiple family residences are rental units that were built in the 1960's and early 1970's. Complexes range from 4 to 92 units per site. The R-6 zone is located south of the Redevelopment Area from Pearl Street to Knob Hill Avenue along the coast on both sides of Esplanade. Ocean view apartments and condominiums were constructed here in the 1960's and early 1970's. This gives the Esplanade a character that is very different from the rest of the subarea. The multiple family residences are large, modern-appearing complexes, with up to 125 units per complex and 5 stories high. All are very well maintained.

Condominium development is prevalent throughout both residential zones as can be seen on Exhibit B. The Esplanade has the largest concentration of condominiums, including apartment to condominium conversions, in the Coastal zone. By the end of the first quarter in 1979, an additional 5 condominium projects totaling 26 units have been approved by the City for development. A survey of owner-occupancy in the subarea indicates that there is a 59% owner-occupancy rate for single family residences and a 37% rate for condominium units. The low percentage of the latter suggests that condominiums as well as apartments are supplying housing units for the rental market.

Commercial--There is very little commercial development in the subarea. The few existing commercial establishments are small grocery stores located along Catalina Avenue. These are considered to be a nonconforming use within a residential district.

Public/Quasi-Public Facilities--Also located within the subarea is a fire station, churches and clubs, all of which are compatible with adjacent residential development. The subarea also contains Veteran's Park, a 6.3 acre public park equipped with picnic tables, amphitheatre, children's play equipment, as well as the main branch of the Redondo Beach public library. The park is located on the ocean bluff and has view corridors and walkways to the beach.

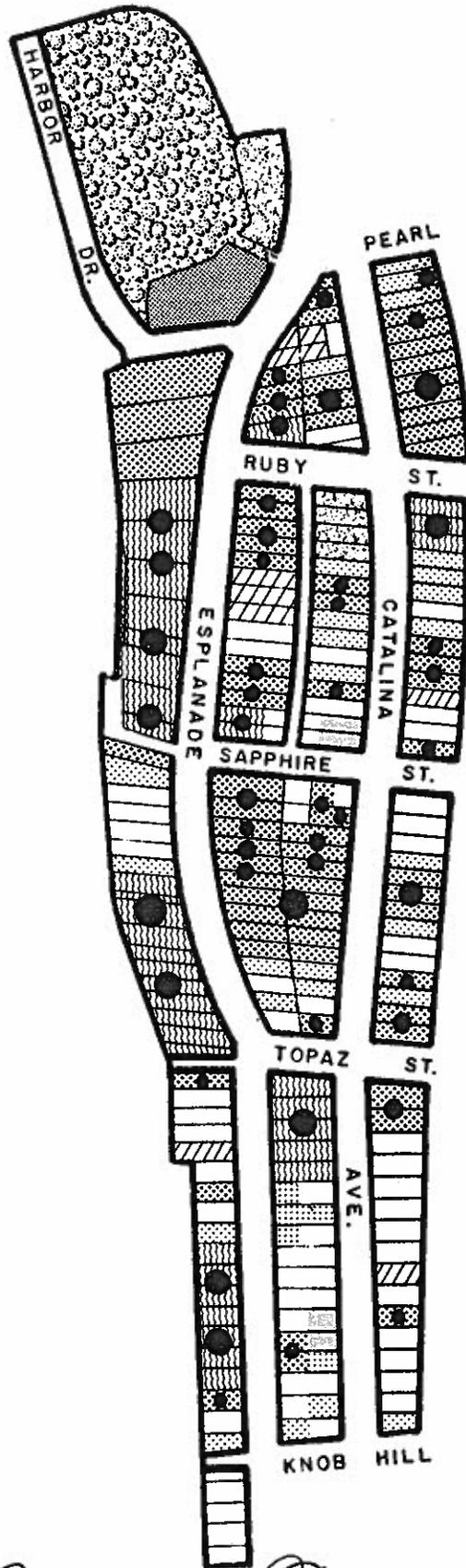
Vacant Parcels--Vacant parcels in the subarea include 3 parcels in the R-5 zone and 2 parcels in the R-6 zone. The exact size and location of these are shown on Exhibit B and Table XII.

Issues--Housing costs in subarea #5 have been examined. A survey of the differing housing costs shows that the average cost per square foot for single family residence and condominiums increased by 56% between 1976 and 1978. With the exception of 2 single family residences sold in 1976, the condominiums on the Esplanade were the only units offered for sale during the 3 year period. An average of 27 units per year were sold. Rental units in the subarea consisted of 1 and 2 bedroom apartment units with a range of amenities such as swimming pool, jacuzzi and recreation rooms available in the large complexes. Per monthly rental rates in 1978 ranged from \$290 to \$365 for a one-bedroom and from \$385 to \$495 for a 2 bedroom unit. The condominium units available for rent ranged from \$450 a month for a one-bedroom to \$800 a month for a 2 bedroom. The majority of all units would not allow families with children. Additionally, very few houses were available for rent.



LEGEND

	SINGLE FAMILY
	TWO OR THREE UNITS
	FOUR OR MORE UNITS
	INDUSTRIAL /COMMERCIAL
	INSTITUTIONAL
	PARK
	GOVERNMENT
	VACANT
	CONDOMINIUM



SUBAREA 5
EXISTING LAND USE

LAND USE (No. PARCELS/No. UNITS)	ZONE			
	R-5	R-6	P-D	P-D-R
1	37/37	22/22	0	0
2-3	20/51	10/23	0	0
4 OR MORE	25/339	31/883	0	0
INDUSTRIAL COMMERCIAL	3	0	0	0
VACANT	2	3	0	0
No. ACRES BY ZONE	13.24	17.59	5.77	1.8

TOTAL No. OF ACRES	38.40
TOTAL No. OF PARCELS	156
TOTAL No. OF RESIDENTIAL UNITS	1,355
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	35.46

6. Subarea #6

General Description--Subarea #6 is bounded by Knob Hill to the south and Sapphire Street to the north. The subarea extends from Broadway to Pacific Coast Highway. See Exhibit A for the exact delineation of the boundaries. The various land uses comprising the subarea are presented on the following table and described below.

Residential--The majority of the 21.7 acres which comprise Subarea #6 have been developed for residential use. A mixture of single family residences built in the twenties, duplexes built in the forties, and multiple family residences are present. The residential area is currently divided into two districts, a low-density R-2 zone and the high density R-5 zone. The small strip of R-2 zone, located on Elvira Avenue, is known for the well-maintained stucco and wood homes. A very few multiple family residences are located amongst the homes. The R-5 zone is also characterized by a multitude of single family residences and small apartment complexes - only 5 parcels contain the high density multiple family residences allowable in such a zone. Of the multiple family residences in existence, none are condominiums.

There are also several parcels in the commercial district containing residential developments. These are in poor condition and not well maintained. Because residential use in a commercial zone is considered to be a nonconforming use, any significant rehabilitation of the units, other than general maintenance, would be denied by the City.

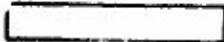
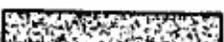
Commercial--The General Commercial district in the subarea occupies a strip of land on Pacific Coast Highway between Sapphire and Knob Hill. Various retail and service-oriented businesses are established here including a restaurant and 30-unit motel. The condition of the commercial establishments varies. Some of the units are in need of general maintenance while others are in poor condition.

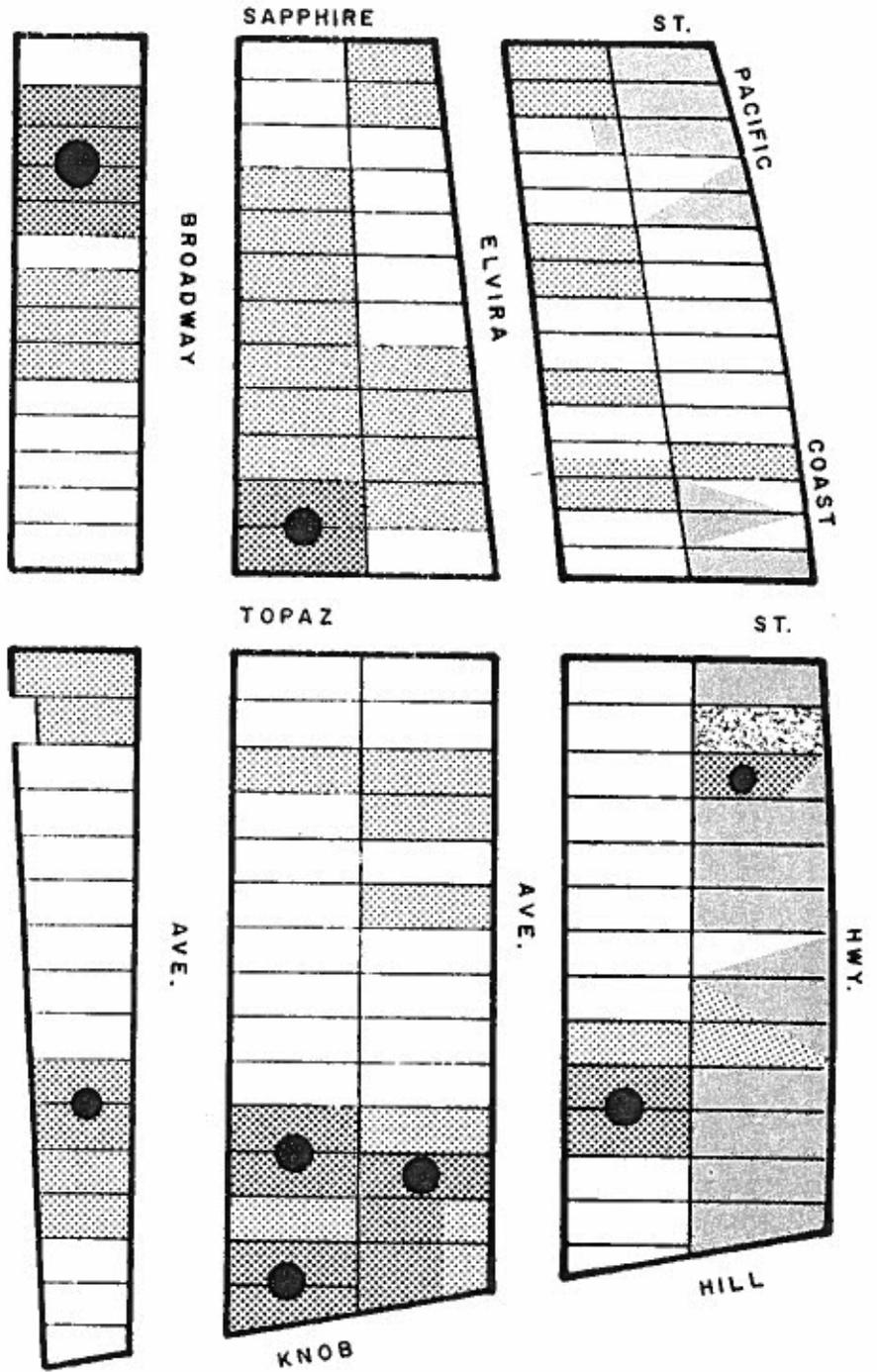
Vacant Parcels--There are no vacant parcels in this subarea.

Issues--The issue of access to housing in the Coastal Zone can be evaluated by examining housing trends in the area. A study on homeownership for this area indicates that in 1978, 60% of the single family residences were owner-occupied. Approximately 13% of the residents of 2 to 3 unit complex claimed a homeowner's exemption suggesting that one unit in the complex is owner-occupied and the remainder rented. There are no estimates as to the costs of housing in the subarea. Turnover on the single family residences was quite low. Between 1976 and 1978, there were no single family residences offered for sale.



LEGEND

-  SINGLE FAMILY
-  TWO OR THREE UNITS
-  FOUR OR MORE UNITS
-  INDUSTRIAL / COMMERCIAL
-  INSTITUTIONAL



SUBAREA 6
EXISTING LAND USE

LAND USE (No. PARCELS/No. UNITS)	ZONE		
	R-2	R-5	G-C
1	36/36	34/34	12/12
2-3	17/35	16/32	1/2
4 OR MORE	3/43	5/79	2/12
INDUSTRIAL COMMERCIAL	0	0	13
VACANT	0	0	0
No. ACRES BY ZONE	10.46	8.26	2.94

TOTAL No. OF ACRES	21.66
TOTAL No. OF PARCELS	139
TOTAL No. OF RESIDENTIAL UNITS	298
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	15.92

7. Subarea #7

General Description--Subarea #7 has a total of 40.77 acres, extending from Knob Hill in the north to Avenue I in the south. The centerline of Pacific Coast Highway forms the easterly boundary and the rear lot line of the east side of Catalina Avenue marks the westerly boundary. See Exhibit A for an exact delineation of the boundaries.

The various land uses comprising subarea #7 are presented on the following table and map and described below.

Residential--Subarea #7 is overwhelmingly residential in character. The subarea contains the only single family residential zone, the R-1 zone, in the Coastal Zone and consequently the largest concentration of single family residences. The residences built primarily between 1920 and 1940 are medium sized and structurally sound. The area is noted for being very well maintained. Multiple family residences, ranging in size from 2 to 22 units per complex, are also located within the subarea. The majority of the multiple family residences, are concentrated on the 2 sides of Avenue H, a district zoned R-5 for high density multiple family residences. A few multiple family residences are also interspersed amongst the single family residences. A review of homeowner's exemptions taken in 1978 on all residences in the subarea revealed that 69% of the single family residences are owner-occupied, 15% of the 2 or 3 complexes are owner-occupied and only 1% of all other units are owner-occupied. There are no condominiums in the subarea.

Commercial--Commercial establishments in this subarea have developed along Pacific Coast Highway, the easterly boundary of the Coastal Zone. The commercial uses in this General Commercial Zone include retail establishments, service-oriented businesses and restaurants. The majority of these establishments are in very good condition.

Commercial development in the southerly portion of the subarea is zoned Commercial Shopping Center in conjunction with the Riviera Village commercial area at its border. Commercial establishments in this section include retail and service-oriented businesses. Two parking lots are available for patrons of these businesses.

Public Facilities--The elementary school, Patterson, is located at the northerly border of the subarea. The school currently contains grade levels kindergarten through 6.

Vacant Parcels--The one vacant lot remaining in the subarea is located within the R-1 district. The exact location and size is presented on Table XII and Exhibit B.

Issues--Several different issues are noted in subarea #7. First of all, access to the Coastal Zone in terms of housing can be examined. A review of housing costs in this subarea reveals

a 58% increase in the selling price of single family residences from 1976 to 1978; from \$54.50/sq. ft. to \$85.75/sq. ft. The homes for sale in 1978, therefore, were not affordable to low or moderate income households. Additionally, turnover was limited. Only an estimated 8 single family residences were offered for sale during those 3 years. (The cost of rental units in this area was not available.)

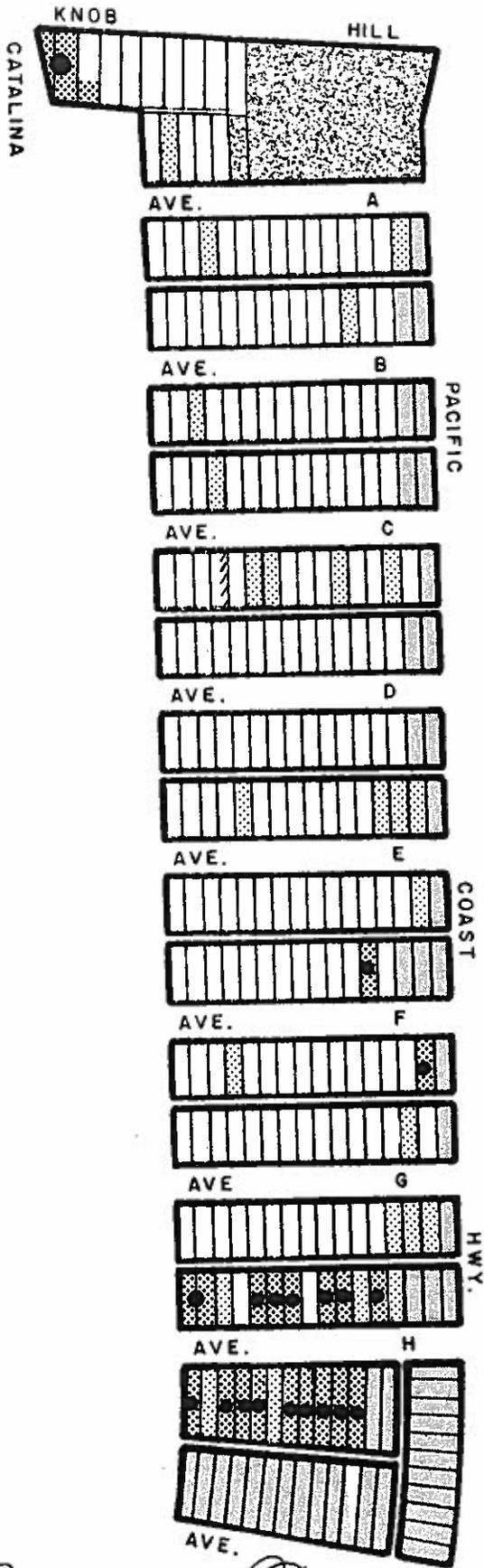
Along Pacific Coast Highway, commercial and residential land uses are adjacent to one another without adequate buffering. In some instances the commercial establishments are 3 lots in depth thus extending the commercial establishments onto the residential side streets.

Some of the older commercial establishments do not meet the City's parking standards. According to the zoning requirements, the parking must be provided if the nature of the business changes. Parking is available along the residential side streets and Pacific Coast Highway and, for the most part, does not appear to be a significant problem.



LEGEND

	SINGLE FAMILY
	TWO OR THREE UNITS
	FOUR OR MORE UNITS
	INDUSTRIAL /COMMERCIAL
	INSTITUTIONAL
	VACANT



SUBAREA 7
EXISTING LAND USE

Coastal Program

LAND USE (No. PARCELS/No. UNITS)	ZONE			
	R-1	R-5	G-C	CSC
1	179/179	2/2	0	0
2-3	20/36	5/11	0	0
4 OR MORE	2/9	16/122	0	0
INDUSTRIAL COMMERCIAL	0	3	16	14
VACANT	1	0	0	0
No. ACRES BY ZONE	31.57	2.10	2.73	4.37

TOTAL No. OF ACRES	40.77
TOTAL No. OF PARCELS	258
TOTAL No. OF RESIDENTIAL UNITS	359
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	9.96

8. Subarea #8

General Description--Subarea #8 is located in the southern half of the coastal zone between Knob Hill and Avenue I. The subarea extends eastward from the Redondo beach through the east side of Catalina Avenue. The exact boundaries are delineated on Exhibit A. The land use in the subarea is presented on the following table and map and described below.

Residential--The predominant land use in the subarea is residential. An approximate 1036 dwelling units are located on 25.6 acres at an average density of 39 dwelling units per net acre. Although the subarea is zoned for high density multiple family residences, R-5 and R-6, there is a mixture of dwelling types; single family residences built in the thirties, duplexes built in the forties, and larger multiple family residences built in the sixties and seventies. The high density multiple family residences, being the latest building trend, are the most numerous. The multiple family residences are built on lots ranging in size from 7500 square feet to 112,500 square feet. The majority of these complexes are rental units. As of 1978, only 73 out of 951 units were condominiums. Of these 73 condominiums, 27 were the result of apartment to condominium conversions.

The remaining single family residences and duplexes are interspersed amongst these multiple family residences. The majority of all of the housing units in the subarea are well maintained and in good condition. The few exceptions are single family residences and small apartment complexes.

An examination of the number of homeowner exemptions taken in this subarea reveals that 62% of the single family residences and 60% of the condominiums are owner-occupied. Owner-occupancy units; however, represent only 8% of the total housing stock in the subarea.

Commercial--Commercial development in subarea #8 is very limited. The .53 acres zoned as Community Shopping Center is comprised of 2 parcels containing a restaurant and service-oriented business. This district, in this south of the subarea borders and is an integral part of the Riviera Village Commercial area. Additional commercial development can be found interspersed amongst the residential developments. These include professional buildings and small markets. The latter serve the neighborhoods as well as recreational visitors to the coastline. They are considered to be nonconforming land uses in residential zones.

Vacant Parcels--As shown on Exhibit B and Table XII, one vacant parcel remains within this subarea.

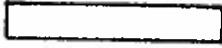
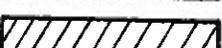
Issues--Subarea #8, being one of the most dense in the Coastal Zone, contains a significant percentage of the coastal zone housing stock. In an attempt to determine the amount of affordable housing in the subarea, an inventory of housing costs was taken in 1978.

Units for sale, both single family residences and condominiums increased in average price from \$51.43 per square foot in 1976 to \$89.25 per square foot in 1978. An average of 6 units a year were offered for sale. A small sampling of rental units in the area showed rents ranging from \$330/month for a one bedroom to \$600 per month for a two bedroom. Families with children were not allowed in any of the rental units surveyed.

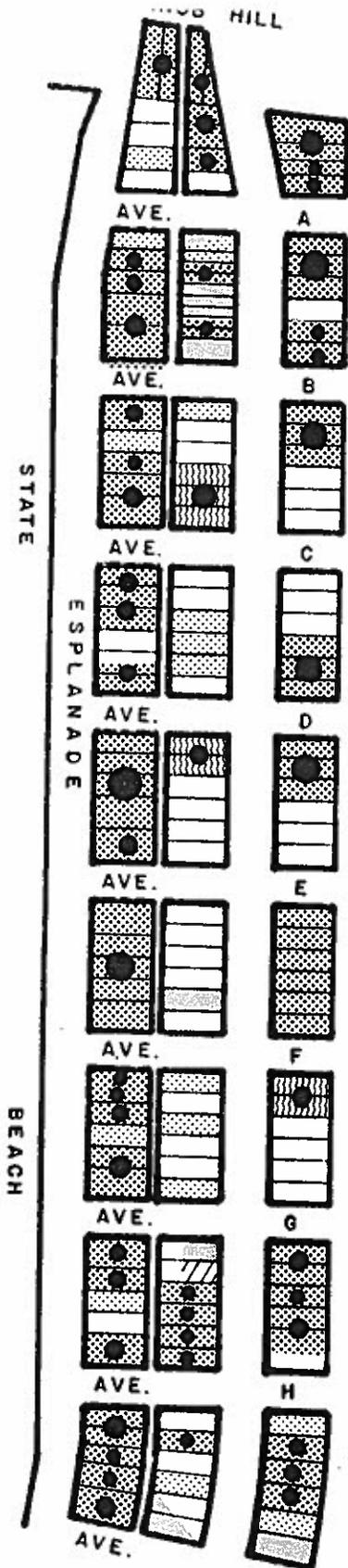
The rental units in the subarea were examined with respect to the probability of conversions to units for purchase. The demand for coastal property makes conversions a very probable and profitable activity. Although many of the units do not meet the City's stringent condominium standards, particularly including those standards pertaining to parking and sound insulation, it may be profitable to remodel, bringing the units up to code.



LEGEND

	SINGLE FAMILY
	TWO OR THREE UNITS
	FOUR OR MORE UNITS
	INDUSTRIAL /COMMERCIAL
	VACANT
	CONDOMINIUM

SUBAREA 8
EXISTING LAND USE



Coastal Program 

LAND USE (No. PARCELS/No. UNITS)	ZONE		
	R-5	R-6	CSC
1	41/41	5/5	2/2
2-3	14/27	5/11	0
4 OR MORE	31/485	24/466	0
INDUSTRIAL COMMERCIAL	5	0	3
VACANT	1	0	0
No. ACRES BY ZONE	16.61	8.52	.53

TOTAL No. OF ACRES	25.66
TOTAL No. OF PARCELS	130
TOTAL No. OF RESIDENTIAL UNITS	1,036
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	39.68

9. Subarea #9

General Description--Subarea #9 is located in the most southern portion of the Coastal Zone adjacent to the City of Torrance and the Redondo beach. The area is bounded on the west by Avenue I (See Exhibit A).

The various land uses in the subarea are presented on the following table and described below.

Residential--Residential development in subarea #9 consists primarily of multiple family rental residences ranging in size from 2 to 58 units per complex. The majority of these rental units were built in the fifties and are in very good condition. Heights in the area range from one to four stories. Presently there is only one condominium project; a 6-unit apartment to condominium conversion. Given the predominantly large supply of rental units, owner-occupancy is low. An examination of homeowner's exemptions in 1978 revealed that only 17% of the 2 to 3 unit complexes and .7% of the larger complexes were owner-occupied.

Residential development in the subarea has developed within a total of 14 acres of high density residential zones; R-5 and R-6. The only exception is one parcel containing a total of 11 units in the Community Shopping Center district which is considered a nonconforming use within the zone. Overall residential density for the subarea is 39 dwelling units per net acre.

Commercial--The commercial establishments in subarea #9 are contained within a 12.6 acre Community Shopping Center district commonly referred to as Riviera Village commercial area. A variety of commercial uses including service-oriented business, professional offices, financial institutions, restaurants, and numerous retail specialty shops can be found in the district. Riviera Village is centered around a public parking lot that currently provides 198 offstreet parking spaces. This public parking area combined with adjacent local streets provides ample parking for the district. This area was not identified as a coastal issue by the Coastal Commission since land use intensity and scale are considered acceptable.

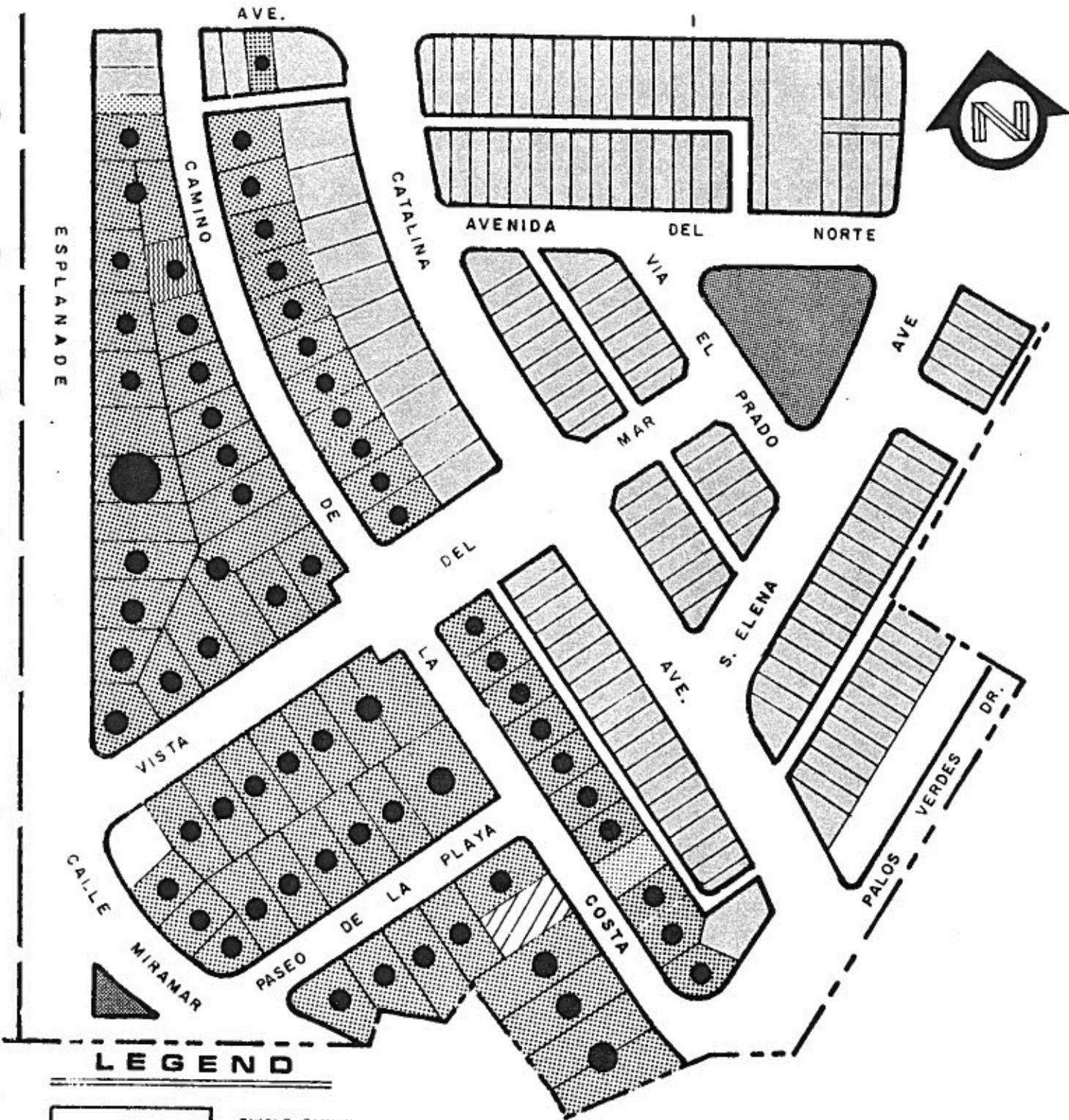
Vacant Parcels--There is one vacant parcel remaining in the subarea. See Table XII and Exhibit B for the exact location of the parcel.

Issues--Subarea #9, with a total of 577 residential units, contains an important portion of the Coastal Zone housing stock. The large number of rental units is providing an alternative housing choice for those who cannot afford to buy a home in the Coastal Zone. Unfortunately, an informal survey by the City's Local Coastal Planning Staff in 1978 revealed that there were very few vacancies in this subarea and a waiting list for some of the

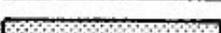
large complexes which offer amenities. (This, however, is consistent with the low vacancy rate found throughout the City.)

Rental housing for families with children has been identified as a need (in the Redondo Beach Coastal Zone). Observations in 1978 indicated that this subarea, above all others, is providing such housing. Several apartments advertised the acceptance of children. Quantification as to a specific percentage, however, is not available.

The cost of housing in the subarea was also examined. Apartments for rent in 1978 ranged from \$300/month for a one-bedroom unit to \$500/month for a two bedroom unit. The few units available for purchase increased in average selling price from \$36/per square foot to \$52/square foot between 1976 and 1979. There were no units offered for sale in 1978.



LEGEND

-  SINGLE FAMILY
-  TWO OR THREE UNITS
-  FOUR OR MORE UNITS
-  INDUSTRIAL/COMMERCIAL
-  GOVERNMENT
-  VACANT
-  CONDOMINIUM

SUBAREA 9
EXISTING LAND USE

Coastal Program 

LAND USE (No. PARCELS/No. UNITS)	ZONE				
	R-5	R-6	P-D	CSC	P-D-C
1	0/0	1/1	0	0	0
2-3	1/3	1/3	0	0	0
4 OR MORE	53/411	13/151	0	2/15	0
COMMERCIAL SHOPPING CENTER	0	0	0	0	2
PLANNED DEVELOPMENT	0	0	1	0	0
VACANT	1	0	0	0	0
No. ACRES BY ZONE	10.98	3.09	.11	12.66	.21

TOTAL No. OF ACRES	27.05
TOTAL No. OF PARCELS	98
TOTAL No. OF RESIDENTIAL UNITS	584
AVERAGE RESIDENTIAL DENSITY (DWELLING UNITS/NET ACRE)	39.33

TABLE XII

VACANT PARCELS IN THE COASTAL ZONE*

<u>Sub- Area #</u>	<u>Address</u>	<u>Total Area Sq. Ft.</u>
1	SE corner of Herondo St. and N. Francisca	226,300
1	541 N. Pacific Coast Highway	4,418
1	520 N. Gertruda	2,948
1	512 N. Francisca	6,004
1	220 N. Catalina Avenue	6,000
1	201 Beryl	2,720
1	309 N. Broadway	5,950
1	304 N. Catalina	6,000
1	306 N. Catalina	6,000
1	312 N. Catalina	6,000
1	320 N. Catalina	6,000
1	328 N. Catalina	4,601
1	425-427 N. Broadway	11,400
1	516 N. Broadway	7,200
1	526-528 N. Gertruda	5,640
1	200 Block of Diamond (County Property)	6,400
2	310 Diamond	3,161
2	139 S. Pacific Coast Highway	500
2	109 S. Broadway	3,878
5	709 Esplanade	7,400
5	418 Esplanade	8,380
5	510-514 Esplanade	22,500
5	522 S. Catalina	7,500
5	718 S. Catalina	7,500
7	210 Avenue C	3,028
8	1503 S. Catalina	5,000
9	1903 Camino de la Costa	8,400
Harbor/ Pier Area	Mole B	71,259
	Mole C	40,000

*1978 Data

C. Proposed Land Use Classifications

The following land use classifications and the coastal land use map for the Coastal Zone are based upon data collected and public input received during the inventory and research phase of the coastal planning program. The coastal land use plan map and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. Detailed development standards to implement these land use classifications will be formulated during Phase III of the Local Coastal Program.

Residential

1. Single Family: The primary use in this district is residential at a ratio of one detached dwelling unit per lot, not to exceed 6.5 dwelling units per net acre. Building height will be limited to two stories or 30 feet.

2. Low Density: The primary use in this district is multiple residential with a range of 10 to 14.5 dwelling units per net acre. Building height will be limited to two stories or 30 feet.

3. Medium Density: The primary use in this district is multiple family residential with a range of 19 to 23 dwelling units per net acre. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 feet. Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

When considering the question of the appropriate level of density for future multiple use residential development in the Coastal

Zone, the prevailing lot sizes (50' x 150' and 40' x 150') were the primary factors. Levels of density were sought that would meet the following goals:

- Potential for design flexibility - the levels of density should not be so high as to force utilization of a single basic building layout. A variety of fundamental building types would provide flexibility in architectural design and allow the City to promote architectural compatibility with the existing character of the area.
- Ability to satisfy various development standards - the levels of density would allow space to fully and comfortably satisfy requirements for tenant parking (2:1), visitor parking (25%), private and common outdoor living space, storage areas and other amenities.
- Suitability to a variety of lot sizes - the level of density for single lot development adequately suit either a 40' x 150' or 50' x 150' lot.

The existing differences in density between the areas now zoned R-6, R-5 and R-3 will be eliminated by designating a single medium density residential district for all these areas.

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular

circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.

The Salvation Army site, a 1.54 acre site located in sub-area 1A adjacent to the Harbor Triangle Shopping Center is located within this medium density land use classification. Although the site currently contains a 29-unit residence home for senior citizens, the Salvation Army wishes to construct a 100 unit senior citizen project with greater amenities. Considering past City policy, it seems likely that the City would approve a new senior citizens project on the site.

Shopping Center

The shopping center district on the land use plan includes both neighborhood shopping centers and community shopping centers. The neighborhood shopping center is sized to serve the day-to-day convenience shopping needs of a small residential area, generally having a service radius of from one-half to one mile and containing from three to eight acres. The main commercial use of this neighborhood-type center is a grocery-food store or supermarket with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops. The community shopping center (Riviera Village Commercial) includes the service area of several neighborhood centers and contains heavier types

of commercial uses and service shops. Community shopping centers also serve the immediate neighborhood for its daily convenience commercial needs.

Commercial

This is the heaviest commercial district, permitting all uses found in the shopping center district plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. Performance standards will be designed as part of the implementation phase of the Local Coastal Program to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering between the industrial districts and the surrounding land uses will be included in the development standards. Additionally, pursuant to Ordinance No. 1467 adopted March 28, 1955, oil drilling will be permitted within this land use classification.

Parks

This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.

Civic Center

This district will provide for a range of compatible commercial and business-professional uses suitable for the areas immediately adjacent to the City Hall complex.

Commercial Recreation

The Commercial Recreation land use district allows for wide range of public and commercial recreational facilities. This classification will provide regional-serving recreational facilities for all income groups by including the following general use categories. Each use permitted will be subject to approval by the City based on criteria whether or not the subject use is compatible with surrounding land uses in the area in which it is located.

1. Food Services: Restaurants with and without liquor; Fish Markets - retail and wholesale; Coffee Shops; Snack Bars; Delicatessen; Bakery; Fruits and Vegetables; Ice Cream and Candy.
2. Retail Sales and Service: Specialty Retail; General Merchandise; Marine Hardware, etc.; Barber, etc.; Bike Rentals.
3. Fishing Supplies: Live Bait; and Bait and Tackle Shops.
4. Boat Facilities, Supplies and Service: Berthing; Dry Storage; Shipyard - Haulout and Repair of Crafts; Boat Launch Ramp; Mechanical Boat Launch; Boat Rental; Boat Yard - Repair and Painting; Sportfishing; Excursion Boat Rides; Service Float; Brokerage - New and Used; and Clubs - Yacht, Boat, Beach, Bay, Fishing and Sailing.
5. Other Uses: Hotels and Motels; Parking; Harbor-Related Office Uses; Arcades; Recreational facilities including parks; Discotques; Cocktail Lounges with entertainment; Multi-purpose recreational facilities;
6. Apartments: No expansion or new construction - only maintenance.

Within the area designated Commercial Recreation, there are two vacant parcels located on Mole B and Mole C and an additional area with significant development potential known

as the Harbor Triangle Shopping Center. Mole B and Mole C are shown on Exhibit G. The Harbor Triangle Shopping Center which is located in the triangular-shaped area bounded by Beryl Street on the north, Harbor Drive on the west and Pacific Avenue on the east is shown on the following map. Due to the public input received regarding these parcels, they will be addressed more specifically as follows:

Mole B

Mole B is a vacant 71,256 square foot parcel located between Boat Basins I and II in King Harbor. It is a City-owned harbor parcel which is not under lease to private enterprise. There was extensive discussion of the future use of this parcel at public meetings. The size and detailed design of any public facility developed on Mole B would depend on the ability of the City or the private sector or a combination thereof to finance the facility. Adequate parking will be provided in any development.

Mole C

A vacant 40,000 square foot parcel is located on Mole C, southwest of Basin II. The parcel, which is currently utilized for overflow parking, is owned by the City and leased to Portofino, Inc. The parking lot in conjunction with the Portofino Inn complex creates an integrated visitor-serving commercial facility containing a 132 room hotel, apartments, a restaurant and cocktail lounge, and marina. Future development of the vacant parcel should increase visitor-serving commercial uses such as motel/hotel; restaurant; specialty commercial, parking and public restrooms would be permitted. Any such development must be compatible with contiguous land uses in terms of height, not to exceed 40 feet. A facility for the use of the general public (such as a viewing structure or plaza) would also be required in conjunction with the development of the parcel. Additionally, any new development on the vacant portion of Mole C will provide vertical access along the waterfront.

Harbor Triangle Shopping Center

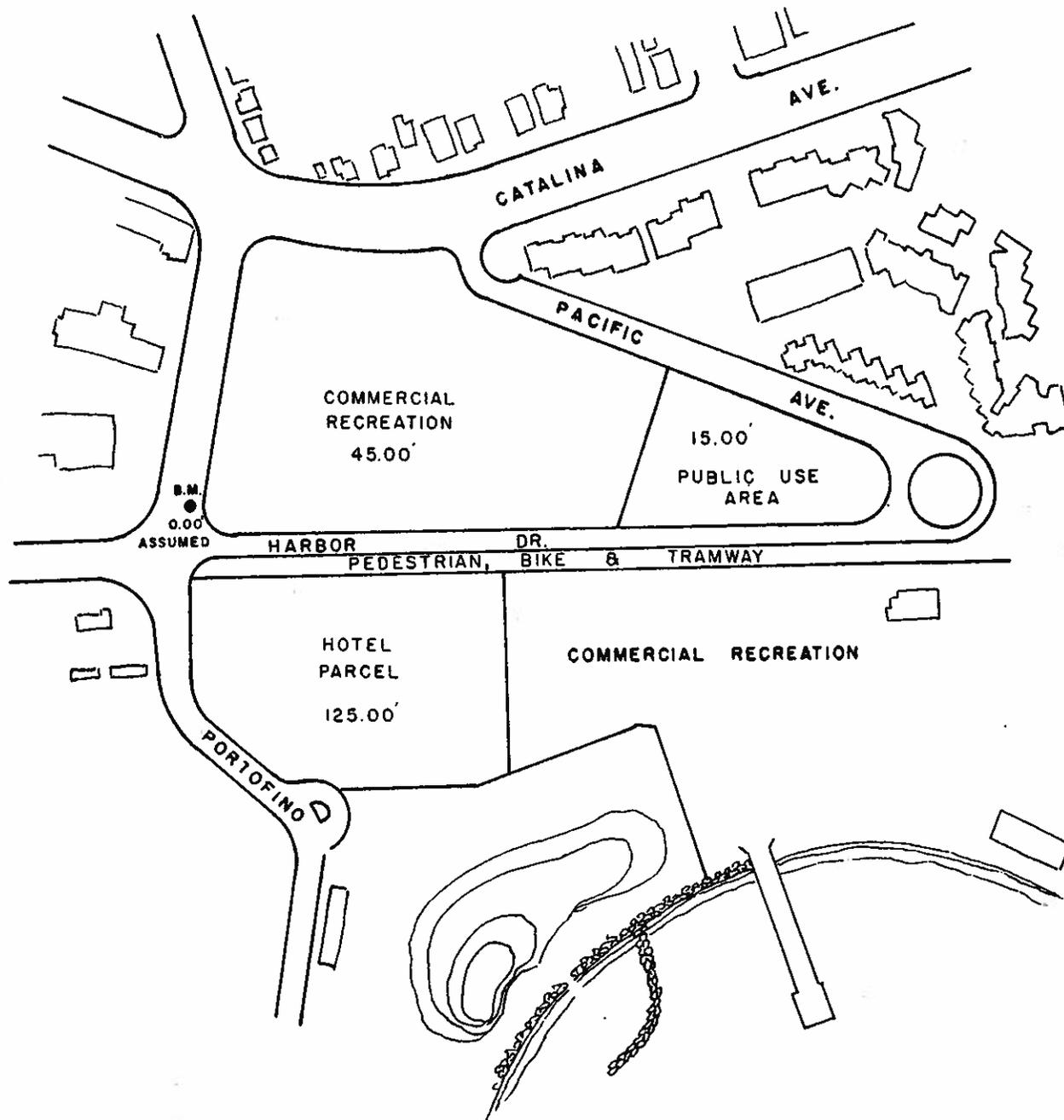
The Harbor Triangle Shopping Center and adjacent harbor lands are proposed to be developed into an integrated Harbor Center Complex. The major land-use elements of the Complex would include a hotel, commercial, office and public facilities linked together by an open space corridor, thus providing a very wide range and diversity of activities. The Harbor Center Complex will be designed to provide for public access throughout the project including public landscaped walkways, bicycle paths, tramways, and other public facilities such as plazas and rest areas thereby creating an atmosphere open to the public throughout the complex. (See Figure 16) However, should the development of the Harbor Center Complex prove infeasible, the allowable uses within the commercial recreation land use district will be applied to projects within the existing Harbor Triangle Shopping Center on a case by case basis. In addition, the present street pattern would remain as shown on Figure 17.

1. Hotel

A hotel, consisting of 300 to 400 rooms, would be the tallest element of the project (125 feet elevation above grade). This building would be placed furthest to the west, thus avoiding the view corridors from the Redondo Plaza Park and minimizing the impact on views from other surrounding uses. The use would provide accommodations for visitors, would serve the South Bay region with meeting rooms, a banquet hall, and other gathering facilities. Public access throughout the ground level of the hotel would have the effect of opening the Seaside Lagoon further to the public, with immediate access from the walk/bikeway corridor.

2. Office/Retail

The office/retail area is oriented towards the street and away from viewlines

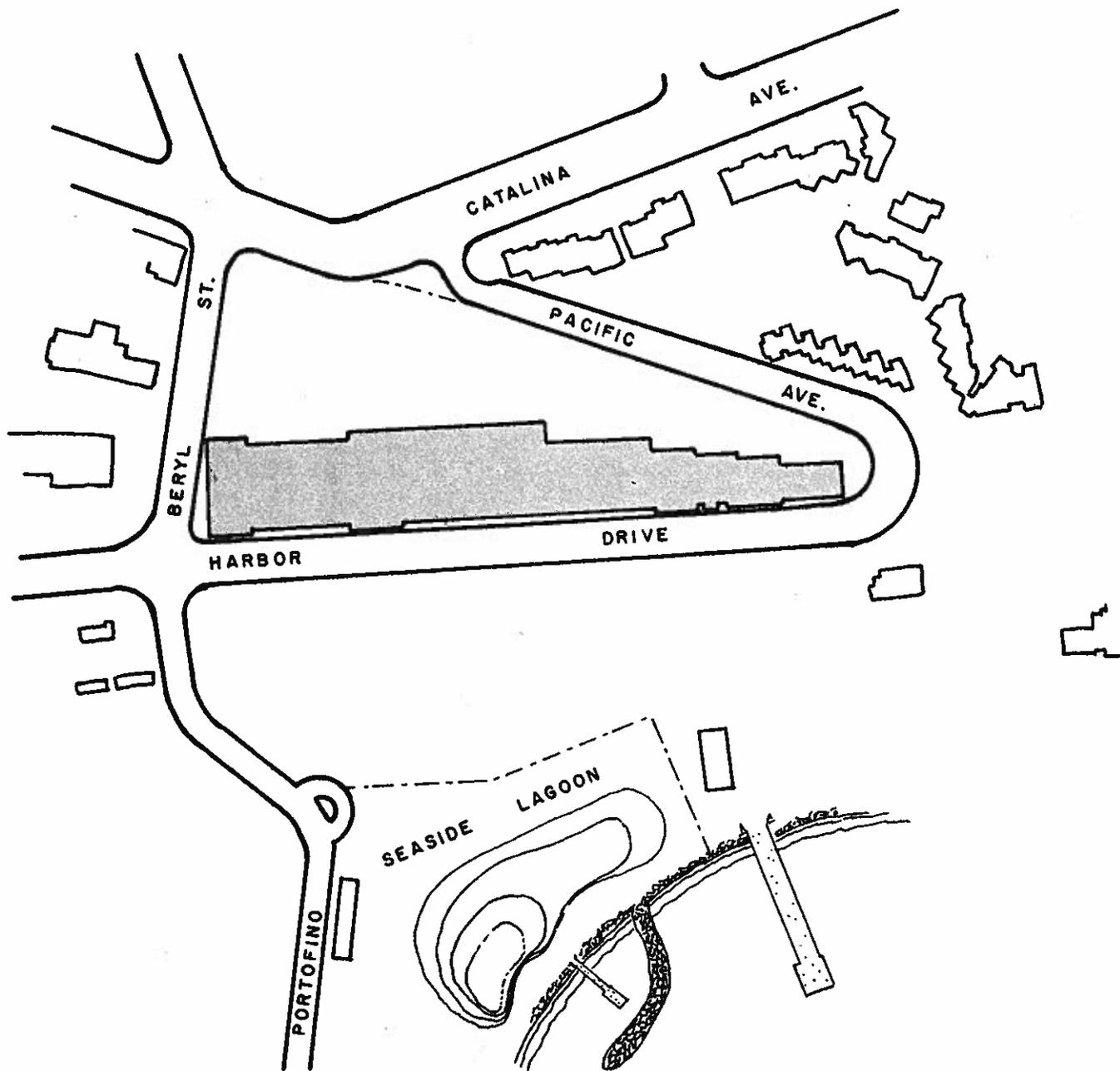


**PROPOSED
HARBOR CENTER
COMPLEX**

ALTERNATIVE A
(FIGURE 16)

Coastal





**HARBOR TRIANGLE
SHOPPING CENTER**

ALTERNATIVE B

(FIGURE 17)

Coastal



of the new condominium development, Seascape, II. It is envisaged to consist of two levels of retail (40,000 to 60,000 square feet) and two levels of office space above (40,000 to 60,000 square feet). Total height would be 45 feet above elevation. The various levels would be terraced and interconnected with balconies, and a plaza area which can be used for various functions such as artists' exhibits. Visitor-serving specialty retail shops will include certain apparel, general merchandise and food and liquor purchases, as well as items from gift, jewelry, florists, and other specialty shops. The specialty retail activities at Harbor Complex would receive special market support from beach users, boaters, tourists, and local residents.

3. Public Use Area

The public use area would be located at the south end of the Harbor Triangle adjacent to the park (15 feet elevation above grade). It is envisaged as a multi-purpose area and could include such uses as meeting rooms, and outdoor area for little theater, a display area for art shows and public parking. The facility would be designed to accommodate groups of various sizes to meet throughout the day and evenings.

4. Parking and Traffic Circulation

Automobile parking will be provided in a subterranean level parking structure below the office-retail area on the eastern portion of the site. Additional parking will be located beneath and adjacent to the hotel with adequate spaces to serve both hotel and swimming lagoon visitors. The number of spaces provided will exceed City parking standards. Past experience indicates that interrelationships between multiuse developments create an overlap in parking demand. Therefore the parking supply for the proposed Harbor Center Complex should be more than adequate.

Two fundamental concerns were evident in dealing with traffic circulation: 1) ease the existing congestion on surrounding

streets; 2) maintain access to adjacent properties. Alternative A, as shown on Figure 16, would improve traffic circulation by widening Catalina Avenue at its intersection with Beryl Street. Beryl Street would also be widened between Catalina Avenue and Harbor Drive to improve traffic flow. Broadway would remain as a local residential street. Alternative B, as shown on Figure 17 proposes that the existing street pattern be retained.

Harbor Drive, as it passes through the site, is presently operating far below carrying capacity. It is opportune, therefore, to close this portion of the street in order to create a large, contiguous project site that would allow easier integration with surrounding uses. Access to these surrounding uses would be maintained by providing an interim one-way traffic loop off of Pacific Avenue to serve uses west of the existing Harbor Triangle. This traffic alignment may be changed in configuration at a later date depending on the future development of the Harbor lease parcel west of the Harbor Triangle. In conjunction with the interim traffic loop, lateral access will be maintained on the west side of Harbor Drive for pedestrians, bicyclists and joggers.

Tidelands

The City of Redondo Beach has demonstrated over the past 20 years its interest in providing commercial and recreational facilities for the general public. Some of these facilities serve special groups, such as boaters, fisherman, bicyclists and pedestrians. Others are of a more commercial nature such as restaurants and shops.

In the past year the City has provided these additional facilities in the Harbor-Pier area for the public: (1) one dozen new restrooms (at a

cost of \$144,000); (2) additional sit-down fishing rails on the Pier; (3) additional fishing areas in the Harbor-Pier area; and (4) a car-top boat launch facility (the City is currently working to replace this facility which was unfortunately destroyed in the February 1980 storms).

The City is currently working on projects which will also be of benefit to the general public. The new subterranean parking structure is being designed, for example, so that the public restrooms will be on the promenade level to serve the park, pedestrian and bike path users.

The Redevelopment Agency has also been instructed by the City to set aside approximately 1 acre in its proposed project area for a public use. It is contemplated that community impact will be an important consideration in the ultimate use selected for this site.

The City intends to use Tidelands Revenues to pay for these and other projects. When such usage of Tidelands Revenues are discussed, however, several factors must be remembered. First, Tidelands Revenues are pledged first to the maintenance and operation of harbor facilities. Second, any use of Tidelands Revenues must be permitted by the Tidelands Grant of 1915, as amended in 1971. Those uses are generally restricted to uses of a regional benefit or of a harbor-related nature. And, third, any capital improvement programs valued at \$250,000 or more must receive the prior approval of the State Lands Commission.

It is well known that the City has established the proposed Harbor Center Redevelopment Project as a priority. This project involves the acquisition of a blighted parcel of land immediately adjacent to the Harbor, the removal of the blighted structures, the alleviation of parking problems in the area and the provision of recreation, visitor-serving and support facilities. Approximately 2.5 acres will be utilized for commercial purposes consistent with the needs of a water-oriented environment, 1.0 acre will be utilized for a public recreation purpose, 1.5 acres will be utilized for street reconfiguration and 2.0 acres for public parking.

It is contemplated that this Project will be financed through the issuance of Revenue Bonds which will be secured by a portion of the Tidelands Revenues which are surplus to maintenance and operation needs. There will be surplus Tidelands Revenues not needed for a debt service which will be pledged to other projects such as restrooms, walkways, etc., and in addition there may be sufficient bond proceeds to pay for the redevelopment project and some of the identified other projects.

As these funds become available and as property budgetary policies are established, the City will undertake the construction of the following improvements:

1. Public restrooms on Mole A, the Pier and in the vicinity of the small boat launch.
2. A multi-purpose public facility on Mole B.
3. The extension of the Monstad Pier which will join the Monstad, Horseshoe and Municipal Piers.
4. Public walkway improvements such as signing, lighting and benches.
5. Fish cleaning facilities on Mole A and the extension of the Monstad Pier.
6. A boat sewage pump-out station in the Harbor.
7. Additional public parking.

In this era of raging inflation it is impossible to establish an order in which these improvements will be built. But the City pledges to utilize every resource at its disposal, including grants and loans from other public agencies, to make these projects a reality.

D. Land Use

The following policies set forth land use guidelines for the future development in the City's Coastal Zone.

1. The size and detailed design of any public facility developed on Mole B, a vacant 71,256 square foot parcel located between Boat Basin I and II in King Harbor, would depend on the ability of the City or the private sector, or a combination thereof, to finance the facility. Adequate parking would be provided in any development.

2. The vacant 40,000 square foot parcel located on Mole C will be utilized for one or more of the following commercial recreation uses; motel/hotel, restaurant and/or specialty commercial. Any such development would also include a facility for the use of the general public such as a viewing structure or plaza.

3. The Harbor area and adjacent harbor lands are proposed to be developed into an integrated visitor-serving facility, the Harbor Complex, providing a wide range and diversity of activities. The major land uses would include a hotel consisting of 300 to 400 rooms, office/retail area with 40,000 to 60,000 square feet apiece and a public use area.

4. Vacant or underutilized land in the commercial recreation land use district not discussed specifically in the above policies will be developed with visitor-serving commercial recreation uses.

5. New developments within the commercial recreation land use district will be subject to approval by the City based on compatibility with surrounding land uses.

6. The City will consolidate the existing R-6, R-5 and R-3 land use districts into a single medium density multiple land use district with a density range of 19 to 23 dwelling units per net acre and a maximum building height of 38 feet thereby significantly reducing existing densities and building heights.

7. Alternative A, Figure 16, would widen Catalina Avenue at its intersection with Beryl Street. Beryl Street between Catalina Avenue and Harbor Drive would also be widened to improve traffic flow. Broadway would remain as a local residential street. Alternative B, Figure 17 would propose that the existing street pattern be retained.

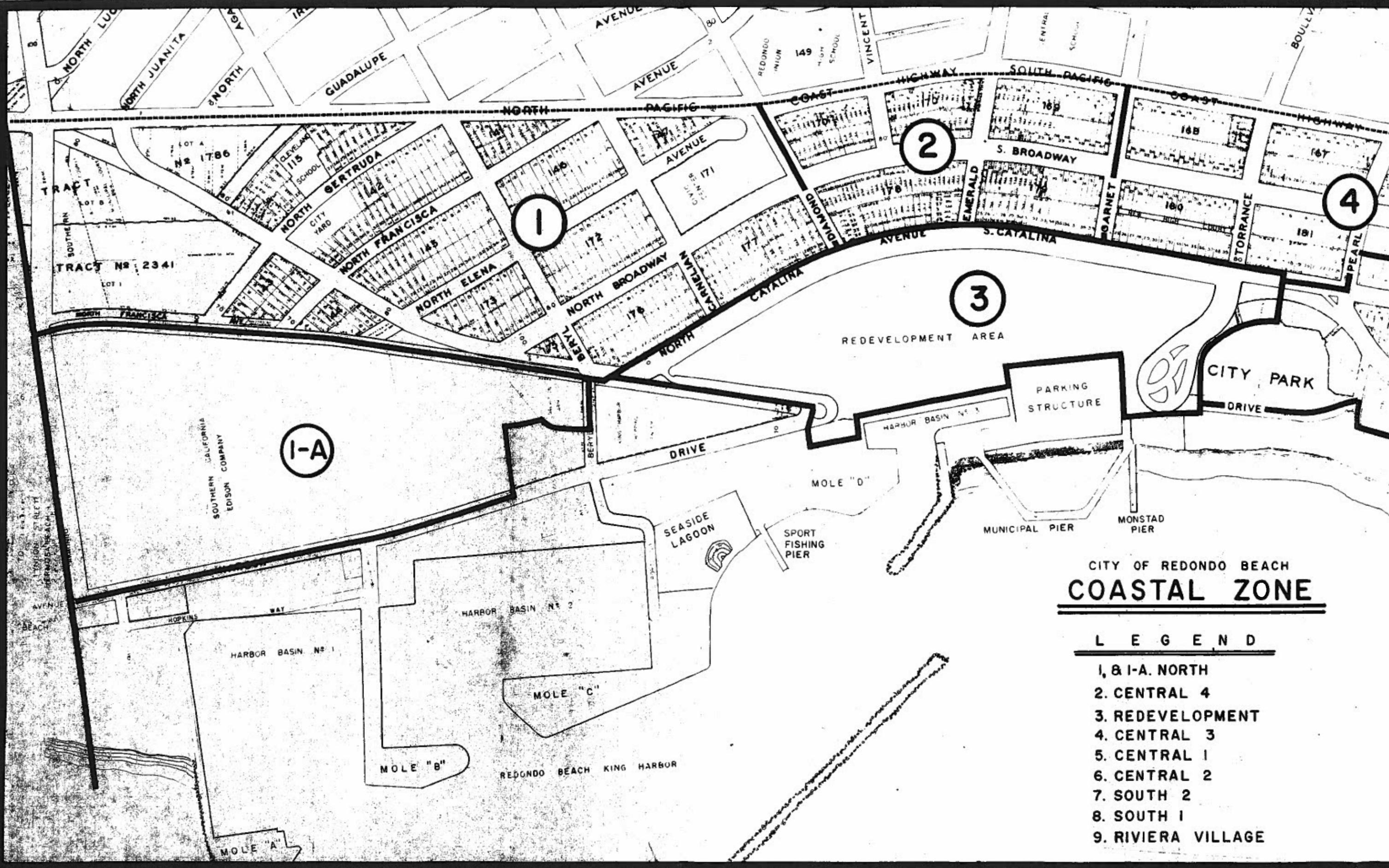
8. The southern portion of Harbor Drive, from Beryl Street south to Pacific Avenue is proposed to be closed in order to create a large, contiguous public accessway for pedestrians, bikers, and joggers with the Harbor Pier area.

9. New development projects within the Harbor-Pier area will be required to provide appropriate amenities such as pedestrian walkways, landscaped rest and viewing areas including benches, etc.

10. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.

EXHIBITS

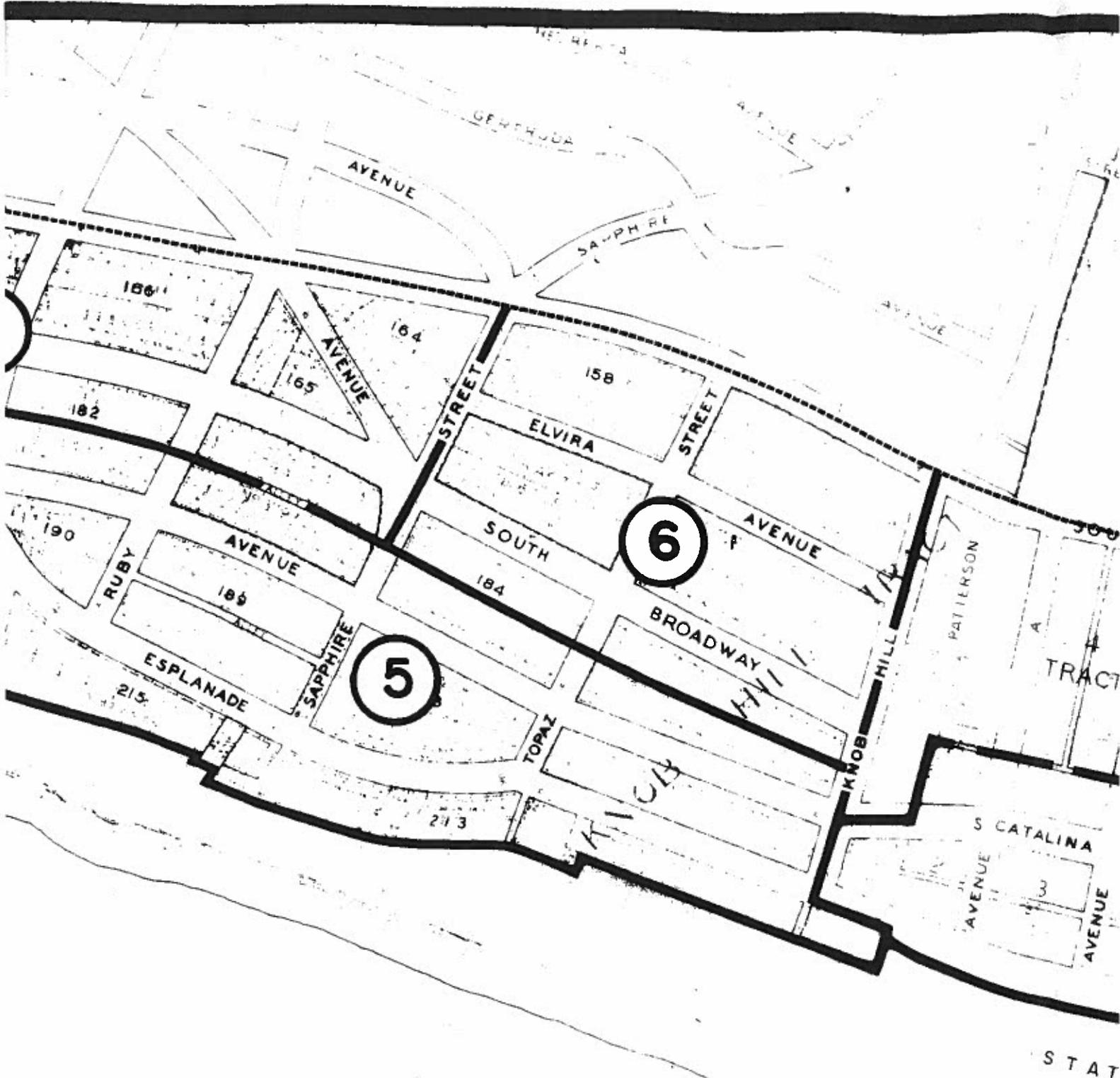
Coastal Program 



CITY OF REDONDO BEACH
COASTAL ZONE

L E G E N D

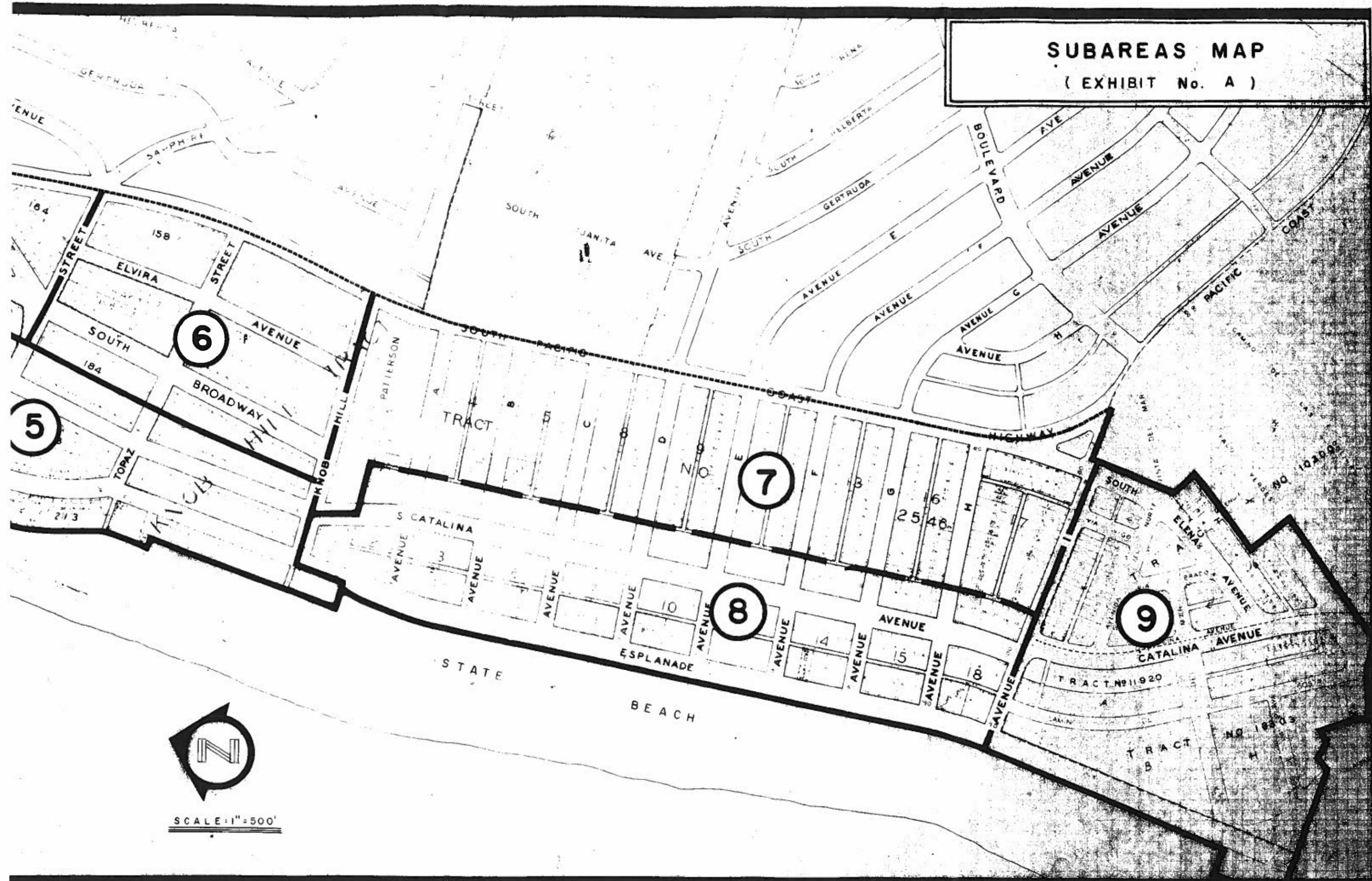
- 1, & I-A. NORTH
- 2. CENTRAL 4
- 3. REDEVELOPMENT
- 4. CENTRAL 3
- 5. CENTRAL 1
- 6. CENTRAL 2
- 7. SOUTH 2
- 8. SOUTH 1
- 9. RIVIERA VILLAGE



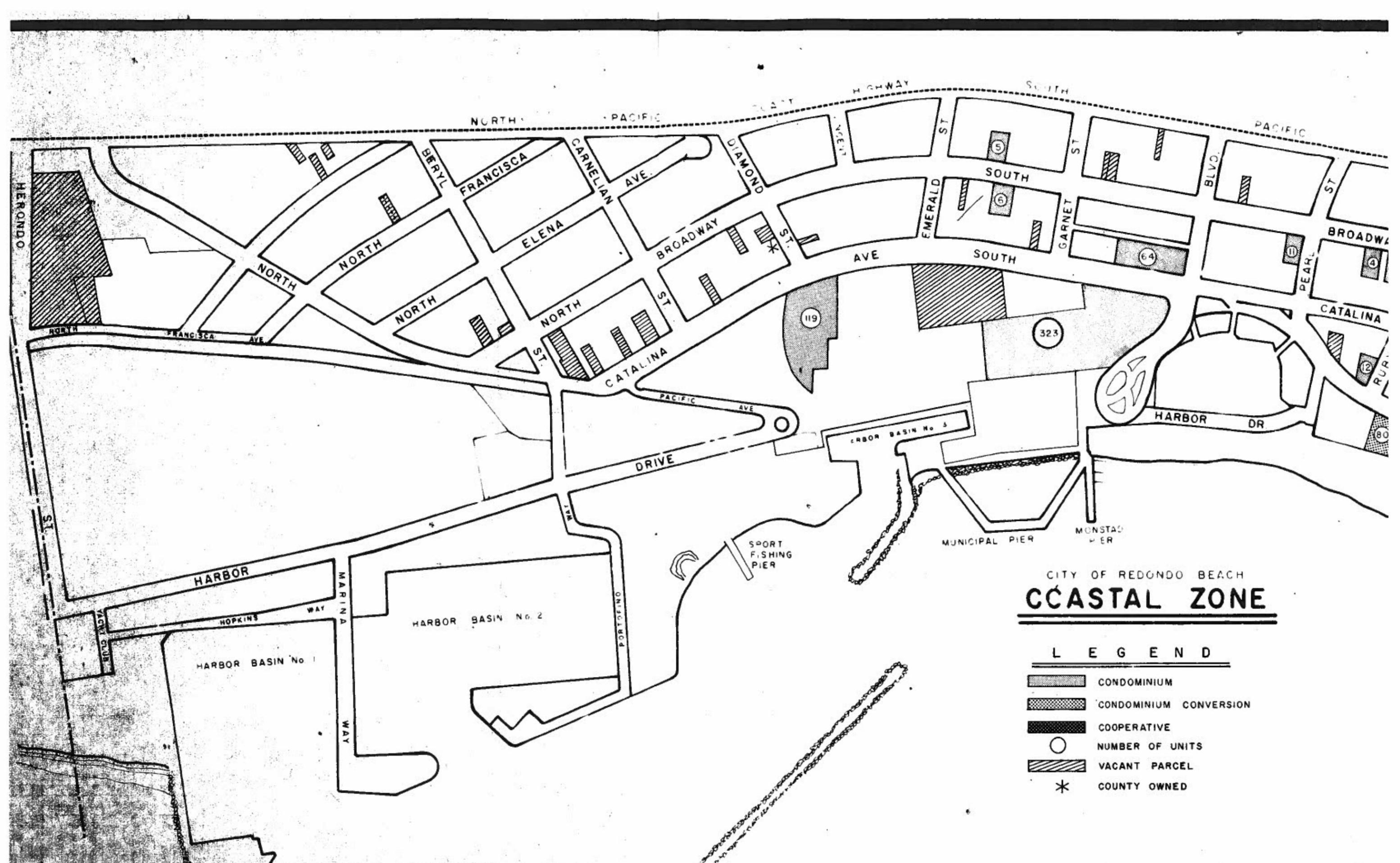
SCALE: 1" = 500'

SUBAREAS MAP

(EXHIBIT No. A)

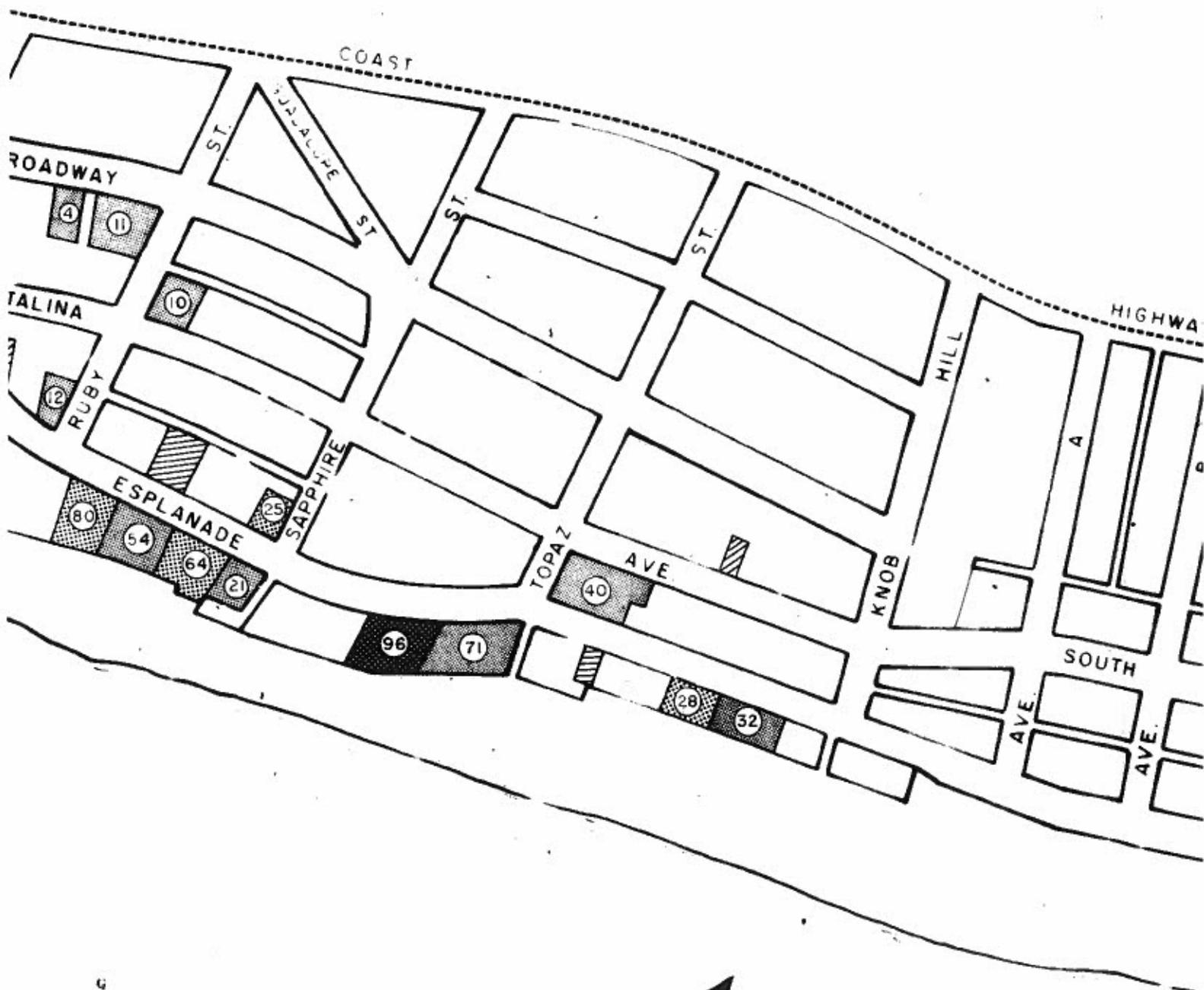


SCALE: 1" = 500'



CITY OF REDONDO BEACH
COASTAL ZONE

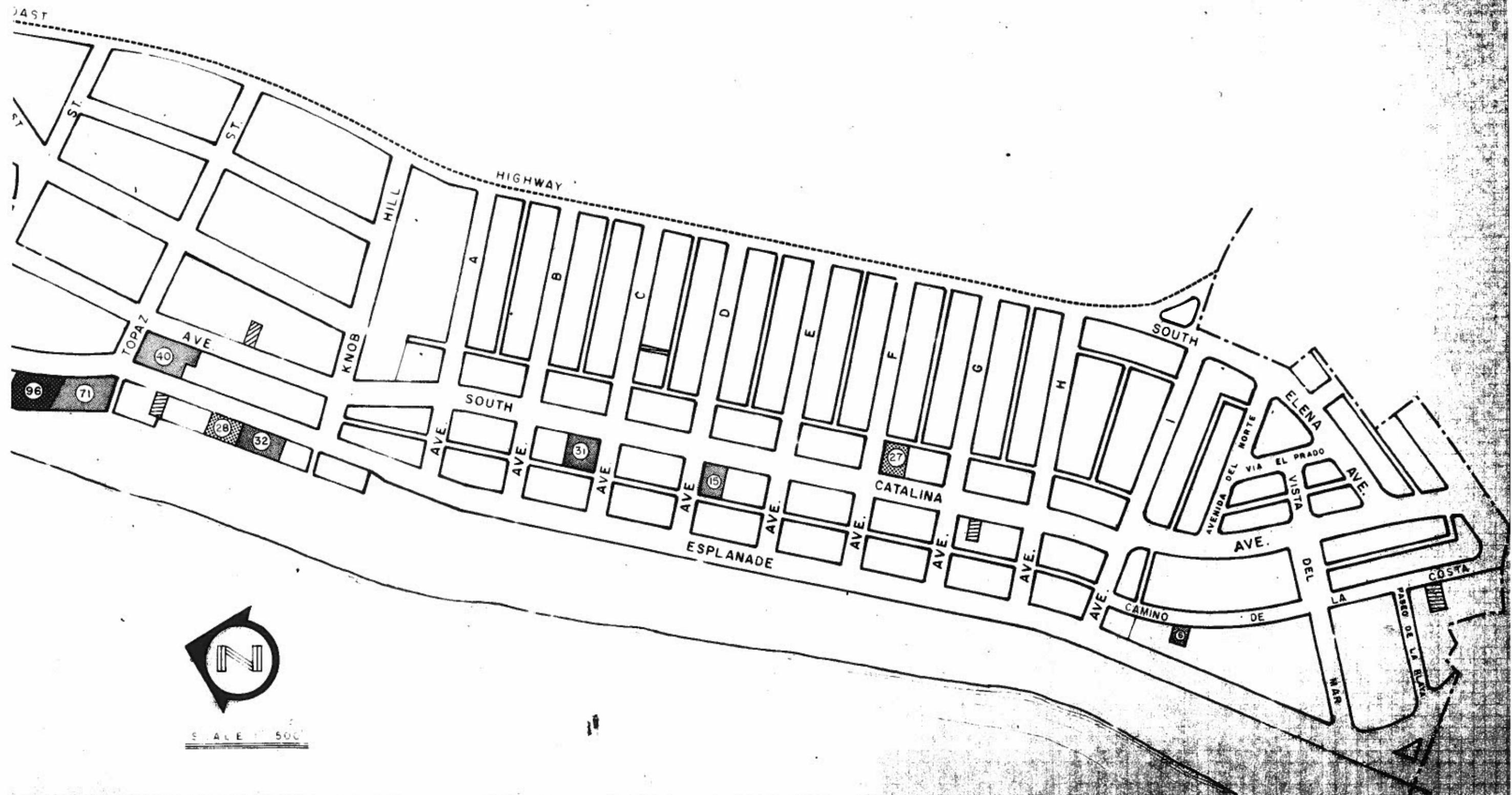
- LEGEND**
-  CONDOMINIUM
 -  CONDOMINIUM CONVERSION
 -  COOPERATIVE
 -  NUMBER OF UNITS
 -  VACANT PARCEL
 -  COUNTY OWNED



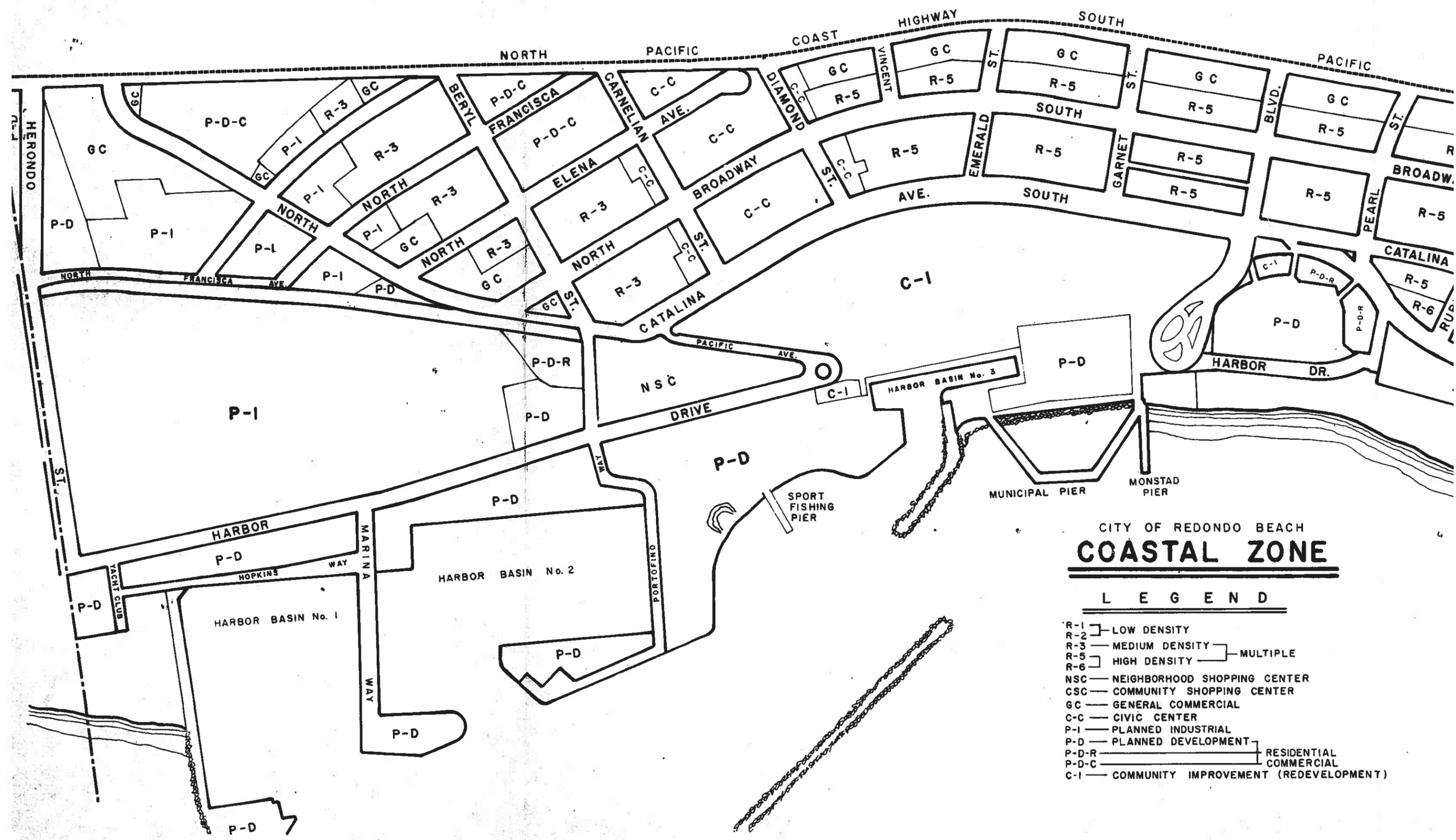
SCALE 500'

CONDOMINIUM & VACANT PARCEL MAP

(EXHIBIT No. B)



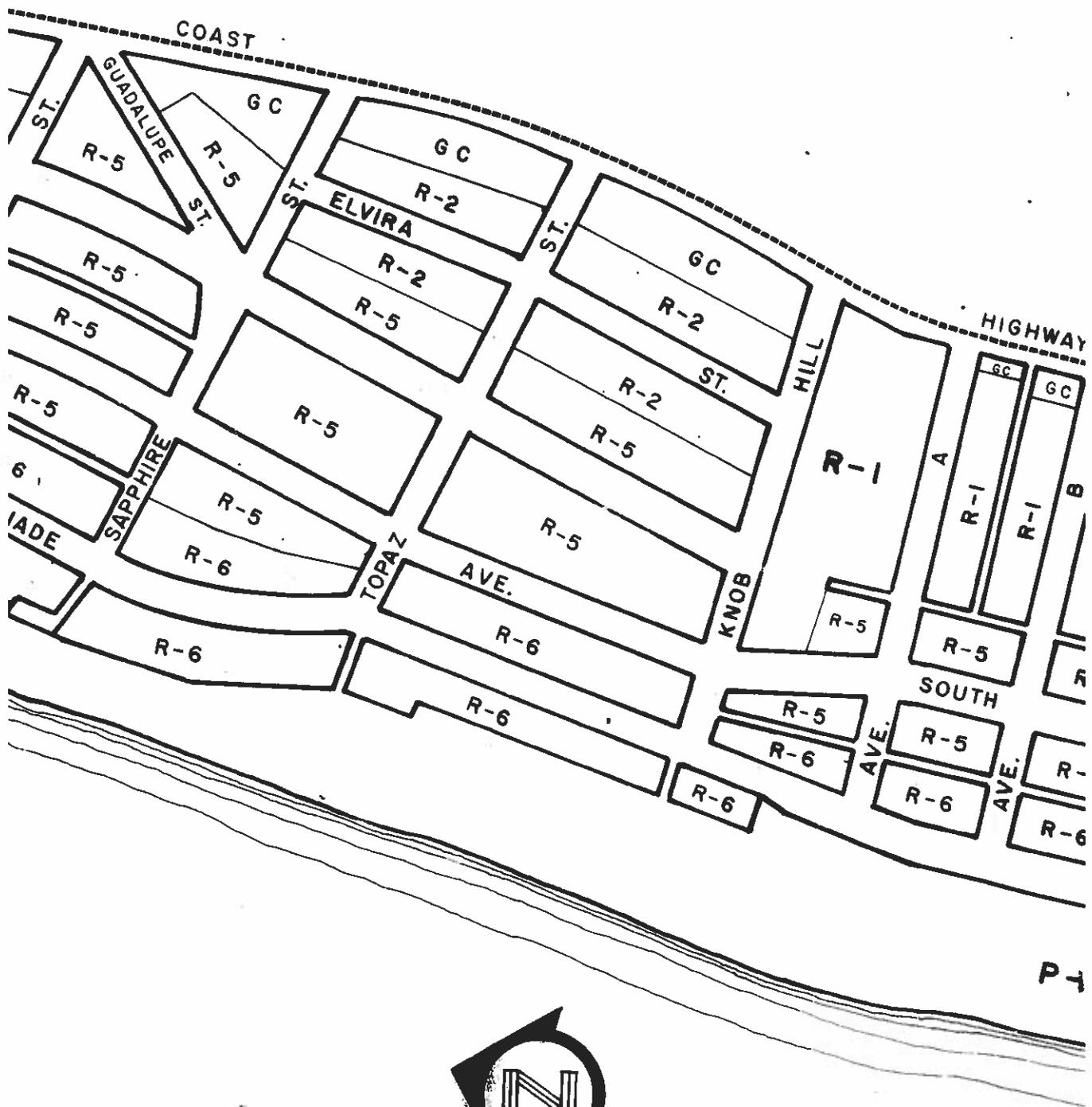
SCALE 500



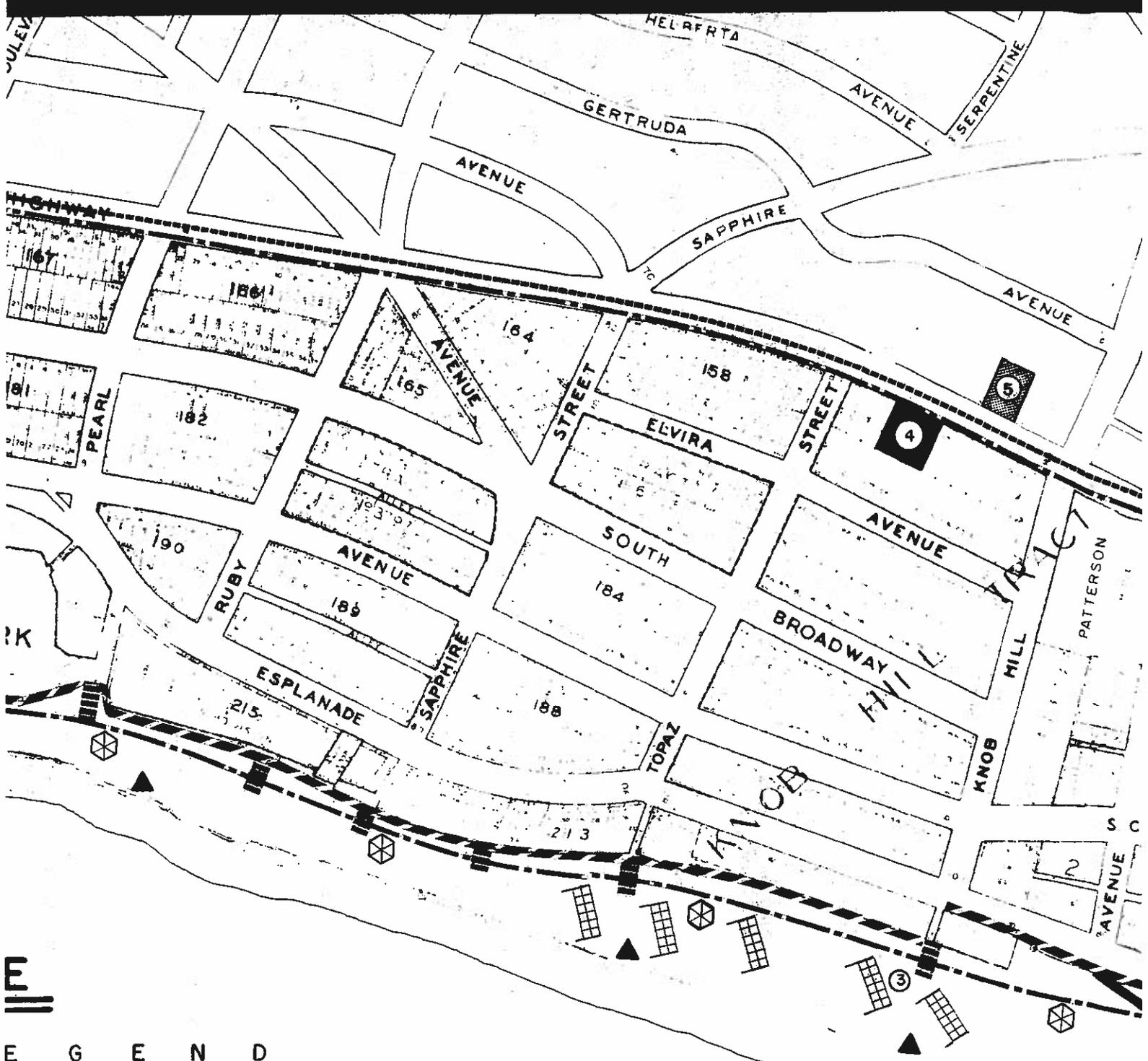
CITY OF REDONDO BEACH
COASTAL ZONE

LEGEND

- R-1 } LOW DENSITY
- R-2 } MEDIUM DENSITY
- R-3 } MEDIUM DENSITY
- R-5 } HIGH DENSITY } MULTIPLE
- R-6 } HIGH DENSITY } MULTIPLE
- NSC — NEIGHBORHOOD SHOPPING CENTER
- CSC — COMMUNITY SHOPPING CENTER
- GC — GENERAL COMMERCIAL
- C-C — CIVIC CENTER
- P-I — PLANNED INDUSTRIAL
- P-D — PLANNED DEVELOPMENT
- P-D-R } RESIDENTIAL
- P-D-C } COMMERCIAL
- C-I — COMMUNITY IMPROVEMENT (REDEVELOPMENT)



SCALE: 1" = 500'



E G E N D

- JOINT OF CITY BOUNDARY
- VAGABOND MOTOR MOTEL

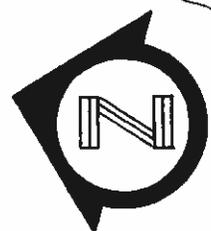
- ACCESS**
- STAIRWAY
 - RAMP
 - WALKWAY

FACILITIES

- VOLLEY BALL COURT
- LIFEGUARD STATION
- COMFORT STATION

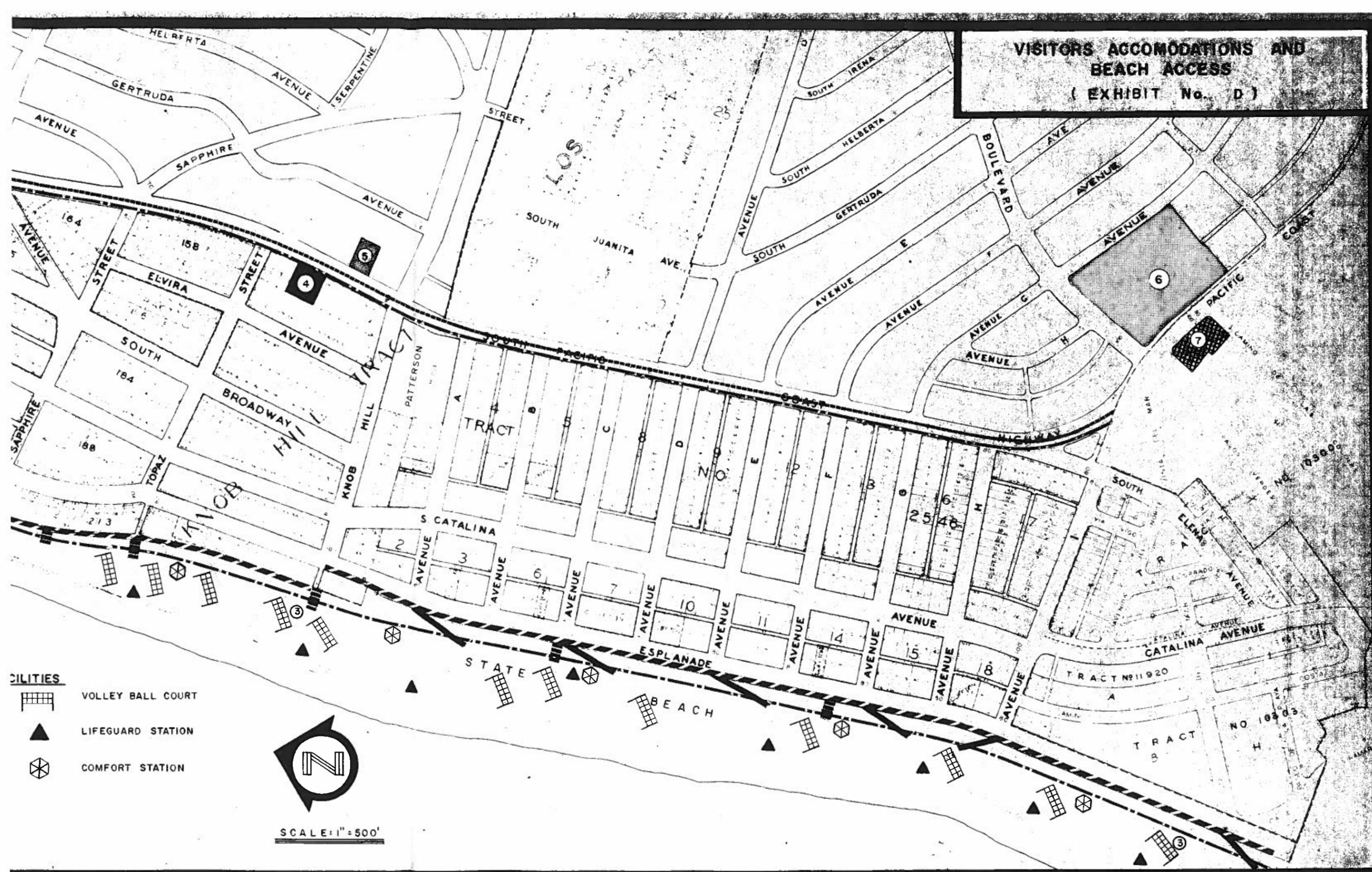
PATH

-



SCALE: 1" = 500'

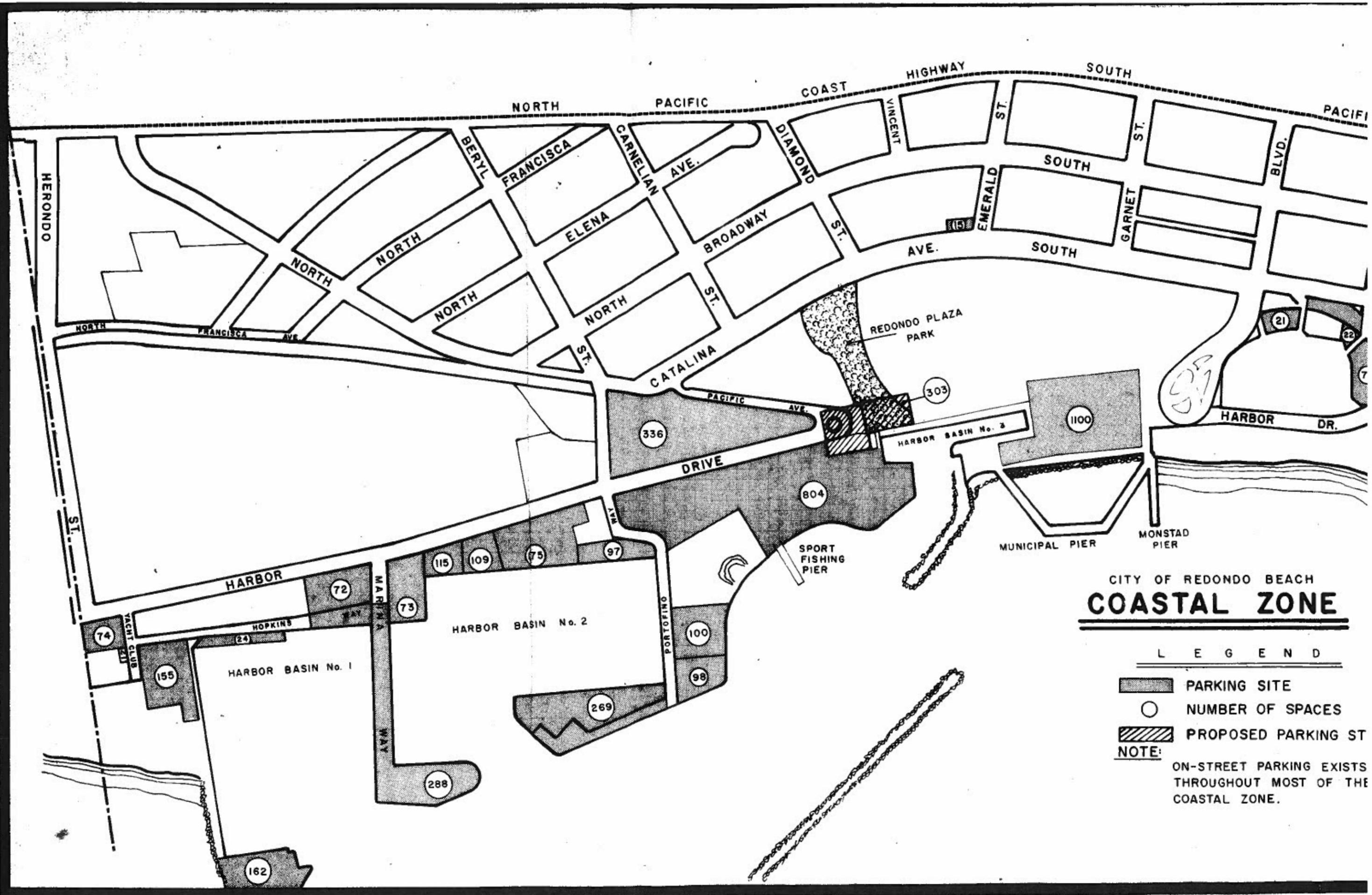
**VISITORS ACCOMODATIONS AND
BEACH ACCESS
(EXHIBIT No. D)**



- ILITIES**
-  VOLLEY BALL COURT
 -  LIFEGUARD STATION
 -  COMFORT STATION

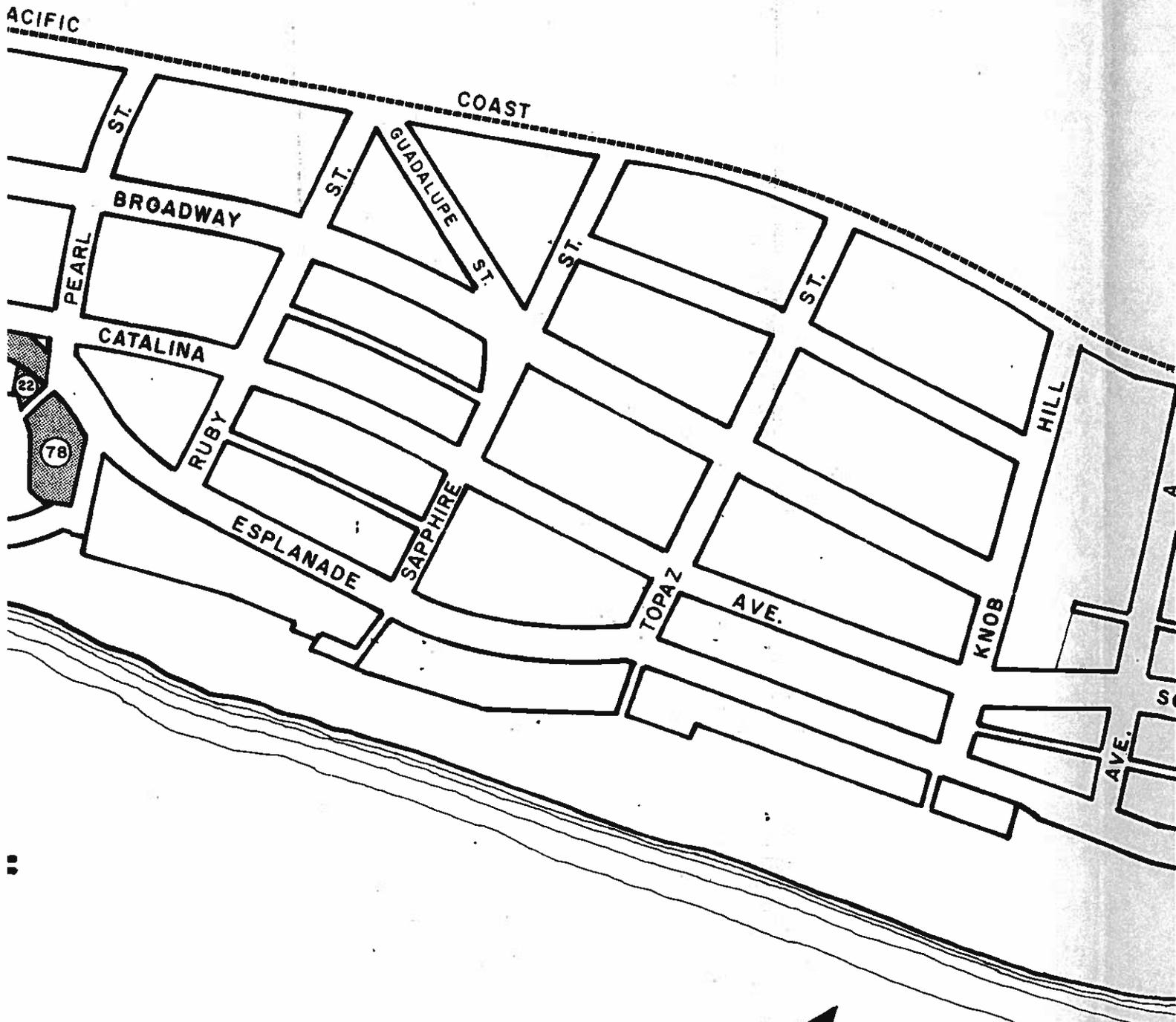


SCALE: 1" = 500'



CITY OF REDONDO BEACH
COASTAL ZONE

- LEGEND**
- PARKING SITE
 - NUMBER OF SPACES
 - PROPOSED PARKING SITE
- NOTE:**
 ON-STREET PARKING EXISTS THROUGHOUT MOST OF THE COASTAL ZONE.



STRUCTURE

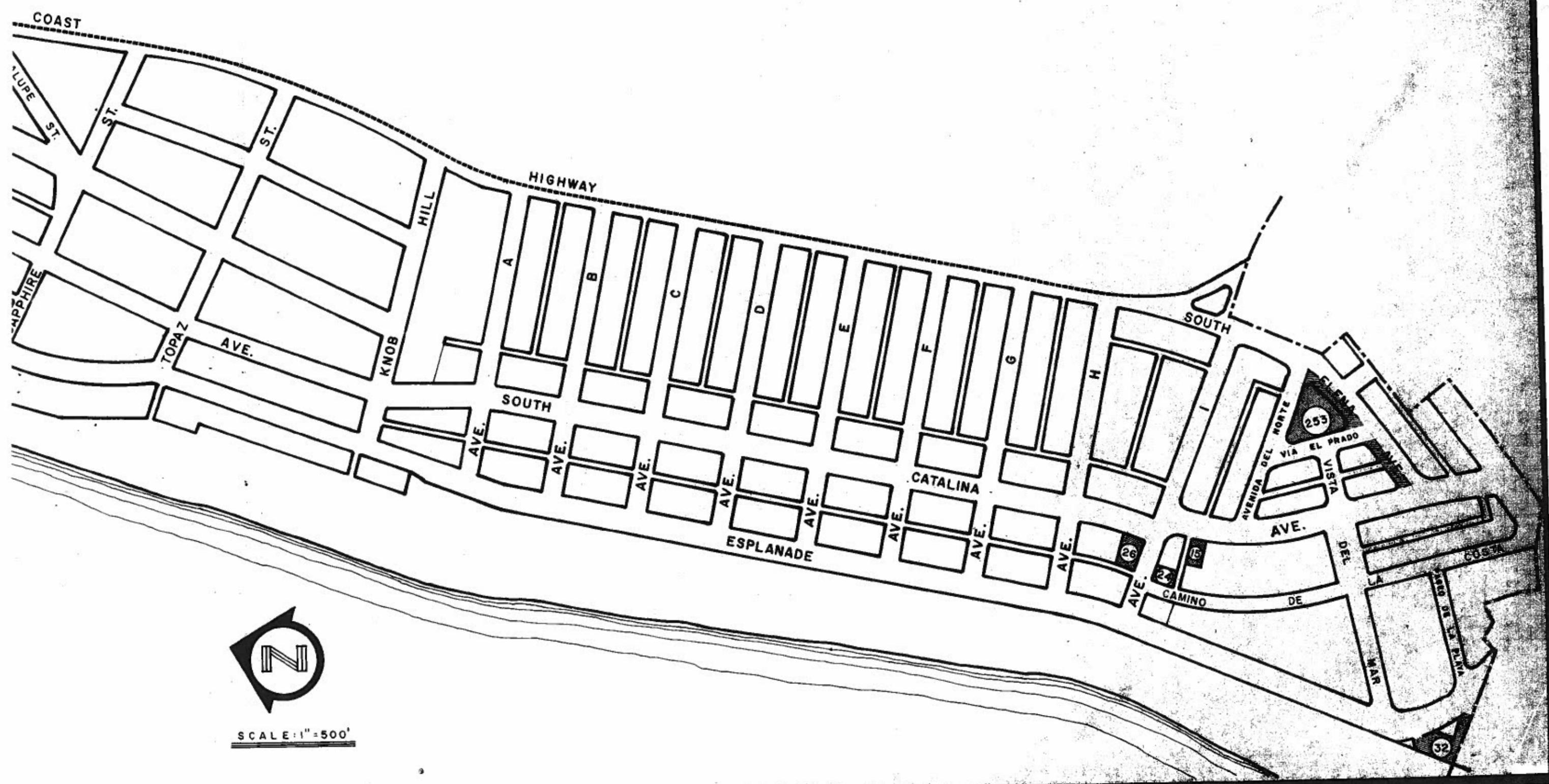
3TS
THE

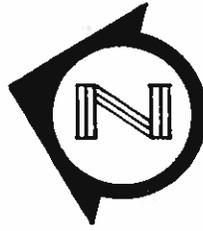
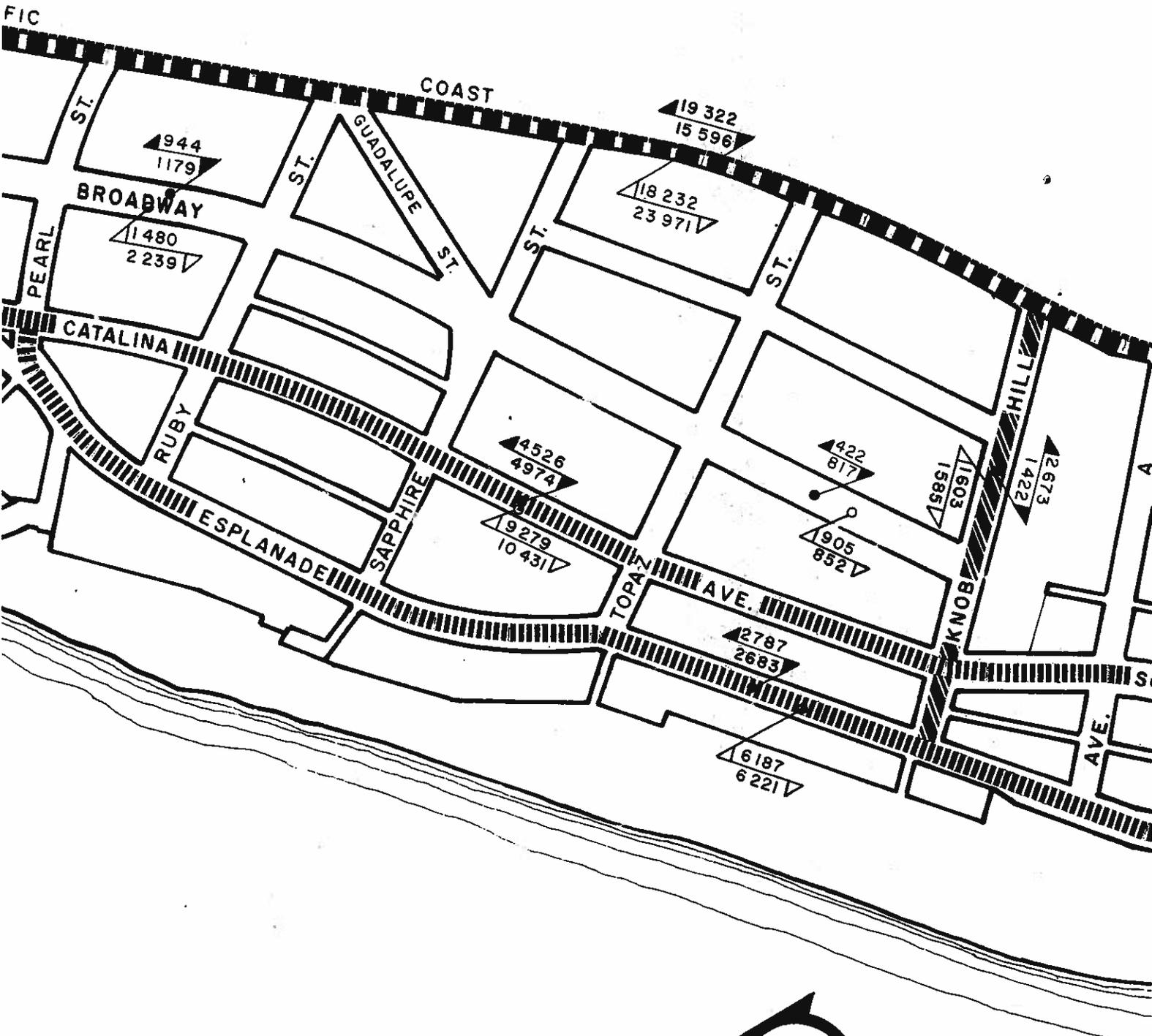


SCALE: 1" = 500'

PARKING FACILITIES

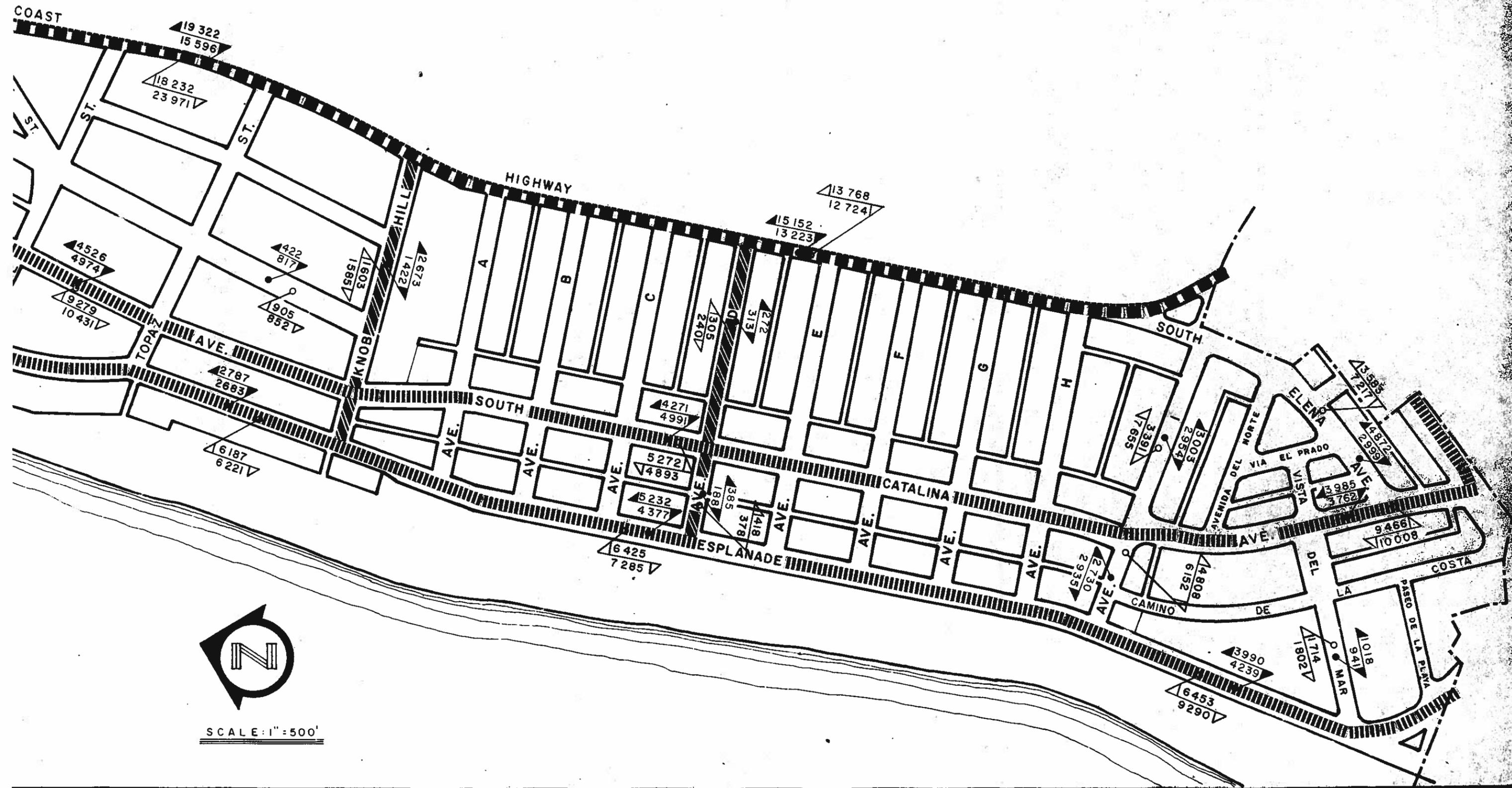
(EXHIBIT No. E)



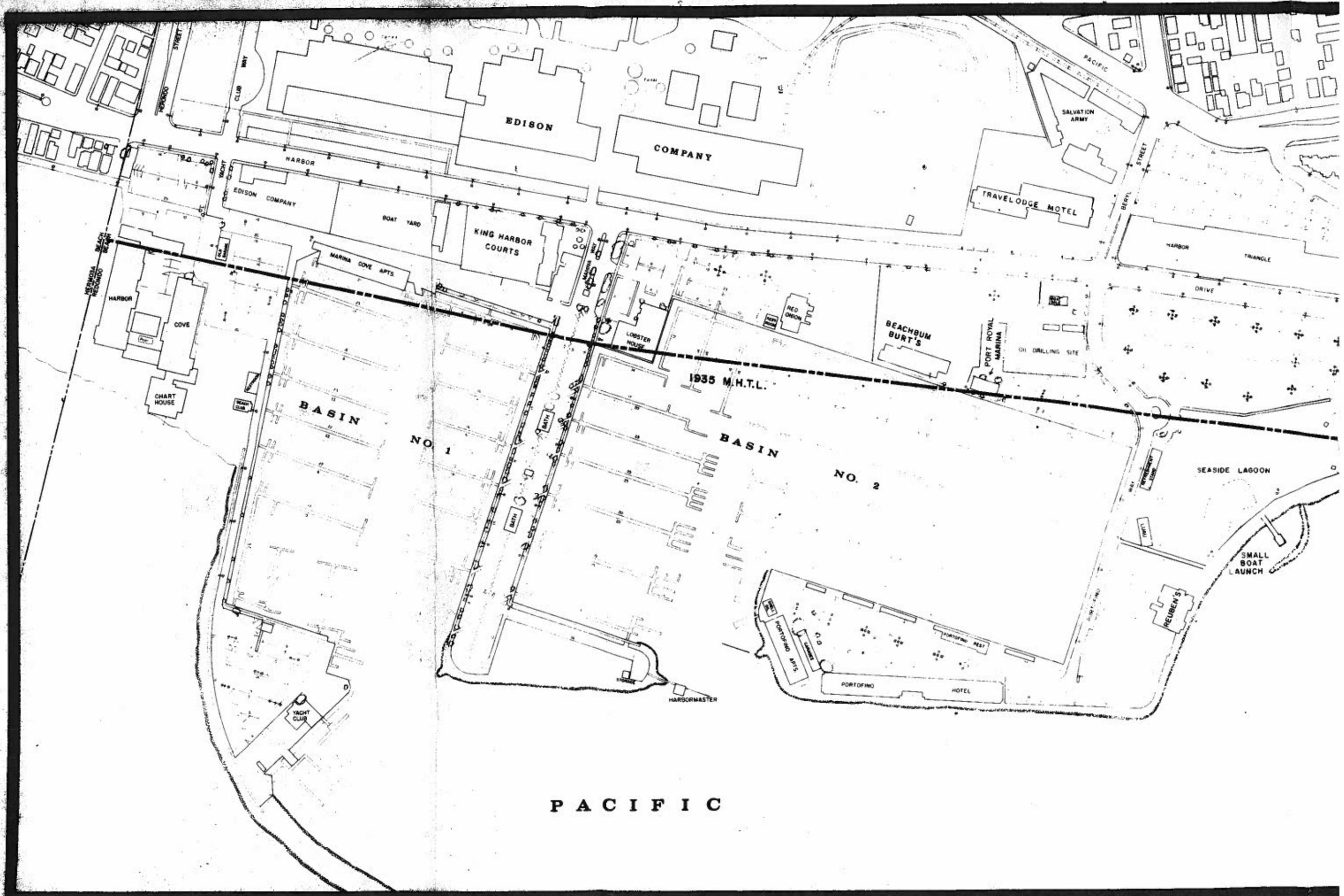


SCALE: 1" = 500'

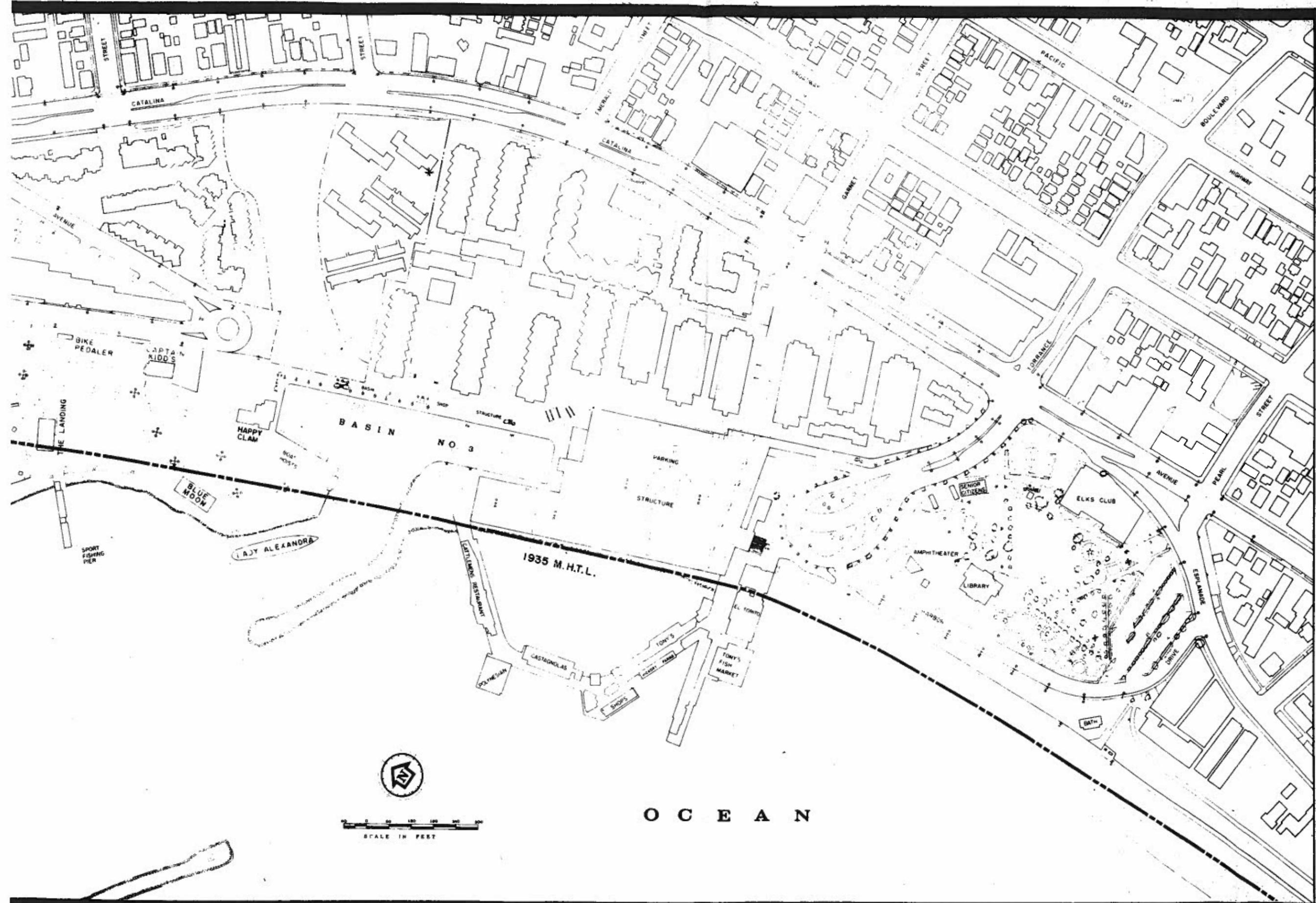
**TRAFFIC VOLUMES
&
SELECT SYSTEM MAP**
(EXHIBIT, No. F)



SCALE: 1" = 500'



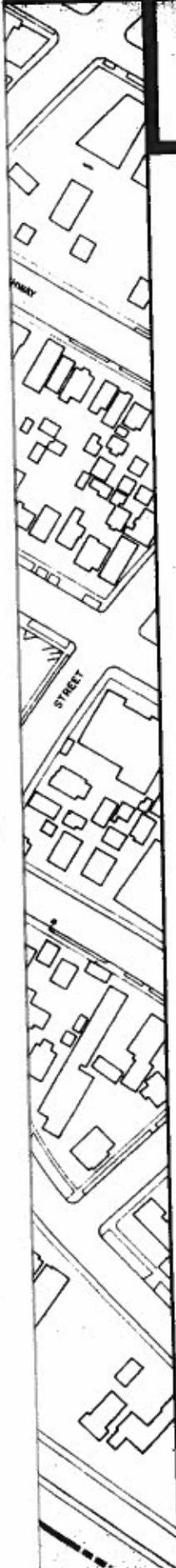
PACIFIC

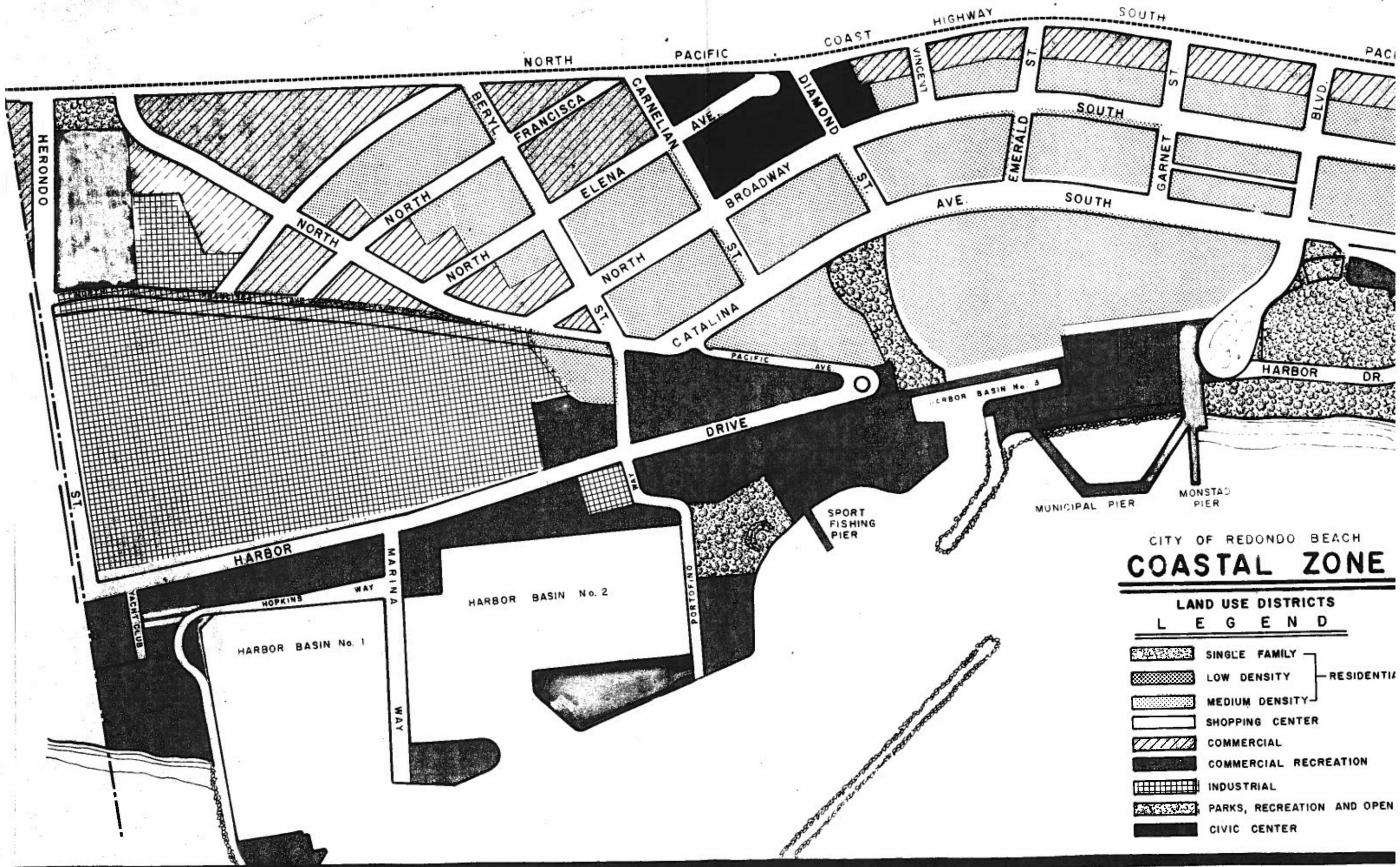


O C E A N

HARBOR-PIER AREA

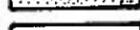
(EXHIBIT No. 6)

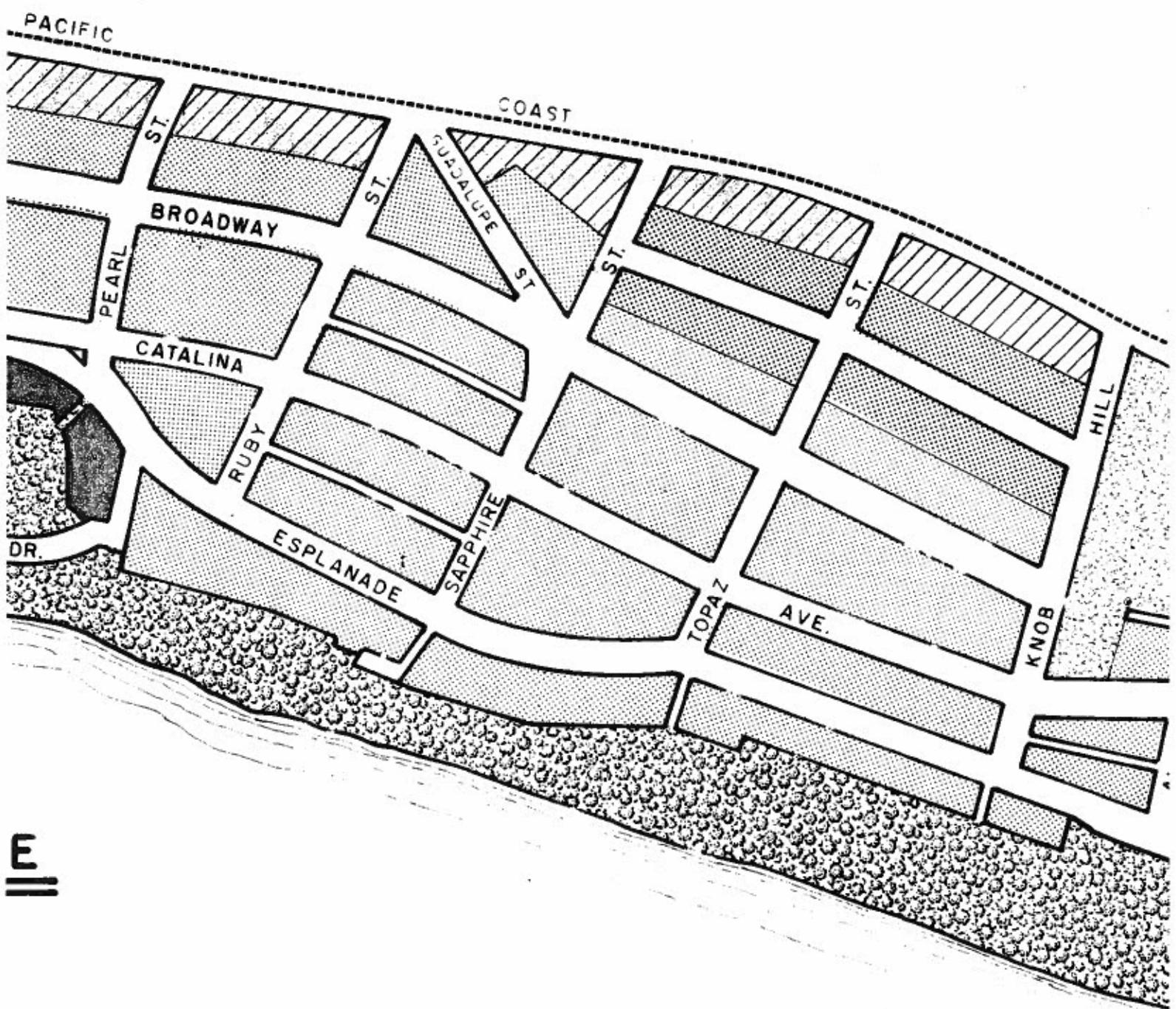




CITY OF REDONDO BEACH
COASTAL ZONE

**LAND USE DISTRICTS
 LEGEND**

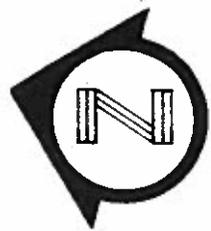
-  SINGLE FAMILY
 -  LOW DENSITY
 -  MEDIUM DENSITY
 -  SHOPPING CENTER
 -  COMMERCIAL
 -  COMMERCIAL RECREATION
 -  INDUSTRIAL
 -  PARKS, RECREATION AND OPEN
 -  CIVIC CENTER
- } RESIDENTIAL



|||

ENTIAL

PEN SPACE



SCALE 1"=500'

**California Coastal Commission
Major Amendment Request No. 2-08 to the
City of Redondo Beach
Certified Local Coastal Program**

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Th11a

7.09.09
COMMISSION ACTION ON 7.9.09
 Approved as Recommended
 Denied as Recommended
 Approved with changes, 2009
 Denied
Other



TO: Commissioners and Interested Persons

FROM: Jack Ainsworth, Deputy Director
Teresa Henry, District Manager, South Coast District
Gary Timm, Coastal Program Manager
Gabriel Buhr, Coastal Program Analyst III

SUBJECT: Major Amendment Request No. 2-08 to the City of Redondo Beach Certified Local Coastal Program (For Public Hearing and Commission Action at the July 8 -10, 2009 meeting in San Luis Obispo).

SUMMARY OF LCP AMENDMENT REQUEST NO. 2-07

The City of Redondo Beach proposes to amend its certified Land Use Plan and Implementation Plan to certify the remaining uncertified segment (Area 2) of the Redondo Beach Coastal Zone. Area 2 consists of the power generating plant area located west of Catalina Ave, and the harbor and pier areas of the City (Exhibits 1 and 2). The City also requests the elimination of the current geographic segmentation of the Coastal Zone in conjunction with these amendments.

The Redondo Beach LUP was certified in 1981. In 2001 the Commission approved an amendment that incorporated the land use and development standards of an updated General Plan into the LUP. In 2002, when the City submitted its implementation ordinance, it included an amendment to the LUP that applied to the harbor and pier area and to several nearby large parcels located directly inland and to the north of the harbor. Most of the coastal recreation resources in the City are located in the Harbor-Pier area, including a beach, the harbor and the piers. When the Land Use Plan amendment proved to be locally controversial, the City requested segmentation of the City for LCP purposes, separating the Harbor-Pier and related areas from areas of the City where development standards were not proposed to change. The City then withdrew the proposed LUP amendment. The Commission approved the segmentation of the City into two areas, and found that development standards in Area One, the inland portion of the Coastal Zone, could be analyzed for cumulative effects on public access and visual resources separately from development standards applying to Area Two. The Commission found that development in Area One, which is already developed with commercial and residential uses, would not affect the intensity of development or circulation patterns or public access to the shoreline in Area Two. The Commission approved the implementation ordinance for Area One, and the City's complete LCP was effectively certified for that area as of September 2003.

The City has submitted to the Commission an amendment request that would certify the uncertified area of the City's Coastal Zone presently referred to as Area 2. Additionally, the City requests to eliminate the previously created geographic segmentation of the City's Coastal Zone. Through this amendment request, the City proposes to remove the various, and conflicting development standards that exist for Area 2 between the certified LUP, the uncertified Harbor/Civic Center Specific Plan and the existing zoning regulations. The amendment request includes a development cap of 400,000 square feet of floor area for new development within the entire Harbor/Pier area, divides the Commercial Recreation designation on the Land Use Maps into 5

Sub-Areas, changes the zoning designations for the Harbor/Pier area from Waterfront to Coastal Commercial 1 – Coastal Commercial 5 with specific development standards for each of the new zones, and addresses specific requirements for limited use overnight visitor accommodations.

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission, after public hearing:

Deny the amendment request to the Land Use Plan **as submitted**.

Approve the amendment request to the Land Use Plan **if modified as recommended**.

Deny the amendment request to the Implementation Plan **as submitted**.

Approve the amendment request to the Implementation Plan **if modified as recommended**.

The proposed amendment to the Land Use Plan, if modified as recommended, is in conformance with the policies of Chapter 3 of the Coastal Act. The proposed amendment to the Implementation Program, if modified as recommended, is in conformance with and adequate to carry out the provisions of the certified Local Coastal Program. **The motions to accomplish this begin on page 5.**

STANDARD OF REVIEW

Standard of Review for the Land Use Plan Amendment

The standard of review for the proposed LUP amendment, pursuant to Sections 30512 and 30512.2 of the Coastal Act, is that the proposed amendment conforms to the policies of Chapter 3 (commencing with Section 30200).

Standard of Review for the Implementation Program Amendment

The standard of review for the proposed LIP amendment, pursuant to Section 30513 of the Coastal Act, is that the proposed implementation program conforms to and adequately carries out the provisions of the certified Land Use Plan.

SUMMARY OF PUBLIC PARTICIPATION

Section 30503 of the Coastal Act requires public input in Local Coastal Program development. It states:

During the preparation, approval, certification, and amendment of any local coastal program, the public, as well as all affected governmental agencies, including special districts, shall be provided maximum opportunities to participate. Prior to submission of a local coastal program for approval, local governments shall hold a public hearing or hearings on that portion of the program which has not been subjected to public hearings within four years of such submission.

The proposed Local Coastal Program amendments were submitted for Commission action pursuant to Resolution Nos. CC-0805-38, CC-0805-46, CC-0805-47 and CC-0805-48, and are contained in Ordinance Nos. 3013-08 and 3014-08 for the harbor and pier areas. Additionally LCP amendments for the power plant area were submitted to the Commission action pursuant to Resolution Nos. CC-0505-78, CC-0508-83, CC-0508-84 and CC-0508-85, and are contained in Ordinance Nos. 2971-05 and 2972-05.

The Redondo Beach City Council held public hearings for the LCP amendment related to the power plant portion of this submittal on July 19, 2005. The public hearing was advertised in local newspapers, which include the Easy Reader-Redondo Beach Hometown News and the Beach Reporter and notice was sent to property owners and interested parties. All staff reports were made available for public review in the Redondo Beach Planning Department. Testimony from the public was also presented at the Planning Commission and City Council hearings. Suggestions on modifications were evaluated and included, where appropriate, in the final ordinance amendment.

The Redondo Beach City Council held public hearings for the LCP amendment related to the harbor and pier portions of this submittal on April 8, 2008, April 22, 2008 and May 6, 2008. The public hearings were advertised in local newspapers, which include the Easy Reader-Redondo Beach Hometown News and the Beach Reporter and notice was sent to property owners and interested parties. All staff reports were made available for public review in the Redondo Beach Planning Department. Testimony from the public was also presented at the Planning Commission and City Council hearings. Suggestions on modifications were evaluated and included, where appropriate, in the final ordinance amendment.

The proposed LCP amendments were submitted to the South Coast District office on May 19, 2008. The amendment request was deemed incomplete due to lack of specificity in the originally submitted notification address list. On June 13, 2008 a refined address list was submitted by the City and the application was deemed complete and in proper order for filing pursuant to Section 30510(b) of the Coastal Act. The Commission extended the time limit for Commission Action for one year pursuant to PRC Section 30517 on August 7, 2008. Therefore, the Commission must take final action on the LCP amendment submittal by September 11, 2009.

LIST OF EXHIBITS

1. Location Map
2. Area 2 Map
3. Land Use Plan Amendment Maps
4. Implementation Plan Amendment Maps
5. Mole B Map
6. State Tidelands Map for Area 2
7. Submittal Letter from the City
8. Resolution No. CC-0805-48
9. Resolution No. CC-0805-46
10. Resolution No. CC-0805-47
11. Resolution No. CC-0804-38
12. Ordinance No. 3013-08
13. Ordinance No. 3014-08
14. Resolution No. CC-0508-84
15. Resolution No. CC-0508-83
16. Resolution No. CC-0507-78
17. Resolution No. CC-0508-85
18. Ordinance No. 2971-05
19. Ordinance No. 2972-05
20. City of Redondo Beach Municipal Code Section 10-2.2002
21. Letters from the Public

SUBSTANTIVE FILE DOCUMENTS

City of Redondo Beach certified LCP; Heart of the City Specific Plan EIR; Harbor/Civic Center Specific Plan; Coastal Commission Condominium-Hotel Workshop 2006; City of Oceanside LCPA 1-07; City of Huntington Beach LCPA 2-06; City of Newport Beach LCPA 1-07 and LCPA 1-06A; City of Dana Point LCPA 4-06; City of Crescent City LCPA 1-09; Coastal Development Permits 5-09-040, A-6-IMB-07-131, A-6-PSD-08-004, A-5-RPV-02-234, 5-04-291, 5-88-062, 5-84-866, 5-81-554, 5-94-172, 5-06-328, 5 A-253-80, A-69-76, 3-07-002, and 3-07-003; Independent Science Board, 2007. Sea Level Rise and Delta Planning, Letter Report from Jeffery Mount to Michael Healey, September 6, 2007; Cayan et al. 2009. Draft paper: Climate Change Scenarios and Sea Level Estimates for the California 2008 Climate Change Scenarios Assessment; Herberger et al. 2009 Draft paper: The Impacts of Sea Level Rise on the California Coast; Office of the Governor of the State of California, 2008. Executive Order S-13-08; Delta Committee of the Kingdom of the Netherlands, 2008. Working Together with Water: A Living Land Builds for its Future, Findings of the Deltacommissie, 2nd Ed. November 2008.

ADDITIONAL INFORMATION

Copies of the staff report are available on the Commission's website at www.coastal.ca.gov and at the South Coast District office located in the ARCO Center Towers, 200 Oceangate, Suite 1000, Long Beach, 90802. To obtain copies of the staff report by mail, or for additional information, contact *Gabriel Buhr* in the Long Beach office at (562) 590-5071. The City of Redondo Beach contact is Aaron Jones, Acting Planning Director, who can be reached at (310)-318-0637.

I. STAFF RECOMMENDATION

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings.

LAND USE PLAN AMENDMENT

A. Denial as Submitted

MOTION: *"I move that the Commission **CERTIFY** Land Use Plan Amendment RDB-MAJ-2-08 as submitted by the City of Redondo Beach."*

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY CERTIFICATION OF THE LAND USE PLAN AS SUBMITTED:

The Commission hereby denies certification of Land Use Plan Amendment RDB-MAJ-2-08 as submitted by the City of Redondo Beach and adopts the findings set forth below on the grounds that the amendment does not conform with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment would not comply with the California Environmental Quality Act because there are feasible alternatives or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

B. Certification with Suggested Modifications

MOTION: *"I move that the Commission **CERTIFY** Land Use Plan Amendment RDB-MAJ-2-08 for the City of Redondo Beach if it is modified as suggested in this staff report."*

STAFF RECOMMENDATION TO CERTIFY WITH SUGGESTED MODIFICATIONS:

Staff recommends a **YES** vote. Passage of the motion will result in the certification of the land use plan amendment with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of the majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Land Use Plan Amendment RDB-MAJ-2-08 for the City of Redondo Beach if modified as suggested and adopts the findings set forth below on the grounds that the Land Use Plan amendment with suggested modifications will meet the requirements of and

be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan amendment if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts which the Land Use Plan Amendment may have on the environment.

IMPLEMENTATION PROGRAM AMENDMENT

C. Denial as Submitted

MOTION: *"I move that the Commission **REJECT** Implementation Program Amendment RDB-MAJ-2-08 for the City of Redondo Beach as submitted."*

STAFF RECOMMENDATION OF REJECTION:

Staff recommends a **YES** vote. Passage of this motion will result in rejection of Implementation Program Amendment and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO DENY CERTIFICATION OF THE IMPLEMENTATION PROGRAM AS SUBMITTED:

The Commission hereby denies certification of the Redondo Beach Implementation Program Amendment RDB-MAJ-2-08 as submitted and adopts the findings set forth below on grounds that the Implementation Program as submitted does not conform with and is inadequate to carry out the provisions of the certified Land Use Plan as amended. Certification of the Implementation Program would not meet the requirements of the California Environmental Quality Act as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the Implementation Program Amendment as submitted.

D. Certification with Suggested Modifications

MOTION: *"I move that the Commission **CERTIFY** Implementation Program Amendment RDB-MAJ-2-08 for the City of Redondo Beach if it is modified as suggested in this staff report."*

STAFF RECOMMENDATION:

Staff recommends a **YES** vote. Passage of this motion will result in certification of the Implementation Program Amendment with suggested modifications and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM AMENDMENT WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the Redondo Beach Implementation Program Amendment RDB-MAJ-2-08 if modified as suggested and adopts the findings set forth below on grounds that the Implementation Program Amendment with the suggested modifications conforms with and is adequate to carry out the provisions of the certified Land Use Plan as amended. Certification of the Implementation Program Amendment if modified as suggested complies with the California Environmental Quality Act, because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the Implementation Program on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment.

II. SUGGESTED MODIFICATIONS

Certification of City of Redondo Beach LCP Amendment Request No. 2-08 is subject to the following modifications.

The City's proposed additions are shown as underlined text.

The City's proposed deletions are shown as ~~strike-out text~~.

The Commission's suggested additions are shown in ***bold, italic, underlined text***.

The Commission's suggested deletions are shown in ***bold, italic, underlined, strike-out text***.

Land Use Plan

Suggested Modification No. 1

Land Use Plan, Section VI, Subsection C - Proposed Land Use Classifications:

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General plan, including more specific land use and development standards.

The Coastal Commission certified the implementation section of the City of Redondo Beach LCP in 2003 for Area 1 of the Coastal Zone (including the entire Coastal Zone except for the AES Generating Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor between Beryl Street and North Pacific Coast Highway which comprise Area 2 of the Coastal Zone). Development of the implementation section for Area 2 of the Coastal Zone is expected to be completed by 2006 2008 2009.

Upon effective certification of City of Redondo Beach LCPA No. 2-08, the segmentation of the coastal zone within the City of Redondo Beach into two geographic units shall expire. Thereafter, the entire coastal zone within the City of Redondo Beach shall be treated as one geographic unit.

Suggested Modification No. 2

Land Use Plan, Section VI, Subsection C - Proposed Land Use Classifications:

Commercial Recreation Sub-area 2

Primary Land Uses

- **Local Serving and Visitor-Serving Retail Uses**
- **Restaurants and Other Food and Beverage Uses**
- **Hotels ~~including Limited Use Overnight Visitor Accommodations~~**
- **Limited Use Overnight Visitor Accommodations (except on designated State Tidelands)**
- **Multi-Purpose Private Recreational Uses (except on State Tidelands)**
- **Marina and Marina related Facilities**
- **Entertainment Clubs**
- **Yachting and Boating Clubs**
- **Public Open Space/Recreational Uses**

Additional Land Uses

- **Structured and Surface Parking Facilities**
- **Commercial Office Land Uses (~~offices shall be located above ground floor, except that~~ marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor **and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands**)**

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management of on-site facilities. Limited Use Overnight Visitor Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.

Maximum Building Density

- **The floor area ratio (FAR) of all buildings in sub-area 2 shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for the provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.**

- Cumulative development for Commercial Recreation district sub-areas 1 – 4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.
- ***New development projects shall include view corridors to the water from N. Harbor Drive.***

Suggested Modification No. 3

Land Use Plan, Section VI, Subsection C - Proposed Land Use Classifications:

Primary Land Uses (sub-areas 3a and 3c)

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food Beverage Use
- Hotels ***including Limited Use Overnight Visitor Accommodations***
- ***Limited Use Overnight Visitor Accommodations (except on designated State Tidelands)***
- Marina and Marina-Related Facilities
- Yacht or Boating Clubs
- Public Open Space/Recreational Uses

Additional Land Uses (sub-areas 3a and 3c)

- Entertainment Clubs
- Commercial Office Land Uses (Sub-area 3a, ~~except in Tidelands~~) (~~offices shall be located above ground floor, marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor~~ ***and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands***)
- Parking Facilities

Primary Land uses, sub-area 3b (Mole B)

- ***Minimum of 33% of sub-area 3b (Mole B) shall be maintained as contiguous passive park and public open space***
- Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities
- Public Open Space/Recreational Uses

Additional Land Uses, sub-area 3b (Mole B)

- Other public uses supporting the primary permitted uses

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management of on-site facilities. ***Limited Use Overnight Visitor Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.***

Maximum Building Density

- The floor area ratio (FAR) on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in sub-areas 3a and 3c shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for the provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR *with* bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received. Notwithstanding the above, FAR shall not exceed 0.25 in sub-area 3c.
- The floor area ratio (FAR) shall not exceed 0.25 in sub-area 3b (Mole B)
- Cumulative development for Commercial Recreation district sub-areas 1 – 4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.
- *New development projects shall include view corridors to the water from N. Harbor Drive.*

Suggested Modification No. 4

Land Use Plan, Section VI, Subsection D - Land Use, Policy 1:

1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible. *Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. The construction of a public boat launch ramp associated with future development projects within the Harbor area shall be strongly encouraged.*

Suggested Modification No. 5

Land Use Plan, Section VI, Subsection D - Land Use, Policy 2:

2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:
 - a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;
 - b) Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below).
 - c) Be consistent and harmonious with the scale of existing development, and;
 - d) Provide appropriate public serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas.

e) Remove existing gates and guard houses that currently act as impediments to the public areas located on Mole A and Mole B;

Consistent with the objectives and policies a-d above, no permanent building shall be developed on "Pad 1" of the Pier.

Suggested Modification No. 6

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 13:

13. Hazards

Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.

- a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.
- b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, **based upon and** projections of **the range of** sea level rise **that can be** expected **(at rates ranging from 5 to 15 mm/yr)** within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.
- c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.
- d) All structures located on fill or on alluvial deposits shall provide analysis of the potential for seismic hazards including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California **Geological Survey Department of Mines** and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.
- e) All development located **within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or,** below

elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.

- f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shoreline protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from **foreseeable or unexpected** bluff erosion or wave uprush.

Suggested Modification No. 7

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 15:

- c) Limited Use Overnight Visitor Accommodations within the Commercial Recreation district shall be limited to no more the **25% 40%** of total new guestrooms (units) developed within a leasehold after the effective date of adoption of this Section. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

Suggested Modification No. 8

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 15:

- g) **Lower cost visitor accommodations shall be protected, encouraged, and where feasible provided. In the Coastal Zone Commercial Recreation district when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an assessment of the availability of lower cost visitor accommodations in Redondo Beach shall be completed at the time of discretionary review and an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.**

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities.

These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.

Suggested Modification No. 9

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 16:

- 16. *Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.***

Large commercial and residential developments shall be located and designed to be served by transit and provide non-automobile circulation to serve new development to the greatest extent feasible.

Suggested Modification No. 10

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 17:

17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

- a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.**
- b) Development within and adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.**

Suggested Modification No. 11

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 18:

18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past five (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird treaty Act.

Suggested Modification No. 12

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 19:

19. Marine resources shall be maintained, enhanced and where feasible restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Suggested Modification No. 13

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 20:

20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Suggested Modification No. 14

Land Use Plan, Section VI, Subsection D - Land Use, New Policy 21:

21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effect, and shall be limited to the following:

- a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.**
- b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.**
- c) In open coastal waters, other than wetlands, including stream, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities.**
- d) Incidental public service purpose, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.**
- e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas.**
- f) Restoration purposes.**
- g) Nature study, aquaculture, or similar resource dependent uses.**

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

Implementation Plan

Suggested Modification No. 15

Zoning Ordinance, 10-5.811 Additional land use regulations, CC Coastal Commercial zones, (b)
Hotels:

- (2) Limited Use Overnight Visitor Accommodations shall be limited to no more than 25% 40% of total new guestrooms (units) developed within a master leasehold area or on sites that are not master leasehold areas. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.
- (3) Fractional Ownership Hotel. Fractional ownership hotels may be permitted in the CC-2, CC-3 and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:
- (4) Condominium-Hotel. Condominium-hotels may be permitted in the CC-2, CC-3 and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:
- (5) Timeshares. Timeshares may be permitted in the CC-2, CC-3 and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:
- (8) Lower cost visitor accommodations shall be protected, encouraged, and where feasible provided. In the Coastal Zone Commercial Recreation district when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an assessment of the availability of lower cost visitor accommodations in Redondo Beach shall be completed at the time of discretionary review and an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the

coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

When referring to any overnight visitor accommodations, lower cost facilities shall be defined as any facility with room rates that are below 75% of the Statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% above the Statewide average room rate. Statewide average room rates can be calculated by the Smith Travel Research website (www.visitcalifornia.com) or other analogous method used to arrive at an average Statewide room rate value.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, unless all those units are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.

Prior to issuance of the coastal development permit, and upon execution of an appropriate agreement between the City and the designated recipient that assures use of the in-lieu fee to assist in the creation of lower cost overnight visitor accommodations within the nearby coastal region for the intended mitigation, the applicant shall transfer the fee to the entity designated by the agreement.

Suggested Modification No. 16

Zoning Ordinance, 10-5.1900 Landscaping regulations:

(h) Tree Trimming within the Harbor/Pier Area. The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the past five (5) years, as determined by a qualified biologist or ornithologist, shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird treaty Act.

(1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a

qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1 through December 31.

(2) Trees or branches with a nest of a wading bird (heron or egret), a state or federal listed species, or a California bird species of special concern that has been active anytime in the last five years shall not be removed or disturbed unless a health and safety danger exists.

(3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.

(a) A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations, tree size (no less than 36" box size), planting specifications, and a five-year monitoring program with specific performance standards.

(b) An annual monitoring report for tree replacement shall be submitted for the review and approval of the Harbor Director and maintained on file as public information.

(4) Tree trimming or removal during the non-breeding and non-nesting season (October 1 through December 31) shall follow the following procedures.

(a) Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Harbor Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior 5 years and no courtship or nesting behavior is observed.

(b) In the event that a wading bird (heron or egret) species, a state or federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1 through December 31), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).

(c) Trimming of nesting trees shall not encroach within 10 feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.

(d) Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week

before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

- (5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Harbor Department and the City of Redondo Beach, and shall use the following procedures:

(a) A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Harbor Director and maintained on file as public information. The plan shall incorporate the following:

(i) A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).

(ii) Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

(iii) Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.

(b) Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.

III. FINDINGS

The following findings support the Commission's denial of the proposed LCP Amendment as submitted and approval if modified as recommended by staff. The Commission hereby finds and declares as follows:

A. Amendment Description

Area 2 Location

The Area 2 segment of the Redondo Beach Coastal Zone is comprised of the pier, harbor and power plant portions of the City. Area 2 is located entirely in the northwestern portion of the City of Redondo Beach (Exhibit 1 and 2). Area 2 is bordered by the Pacific Ocean to the west, the City of Hermosa Beach to the north, and a variety of commercial and residential uses located to the east and south that exist within the certified portion of the Redondo Beach Coastal Zone (Area 1). A pier and wharf system was originally constructed in the late 1800's when the area served as the first commercial port for Los Angeles. King Harbor, as it exists today, is a man-made harbor with the last extensions to the outer break wall completed in 1958. The Harbor is comprised of 4 filled moles (Mole A – D) and three harbor basins. A large portion of the Pier and Harbor area is constructed on State Tidelands that were granted to the City of Redondo Beach (Exhibit 6). Although portions of the uplands are designated tidelands and would normally be under the Commission's jurisdiction, the Commission has delegated to the City permit authority for the filled tidelands pursuant to Section 30613 of the Coastal Act. The eastern portions of the Pier/Harbor area and the Power Plant site are located above State Tidelands.

Local Coastal Program Amendment Description

On June 13, 2008, staff for the South Coast District of the Coastal Commission received documentation to file as complete City of Redondo Beach Local Coastal Program Amendment (LCPA) 2-08. The Commission extended the time limit for action on the LCPA submittal by 1 year pursuant to PRC Section 30517 at the August 2008 Commission hearing. The Commission must act on this submittal no later than the September 2009 Commission hearing. This LCP Amendment affects the City's certified Land Use Plan and Implementation Plan. It proposes to certify the remaining uncertified segment (Area 2) of the Redondo Beach Coastal Zone. Area 2 consists of the power generating plant area located west of Catalina Ave, and the harbor and pier areas of the City (Exhibit 2). The City also requests the elimination of the current geographic segmentation of the Coastal Zone in conjunction with these amendments.

Through this amendment request, the City proposes to remove the various, and conflicting development standards that exist for Area 2 between the certified LUP, the uncertified Harbor/Civic Center Specific Plan and the existing zoning regulations. The amendment also addresses existing non-conforming uses within the Harbor/Pier area that include residential uses and ground floor offices.

The amendment request includes a development cap of 400,000 square feet of floor area for new development for the entire Harbor/Pier area. Changes to the Land Use Maps would divide the existing Commercial Recreation use into five Sub-Areas, and would change the Zoning Map designations for the Harbor/Pier area from Waterfront to Coastal Commercial 1 – Coastal

Commercial 5 with specific development standards including heights and floor area ratios for each of the new zones. Potential floor area ratio bonuses are made available for the inclusion of public open space and associated amenities and/or the development of hotels or offices located above the ground level. The amendment also proposes to modify an area designated as Coastal Recreation on the Land Use Plan Map that presently hosts a public park and public boating uses to a Coastal Recreation Sub-Area (3) with specific development restrictions related to permitted uses in order to maintain the existing boating related uses present.

The submittal also includes a new Land Use Plan policy that introduces specific definitions and requirements related to limited use overnight visitor accommodations that would apply to the entire Redondo Beach Coastal Zone. The proposed policy would define condominium-hotels, fractional ownership hotels, and timeshares as limited use overnight visitor accommodations, and include restrictions related to what percentage of a new hotel could be devoted to these types of accommodations. The policy would also include provisions to protect existing hotels within the coastal zone, and would require an in-lieu fee in order to protect, provide, and promote low cost overnight visitor accommodations within the region.

The Power Plant portion of the amendment request would amend the LCP to re-establish zoning designations and standards that existed prior to the adoption of the "Heart of the City Specific Plan" which was repealed by a vote of the people in 2002. The Generating Plant Zone would permit either power generating facilities or public parks and open space areas only. A few parcels that exist east of the power plant and west of the certified Area 1 would be returned to their commercial or industrial zoning designations.

Lastly, the City has requested the elimination of the current geographic segmentation that exists within the City's Coastal Zone as Area 1 (certified) and Area 2 (uncertified). This request would effectively combine the two areas of the City's Coastal Zone into a single certified area subject to the policies and regulations of the City's certified LCP.

B. Findings for Denial of Land Use Plan Amendment RDB-MAJ-2-08 as Submitted

The standard of review for Amendments to a certified Land Use Plan is consistency with the policies of Chapter 3 of the Coastal Act. The Commission may require conformity with Chapter 3 only to the extent necessary to achieve the basic stated goals specified in Section 30001.5.

1. Public Access and Recreation

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212 of the Coastal Act states, in part:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or, (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Section 30213 states, in pertinent part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30220 of the Coastal Act states:

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland areas shall be protected for such use.

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30224 of the Coastal Act states:

Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30224 of the Coastal Act states, in part:

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The protection, enhancement and provision of public access and recreation is one of the strongest mandates of the Coastal Act. Public access and recreation policies are an essential component of the Coastal Act since they provide opportunities for the general public to enjoy the California coastline. The LUP amendment as submitted by the City includes some proposed changes and

omissions that would diminish public access and recreation opportunities within the Harbor/Pier area and, therefore, the amendment as submitted is not consistent with the applicable access and recreation policies of Chapter 3 of the Coastal Act.

Mole B is located on State Tidelands within the Harbor and is accessed via Marina Way (Exhibit 2 and 5). Current uses on Mole B include Harbor Patrol facilities, a boat storage area for outrigger and canoe clubs, and Moonstone Park, an existing public park. There are no existing private or commercial uses on the Mole. Presently, Mole B is designated as Commercial Recreation on the Land Use Map. The amendment request proposes to split the Land Use Map into Coastal Recreation sub-areas. Mole B would be designated as CR Commercial Recreation Sub-Area 3b, with specific restrictions that would limit permitted uses to boating facilities and related uses or public open space/recreation uses. Although the restrictions placed on Sub-Area 3b would limit uses on the Mole it does not provide for the permanent maintenance and protection of the existing public park facility (Moonstone Park). Furthermore, by representing the Mole on the LUP Maps as Commercial Recreation there is no direct association with the existing public uses located on-site, and the commercial LUP designation does not provide an assurance that these important public recreation uses will be retained. The preservation of this public resource should be enforced through policies in the LUP that clarify the intended and allowed uses on Mole B in order to be found consistent with the applicable access and recreation policies contained in Chapter 3 of Coastal Act. Absent such policies the Commission finds that the proposed LCPA does not conform to the Chapter 3 policies of the Coastal Act.

Current access points to Mole A and Mole B via Yacht Club Way and Marina Way have existing guardhouses and associated gates that act to impede or discourage public access to the Moles. Although the automated gates will rise automatically if approached by a vehicle the limited signage available does not identify the right for the public to pass. Even with adequate signage, the gates and unmanned guardhouses provide a visual deterrent and have the potential to intimidate the general public and to convey a feeling of privatization of the interior portions of the Harbor, including the parks and tidelands, therefore excluding these recreational opportunities from the general public whether that is the designed intention of the structures or not. The LUP amendment as submitted does not address these impediments to public access and recreation. Therefore, the Commission finds that the LCPA, as submitted, does not conform to the applicable access and recreation policies contained in Chapter 3 of the Coastal Act.

2. Coastal Dependent Development

Section 30255 of the Coastal Act states:

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

There are several existing coastal dependent and coastal related land uses located within the Harbor/Pier area that offer recreational opportunities and provide key components to the operational functionality of the Harbor including a small boat hoist, and boat storage yard. The LUP policies, as certified and submitted, provide that coastal dependent land uses will be preserved "where feasible" but provides no assurance that these valuable public resources will be maintained

within the Harbor/Pier area as new development is proposed. Additionally, the existing boat hoist is the only current way for boat owners that trailer their boats to the harbor to launch their craft, and there is no policy to encourage development of a boat ramp to access the harbor. The addition of a boat ramp to the harbor would significantly enhance recreation opportunities for the area. Therefore, the Commission finds that the LCPA, as submitted, does not conform to Section 30255 or the public access and recreation policies of Chapter 3 of the Coastal Act.

3. Tidelands and Submerged Lands

Sections 30213, 30220, and 30221 of the Coastal Act contain policies addressing the provision and protection of recreational facilities and lands in the Coastal Zone including parks, open space, and tidelands and submerged lands. The protection of Tidelands and Submerged Lands is an important policy goal of the Coastal Act. Tidelands and submerged lands are subject to a public trust that, among other things, limits their use to navigation, fishing, public access, water-oriented recreation, open space and environmental protection, and incidental commercial use, which are uses that are given higher priority than general commercial, residential or non-coastal dependent industrial uses in the Coastal Act. Thus, these lands must be protected in order to protect the general public's use of these areas to gain access to and enjoy the coast. Protection of Tidelands and Submerged Lands should be a primary goal associated with any LUP.

The submitted LUP amendment request includes policies related to State Tidelands providing that, "Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law." Hotels are generally considered to be a use that is acceptable on State Tidelands because they provide a resource as an overnight visitor serving accommodation. Limited use overnight visitor accommodations such as fractional ownership hotels, timeshares, and condominium hotels, however, have not been considered an appropriate use of State Tidelands because the use is generally considered quasi-residential. The proposed amendment to the LUP defines limited use overnight visitor accommodations as, "*any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of similar nature.*" ...This definition for limited use overnight visitor accommodations is due to the fact that the total amount of time purchased per year by members may be in months or groups of months, rather than daily or even weekly, and therefore they can result in a privatization of an area designated specifically for public uses. To allow what could potentially be quasi-residential use within the limited areas designated specifically for public serving uses does not conform with the Coastal Act's priority to protect State Tidelands as a public resource for public access, recreation and other coastal dependent uses.

In December 2006, the California State Lands Commission (SLC) held a public hearing to consider the consistency of a timeshare component of the Woodfin Suites Hotel in San Diego's Port District with the Public Trust Doctrine. The SLC performed an extensive analysis of the history of timeshare proposals on public trust lands, the impact that a timeshare development would have on the public's rights, and the public's ability to use the shoreline. The State Lands Commission determined (San Diego Unified Port District Port Master Plan Amendment No. 39, Woodfin Suites Timeshare/Hotel) that development of limited use overnight visitor accommodations on public tidelands would be inconsistent with the Public Trust Doctrine and would be an inappropriate use

of filled sovereign tide and submerged lands, because it would significantly impair the public's right to use these trust lands which have been historically set aside for the benefit of the statewide public. If limited use overnight visitor accommodations were proposed, they would only be available to a small segment of the population who can afford the high cost of the initial purchase and who would then own personal rights to the rooms, thereby preventing other use of these public lands. Allowing limited use overnight visitor accommodations in the harbor on filled tidelands would not protect and promote lower-cost visitor accommodations would result in the use of filled tidelands for lower priority uses, and could set an adverse precedent regarding the preservation of public access and lower-cost visitor-serving public accommodations in the coastal zone. Therefore, special provisions are necessary to address the protection and provision of lower-cost accommodations and to prohibit the conversion of existing or construction of new Limited Use Overnight Visitor Accommodations (e.g. condominium-hotels) on public tidelands. Therefore, as submitted, the Commission finds that the LUP amendment does not make a differentiation that would prohibit the construction of limited use overnight visitor accommodations on State Tidelands and therefore is inconsistent with the applicable Chapter 3 policies of the Coastal Act.

4. Visitor-Serving Development and Overnight Accommodations

Section 30213 of the Coastal Act provides for the protection and provision of lower cost visitor and recreational facilities. Visitor-Serving Commercial Development is considered a priority use under the Coastal Act. This type of use is preferred because it provides opportunities for the general public to enjoy the unique experience available only along the coast. The City of Redondo Beach Harbor/Pier area is a favorable location to provide public amenities that will enhance access to the coast and recreational opportunities for the general public. Protection of Visitor-Serving Commercial Development should be a primary goal associated with any LUP. Pursuant to the public access policies of the Coastal Act, and particularly Section 30213, the Commission has the responsibility to ensure that a range of affordable facilities be provided in new development along the coastline of the State. This is especially applicable to overnight accommodation options.

Lower Cost Overnight Accommodations

Historically, the Commission has approved new hotel developments along the coastline. However, often this new development, particularly in recent years, has been exclusive, higher priced resort developments. In each of those actions, though, the Commission has secured offsetting public amenities, such as new public accessways, public parking or open space dedications, to address the Coastal Act priorities for public access and visitor support facilities. In addition, the Commission has required mitigation for the loss of land that was available for lower cost and visitor serving facilities (e.g. NPB-MAJ-1-06A). The expectation of the Commission, based upon several precedents, is that developers of sites suitable for overnight accommodations will provide facilities which serve the public with a range of incomes (HNB-MAJ-2-06-[Huntington Beach-Timeshares]; San Diego Unified Port District Port District A-6-PSD-8-04/101 (Lane Field); A-5-RPV-2-324-[Long Point]). If development cannot provide for a range of affordability on-site, the Commission has required off-site mitigation such as payment of an in-lieu mitigation fee to fund construction of lower cost overnight accommodations, e.g. youth hostels, campgrounds etc.

In light of current trends in the market place and along the coast, the Commission is increasingly concerned with the challenge of providing lower-cost overnight accommodations consistent with the Coastal Act. Recent research in support of a Commission workshop concerning hotel-condominiums showed that only 7.9% of the overnight accommodations in nine popular coastal

counties were considered lower-cost. Although statewide demand for lower-cost accommodations in the coastal zone is difficult to quantify, there is no question that camping and hostel opportunities are in high demand, and that there is an on-going need to provide more lower-cost opportunities along California's coast. For example, the Santa Monica hostel occupancy rate was 96% in 2005, with the hostel being full more than half of the year. State Parks estimates that demand for camping has increased 13% between 2000 and 2005. Nine of the ten most popular campgrounds are along the coast (2006 Condominium-Hotel Workshop).

With the removal of low-cost overnight facilities, lodging opportunities for more budget-conscious visitors to the City will be increasingly more limited. As the trend continues to build First Class/Deluxe hotels and demolish low-cost hotels/motels, persons of low and moderate incomes will make up fewer of the guests staying in Redondo Beach. By forcing this economic group to lodge elsewhere, there will be a direct impact on public access to the beach and coastal recreational areas within the area. With the loss of low-cost lodging facilities, a large segment of the state's population will be excluded from overnight stays within this coastal area. Therefore, by protecting and providing low-cost lodging for the price sensitive visitor, a larger segment of the population will have a greater opportunity to enjoy access to the beach area through overnight stays along or near the coast. Furthermore, access to coastal recreational facilities, such as the beaches, harbor, piers, and other coastal points of interest, are also enhanced when there are overnight lodging facilities that serve a broader segment of the population.

In general, many low to moderately priced hotel and motel accommodations tend to be older structures that are becoming less and less economically viable. As more recycling occurs, the stock of low cost overnight accommodations tends to be reduced, since it is generally not economically feasible to replace these structures with accommodations that will maintain the same low rates. As a result, the Commission sees far more proposals for higher cost accommodations than for low cost ones. The loss of affordable overnight accommodations within the coastal zone has become an emerging issue for the Commission. If this development trend continues, the stock of affordable overnight accommodations will be depleted.

In an effort to stem this tide, and to protect lower cost visitor-serving facilities, the Commission has imposed in-lieu mitigation fees when development proposes only high cost accommodations. By doing so, a method is provided to assure that some degree of lower cost overnight accommodations will be protected. The amendment request as submitted, provides direction that an in-lieu fee would be required to offset the loss of low-cost overnight accommodations, but does not specify in what situations the mitigation would be required, or denote a value to an in-lieu fee that would be appropriate to cover the cost of the construction of replacement low-cost overnight facilities. Therefore, the Commission finds that the proposed amendment to the LUP, as submitted, does not conform with Section 30213 of Chapter 3 of the Coastal Act.

Limited Use Overnight Visitor Accommodations

The amendment request also includes the addition of definitions and restrictions placed on limited use overnight visitor accommodations including fractional ownership hotels, condominium-hotels, and timeshares. These types of facilities provide a lower level of public accessibility than traditional hotels and motels, because a certain percentage of rooms can be privately owned for periods of time, thereby removing their availability to use as an overnight resource. Moreover, Section 30213 of the Coastal Act requires that lower cost visitor facilities be protected, encouraged, and, where feasible, provided. Limited Use Overnight Visitor Accommodations as a whole cannot be

considered lower cost. Generally, Limited Use Overnight Visitor Accommodation facilities require that potential users purchase the right to long term, recurring use, which often requires significant initial investment, and periodic fees. Such monetary requirements are often beyond the means of a large segment of the general population and certainly exclude that portion of the population that is of the least means. Traditional hotels, motels and similar overnight accommodations, do not require a long term financial commitment in exchange for use of a unit.

The current submittal limits the percentage of hotel rooms devoted to limited use overnight visitor accommodations to forty percent of all hotel rooms developed within an existing leasehold. This percentage is significantly higher than previous Commission decisions (Oceanside 1-07 and Huntington Beach LCPA 2-06) that have limited the amount of limited use overnight visitor accommodations within a proposed development to between ten and twenty-five percent. In order to be consistent with the applicable Chapter 3 policies of the Coastal Act the LUP amendment should reflect these restrictions placed on limited use overnight visitor accommodations. Therefore, the Commission finds that the proposed amendment to the LUP, as submitted, is not consistent with the applicable Chapter 3 public access and recreation policies of the Coastal Act.

5. Coastal Hazards

Section 30235 of the Coastal Act states:

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

Section 30253 of the Coastal Act states:

New development shall do all of the following:

- (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
- (c) Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
- (d) Minimize energy consumption and vehicle miles traveled.*
- (e) Where appropriate, protect special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.*

Sea level rise is an important consideration for the planning and design of projects in coastal settings. Such changes in sea level will exacerbate the frequency and intensity of wave energy received at shoreline sites, including both storm surge and tsunamis, resulting in accelerated coastal erosion and flooding. There are many useful records of historic sea level change, but no certainty about how these trends will change with possible large increases in atmospheric greenhouse gas emissions and air temperatures. Notwithstanding the controversy and uncertainties about future global or local sea levels, guidance on how to address sea level rise in planning and permitting process is evolving as new information on climate change and related oceanic responses become available.

The Commission, like many other permitting agencies, have undertaken past assessments of sea level rise effects using the principle of "uniformitarianism" as guidance – that natural processes such as erosion, deposition, and sea level changes occur at relatively uniform rates over time rather than in episodic or sudden catastrophic events. As a result, future ocean surface elevations have been extrapolated from current levels using historical rates of sea level rise measured over the last century. For much of the California coast, this equates to a rate of about eight inches per one hundred years. Rates of up to one foot per century have typically been used to account for regional variation and to provide for some degree of uncertainty in the form of a safety factor.

Most climate models now project that the historic trends for sea level rise, or even a 50% increase over historic trends, will be at the very low end of possible future sea level rise by 2100. Satellite observations of global sea level have shown sea level changes since 1993 to be almost twice the changes observed by tide gauge records over the past century. Recent observations from the polar regions show rapid loss of some large ice sheets and increases in the discharge of glacial melt. The 2007 Fourth Assessment Report by the Intergovernmental Panel on Climate Change (IPCC) notes that sea level rise by 7 to 23 inches from 1990 to 2100, provided that there is no accelerated loss of ice from Greenland and west Antarctica¹. Sea level rise could be even higher if there is a rapid loss of ice in these two key regions.

The IPCC findings expanded to incorporate some increase in sea level rise by accelerated ice melt through a 2007 report prepared by Dr. Stefan Rahmstorf of the Potsdam Institute for Climate Impact Research (Rahmstorf Report). This report has become the central reference point for much of recent sea level planning. The Rahmstorf Report developed a quasi-empirical relationship between historic temperature and sea level change. Using the temperature changes projected for the various IPCC scenarios, and assuming that the historic relationship between temperature and sea level would continue into the future, he projected that by 2100 sea level rise could be between 0.5 meters and 1.4 meters (20 inches and 55 inches) higher than the 1990 levels (for a rate of 5 to 13 mm/year). These projections for future sea level rise anticipate that the increase in sea level from 1990 to 2050 will be from about 20 cm to 43 cm (8 inches to 17 inches) which equates to an annual rate of 3 mm to 7 mm per year; from 1990 to 2075 the increase in sea level would be from about 33 cm to 79 cm (13 inches to 31 inches) which equates to an annual rate of 4 mm to 9 mm per year and that the most rapid change in sea level will occur toward the end of the 21st century. Most recent sea level rise projections show the same trend as the projections by Rahmstorf – that as the time period increases the rate of rise increases, and that the second half of the 21st century can be expected to have a more rapid rise in sea level rise than the first half.

¹ The IPCC is a scientific intergovernmental body established by the World Meteorological Organization (WMO) and the United Nations Environmental Programme to provide the decision-makers and others interested in climate change with an objective source of information about climate change; <http://www.ipcc.ch/ipccreports/assessments-reports.htm>

Several recent studies have projected future sea level to rise as much as 1.4 m (4.6 feet) from 1990 to 2100. For example, in California, the Independent Science Board (ISB) for the Delta Vision Plan has used the Rhamstorf Report projections recommending that for projects in the San Francisco Delta a rise of 0.2 m to 0.4 m (0.8 to 1.3 feet) by 2050 and a rise of 0.5 m to 1.4 m (1.7 to 4.6 feet) by 2100 be used for planning purposes². This report also recommends that major projects use the higher values to be conservative, and that some projects might even consider sea level projections beyond the year 2100 time period. The ISB also recommends “developing a system that cannot only withstand a design sea level rise, but also minimizes damages and loss of life for low-probability events or unforeseen circumstances that exceed design standards. Finally the board recommends the specific incorporation of the potential for higher-than-expected sea level rise rates into long term infrastructure planning and design.”

The Rhamstorf Report was also cited in the California Climate Action Team's Climate Change Scenarios for estimating the likely changes range for sea level rise by 2100³. Another recent draft report, prepared by Philip Williams and Associates and the Pacific Institute for the Ocean Protection Council, the California Energy Commission's Public Interest Energy Research (PIER) Climate Change Research Program, and other agencies also identifies impacts from rising sea level, especially as related to vulnerability to future coastal erosion and flooding⁴. This report used the Rhamstorf as the basis to examine flooding consequences of both a 1 m (40 inch) and a 1.4 m (55 inch) centurial rise in sea level, and the erosion consequences of a 1.4 m rise in sea level.

On November 14, 2008, Governor Schwarzenegger issued Executive Order S-13-08, directing various state agencies to undertake various studies and assessment toward developing strategies and promulgating development review guidelines for addressing the effects of sea level rise and other climate change impacts along the California coastline⁵.

Concurrently, in the Netherlands, where flooding and rising sea level have been national concerns for many years, the Dutch Cabinet-appointed Deltacommissie has recommended that all flood protection projects consider a regional sea level rise (including local subsidence) of 0.6 m (2.1 feet) to 1.2 m (4.2 feet) by 2100 and 2 m (6.6 feet) to 4 m (13 feet) by 2200⁶. Again, the Rhamstorf Report was used by the Delta Committee as a basis in developing their findings and recommendations.

Given the general convergence of agreement over the observed and measured geodetic changes world wide in ocean elevations over the last several decades, most of the scientific community has ceased debating the question of whether sea level will rise several feet higher than it is today, but instead is only questioning the time period over which the this rise will occur. However, as the conditions causing sea level rise continue to change rapidly, prognostications of sea level rise are similarly in flux. As a result of this dynamism, anticipated amounts and rates of sea level rise used in project reviews today may be either lower or higher than those that will be utilized ten years from

² Independent Science Board, 2007. Sea Level Rise and Delta Planning, Letter Report from Jeffery Mount to Michael Healey, September 6, 2007, CALFED Bay-Delta Program: http://deltavision.cs.gov/BlueRibbonTaskForce/Sept2007/Handouts/Item_9.pdf

³ Cayan et al. 2009. Draft paper: Climate Change Scenarios and Sea Level Estimates for the California 2008 Climate Change Scenarios Assessment; CEC-500-2009-014-D, 62 pages; <http://www.energy.ca.gov/2009publications/CEC-500-2009-014/CEC-500-2009-014-D.pdf>

⁴ Herberger et al. 2009 Draft paper: The Impacts of Sea Level Rise on the California Coast; California Climate Change Center, California Energy Commission; CEC-500-2009-024-D, March 2009, 99 pages; http://www.pacinst.org/reports/sea_level_rise/index.htm

⁵ Office of the Governor of the State of California, 2008. Executive Order S-13-08; <http://gov.ca.gov/index.php?//print-version/executive-order/11036/>

⁶ Delta Committee of the Kingdom of the Netherlands, 2008. Working Together with Water: A Living Land Builds for its Future, Findings of the Deltacommissie, 2nd Ed. November 2008; <http://www.deltacommissie.com/en/advies>

now. This degree of uncertainty will continue until sufficient feedback data inputs are obtained to allow for a clear trend to be discerned from what is now only a complex and highly variable set of model inputs. Accordingly, in the interest of moving forward from the debate over specific rates and amounts of rise to a point where the effects of sea level rise greater than those previously assumed in the past may be considered, one approach is to undertake an analysis of the development project and site to ascertain the point when significant changes to project stability would result based on a series of sea level rise rates. The analysis would be structured to use a variety of sea level rise projections, ranging from the relatively gradual rates of rise by the IPCC and Rhamstorf models, to scenarios involving far more rapid rates of sea level rise based upon accelerated glacial and polar sea and shelf inputs.

For example, for the most typical development projects along the coast (i.e., residential or commercial), consideration of a two to three foot rise in sea level over one hundred years could be assumed to represent the minimum rate of change for design purposes. However, in the interest of investigating adaptive, flexible design options, sensitivity testing should also include assessing the consequences of sea level rise at three to five times greater rates, namely five to six feet per century, for critical facilities or development with a long expected project life. The purpose of this analysis is to determine if there is a "tipping point" at which a given design would rapidly become less stable, and to evaluate what would be the consequences of crossing such a threshold. This type of analysis would make the property owner aware of the limitations, if any, of the initial project design early in the planning process. Depending upon the design life of the development, the economic and technical feasibility of incorporating more protective features, and levels of risk acceptance, the project proponent could propose, or the permitting agency may require, that greater flexibility be provided in the design and siting of the development, or other mitigation be identified, to accommodate the higher rates of sea level rise.

This sea level range approach would also allow accelerated rates of sea level rise to be considered in the analysis of projects. Such evaluations provide some flexibility with regard to the uncertainty concerning sea level rise, providing an approach to analyze a project in the face of uncertainty that would not involve the imposition of mandatory design standards based upon future sea level elevations that may not actually be realized, and allowing flexibility in the acceptable amount of sea level rise for specific projects and for the best available scientific information at the time of review. Given the nonobligatory and adaptive nature of this approach to hazards avoidance and minimization, as necessitated by such scientific uncertainty, it will remain important to include new information on sea level trends and climate change as iterative data is developed and vetted by the scientific community. Accordingly, any adopted design or siting standards that may be applied to development projects should be re-examined periodically to ensure the standard is consistent with current estimates in the literature before being reapplied to a subsequent project.

Regardless of its particular rate, over time elevated sea level will have a significant influence on the frequency and intensity of coastal flooding and erosion. Accordingly, rising sea level needs to be considered to assure that full consistency with Section 30253 can be attained in the review and approval of new development in shoreline areas.

The certified and submitted LUP amendment includes policies related to coastal development, however in relation to sea level rise the LUP provides no specific direction as to how this potential hazard should be reviewed for new proposed coastal development where instability and exposure to flooding risks could be intensified at higher ocean elevations. Without such provisions, the LUP

as proposed for amendment would be inconsistent with the policies of Chapter 3 of the Coastal Act.

6. Transit/Smart Growth

Section 30250(a) of the Coastal Act states, in relevant part:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. ...

Section 30252 of the Coastal Act states:

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

Section 30253 of the Coastal Act states, in relevant part:

New development shall:

... (4) Minimize energy consumption and vehicle miles traveled.

The Coastal Act policies cited above address transit and the need to prioritize provision of convenient public transit and to site and design development in a manner that facilitates provision of public transit. Major coastal recreational areas should be well served by public transit and easily accessible to pedestrians and bicyclists. Street, sidewalk, bicycle path, and recreational trail networks (including the Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership. Commercial and retail developments should be required to design their facilities to encourage walking, bicycling, transit ridership, and ridesharing. For example, developments could locate and design building entries that are convenient to pedestrians and transit riders. Policies need to encourage development to be designed accordingly.

The peak visitor season tends to be during summertime. During these periods, traffic congestion and inadequate parking can impact public access to the beach, bay and other coastal areas. Alternative forms of transit should be available, particularly during these time periods that provide convenient transportation to and along the beach and bay. The certified and submitted LUP doesn't contain policies to specifically encourage the provision of alternative forms of transportation, particularly if and when new development creates demand for such service.

Therefore, the Commission finds that the LUP amendment, as submitted, does not conform with Sections 30250, 30252, and 30253 of the Coastal Act.

7. Terrestrial and Marine Biological Resources

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30233 of the Coastal Act states:

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.*
- (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.*
- (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.*
- (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing Intake and outfall lines.*

- (5) *Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.*
- (6) *Restoration purposes.*
- (7) *Nature study, aquaculture, or similar resource-dependent activities.*

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary...

Section 30240 of the Coastal Act states:

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The protection of Coastal Resources is an important aspect of the Coastal Act. Section 30230 of the Coastal Act states, in part, that marine resources shall be maintained, enhanced, and where feasible restored. Section 30231 of the Coastal Act states, in part, that the biological productivity and quality of coastal waters shall be protected. Section 30233 of the Coastal Act states, in part, the diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. Section 30240 of the Coastal Act states, in part, that environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas and also that development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas. Examples of existing biological resources within the City's coastal zone that require protection include intertidal zones and coastal bluff scrub habitats.

The marine and biological resources referenced in the above stated policies are unique and are often only present within the coastal zone. Thus, they are valuable resources that must be protected and the Coastal Act contains many policies with this intent. Protection of Coastal Resources should be a primary goal associated with any LUP. However, the proposed LUP Amendment does not provide policies to protect coastal resources, and the existing certified LUP is

also lacking in these policies, and is therefore inconsistent with the Chapter 3 policies of the Coastal Act.

For the reasons described above, the Commission finds that the proposed LUP amendment is inconsistent with and inadequate to carry out the policies of Chapter 3 of the Coastal Act and must be denied.

C. Findings for Approval of Land Use Plan Amendment
RDB-MAJ-2-08 if Modified as Recommended

The findings for denial of the Land Use Plan Amendment as submitted are herein fully incorporated.

1. Public Access and Recreation

The certified LUP contains policies to protect and enhance public access and recreation, however, as discussed in the preceding section, there are some existing deficiencies in these policies that require modifications to ensure that the public access and recreational opportunities that are present within the City of Redondo Beach are protected and available to the public as a whole. Additionally, some of the changes within the current amendment request create inconsistencies with the Coastal Act and need to be modified to ensure conformance with the Act.

Mole B is an area of filled State Tidelands that currently serves as a valuable location for public access and recreation. On-site, several canoe and outrigger clubs store and launch their watercraft into the adjacent calm waters of the harbor basin, and Moonstone Park provides a distinctive passive recreational opportunity where the public can come to experience harbor and coastal views. The amendment request proposes to split the Land Use Map into Coastal Recreation sub-areas, Mole B would be designated as Coastal Recreation Sub-Area 3b in the LUP. This designation includes specific restrictions that would limit uses within the Mole to boating related facilities, however, it includes no provision to preserve the existing open space/public park. Even with these restrictions in place, there is concern that future development plans could be proposed that would diminish the public amenities currently available on-site, at least in part due to the inclusion of the area under a broader Coastal Commercial designation. Therefore, modifications to the amendment request have been suggested (suggested modification 2) that would include a provision that would protect Moonstone Park as an existing public park and open space or require a similar amount of contiguous open space be preserved within the Mole as public open space for passive recreation enjoyment.

Public access to the recreation opportunities available on Mole A and Mole B is currently impeded by the presence of unmanned guardhouses and automatic gate arms located at the terminus of Yacht Club Way and Marina Way. The certified LUP has policies related to the provision of "public access to and along the seaward side of the piers and moles," however it does not include any reference to the existing gates. Suggested modification 5 to the amendment request includes a requirement to remove the existing gates in association with new Harbor development.

The Coastal Act gives priority to the protection and provision of Public Access and Recreation since it allows the general public a chance to enjoy and experience the coastline. The location of the Redondo Beach Harbor and Pier areas enhance that experience as it is a location where different types of opportunities to experience the coast are found. However, adequate policies

have not been included that will protect and enhance Public Access and Recreation. Therefore, the Commission finds that only if modified to include the policies identified in the Suggested Modifications discussed above can the LUP Amendment be found to be in conformance with Sections 30210, 30211, 30212, 30213, 30220, 30221, and 30224 of the Coastal Act.

The submitted LUP amendment also contains a development cap of 400,000 square feet for new floor area development within the Harbor/Pier area. Currently there is approximately 930,000 square feet of floor area developed within the area. The IES approved by the City studied a maximum increase of 750,000 square feet of new floor area development. However the Planning Commission approved a development cap of 557,000 square feet and later the City Council further reduced this number to the proposed development cap of 400,000 square feet floor area development for the entire Harbor/Pier area. The submitted amendment additionally includes floor area ratio (FAR) restrictions and height limits. The allowed FAR for the Harbor/Pier area would be 0.35, with bonuses for the inclusion of additional public open space and/or hotels and second story office space that could then result in a maximum FAR for a development project of 0.65. Maximum allowed height limits in the area would be 3 stories (45 feet) with many sub-areas restricted to two stories (30 feet). By imposing a development cap along with FAR restrictions and height limits, the amendment as proposed by the City would require the maintenance of large areas of open space and view corridors and not allow for the over-development and massing of large structures within the Harbor/Pier area thereby preserving the visual aesthetic and recreational value of the area.

The Master EIR and subsequent IES reviewed and certified by the City also focused on the potential impacts new development would have on traffic within the Harbor/Pier area. The City's Traffic Engineer concluded that when comparing the IES to the Master EIR, "A maximum net increase of 750,000 square feet of non-residential development west of Harbor drive results in traffic impacts equal to or less than impacts attributable to non-residential development proposed by the Master EIR for the Waterfront zone. Traffic impacts under the proposed project are further reduced by the removal of residential use from the Water front zone." The submitted amendment proposes a development cap of 400,000 square feet, a density value well below the number reviewed by the City's Traffic Engineer when conducting his analysis. It is therefore reasonable to conclude that as submitted the amendment would not create significant traffic impacts that would restrict public access to the Harbor/Pier area.

The provisions of the LUP amendment relating to FAR and maximum net development levels are therefore consistent with the public access and recreation policies of the Coastal Act.

2. Coastal Dependent Development

There are several existing coastal dependent and coastal related land uses located within the Harbor/Pier area that offer recreational opportunities and amenities including a small boat hoist and boat storage yard that are not adequately protected in the LUP as certified and submitted. If removed, these facilities would only be able to function in the same capacity if replaced within the Harbor/Pier area. Suggested modification 4 has been added to the amendment request that would require the replacement of any coastal dependent or coastal related land use removed as a part of new development within the Harbor/Pier area, provided that the removed use is still necessary for the functional operation and utility of the Harbor

The Harbor area of Redondo Beach does not currently have a boat launch facility that is accessible to boat owners that trailer their watercraft to the ocean. A small boat hoist exists within the harbor

but is underutilized, likely due to the difficulties and inconveniences associated with its use. The addition of a boat launch ramp would significantly increase the recreational opportunities in the harbor for members of the public that do not lease a slip within one of the harbor marinas. Suggested modification 4 to the amendment request includes language to strongly encourage the development of a boat launch facility within the harbor as a component of future development projects.

Therefore, the Commission finds that only if modified to include the policies identified in the Suggested Modifications discussed above can the LUP Amendment be found to be in conformance with Section 30255 of the Coastal Act.

The LUP amendment also requires the elimination of any residential uses within the Harbor/Pier area, and more specifically provides where office uses are allowed and appropriate in relation to public lands. The City's zoning ordinance already includes restrictions related to non-conforming uses that prohibits the extension of the use past the useful life of the structure, and does not allow renovation that would significantly extend the structural life of any non-conforming use. Therefore with the changes proposed in the submitted LUP amendment the non-conforming residential and office uses currently existing on State Tidelands within the Harbor/Pier area will not be able to persist indefinitely. As submitted, these elements of the LUP Amendment conform with Section 30255 of the Coastal Act.

3. Tidelands and Submerged Lands

Tidelands and submerged lands are subject to the public trust which, among other things, limits their use to navigation, fishing, public access, water-oriented recreation, open space and environmental protection, incidental commercial use and other water related uses. The Coastal Act values these types of uses since they provide opportunities for the public to enjoy the coast. Therefore, uses consistent with the Tideland Grant and the Coastal Act on these tidelands and submerged lands must be protected.

Uses allowed on tidelands and submerged lands, which also must be consistent with the Coastal Act, must be protected and policies to protect them should be included in an LUP. The submitted LUP amendment request includes policies related to State Tidelands providing that, "Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law." However, as submitted, the LUP does not provide sufficient direction to differentiate between where siting may be appropriate for hotels or motels but where limited use overnight visitor accommodations would not be permitted.

In December 2006, the California State Lands Commission (SLC) held a public hearing to consider the consistency of a timeshare component of the Woodfin Suites Hotel in San Diego's Port District with the Public Trust Doctrine. The SLC performed an extensive analysis of the history of timeshare proposals on public trust lands, the impact that a timeshare development would have on the public's rights, and the public's ability to use the shoreline. The SLC determined that the development of timeshares would be inconsistent with the Public Trust Doctrine and the trust under which the San Diego Unified Port District holds title to the public trust lands that were involved. The SLC analysis concluded that timeshares do not enhance and facilitate the public's enjoyment of public trust lands as do traditional hotels, but instead significantly restrict the ability of the general public to use the shoreline. The substantial financial investment required to purchase a timeshare severely limits the number of people who would be able to use the timeshare units. In

addition, there were concerns that trying to improve the visitor-serving function of a timeshare through conditions would be difficult and that enforcing limitations or permit conditions on projects with potentially thousands of owners could be extremely difficult and burdensome (San Diego Unified Port District Port Master Plan Amendment No. 39 (Woodfin Suites Timeshare/Hotel)

Since the public access and recreation policies of the Coastal Act, particularly Sections 30210 and 30213, are expressions of the public trust doctrine, it is important that the Commission interpret them in a manner that is most protective of the public trust. If limited use overnight visitor accommodations were permitted on State Tidelands, it would effectively redesignate the area to a lower-priority, residential-like use, with little benefit to the public. There are limited public benefits to allowing limited use overnight visitor accommodations, but there are considerable disadvantages and risks. The opportunities for public access and recreation would be far less than with a traditional hotel property, and certainly less than what is required for a designated commercial recreation site on public trust lands. Placing these limitations on access to and use of publicly-owned prime visitor-serving shorefront is not consistent with the public access and recreation policies of the Coastal Act. Therefore, the Commission finds that it is necessary to impose requirements within suggested modifications 2 and 3 that prohibit limited use overnight visitor accommodations on filled public tidelands in the Harbor.

Therefore, the Commission finds that only if modified to include the above discussed policies can the LUP Amendment be found to be in conformance with Sections 30213, 30220, and 30221 of the Coastal Act.

4. Visitor-Serving Development and Overnight Accommodations

The intent of Section 30213 is to ensure that there is a balanced mix of visitor and recreational facilities within the Coastal Zone so as to provide coastal recreation facilities to all economic sectors of the public. LCP's must include policies that protect Visitor-Serving Commercial Development and Visitor-Serving Overnight Accommodations. These policies are necessary in order to provide uses that will benefit the general public along the coastline and enhance coastal access and recreation experiences. As land becomes less available and more expensive, protection of coastal facilities that provide recreation and accommodations to the general public become invaluable. It is important to protect those uses that best serve the public in general, as opposed to members of the public that can afford certain luxuries.

The amendment request submitted by the City proposes to divide the Commercial Recreation designation on the Land Use Maps into 5 Sub-Areas with specific permitted uses and development standards including heights and floor area ratios for each of the new zones, and a development cap for the entire area. In general, the proposed changes will continue to protect and enhance the visitor-serving development located within the Harbor/Pier area.

Lower Cost Overnight Accommodations

The amendment request also includes a new policy that addresses Hotels and Limited Use Overnight Visitor Accommodations. The policy includes language designed to protect lower cost visitor accommodations and to require an in-lieu fee for the loss of any low cost visitor accommodation opportunities. The policy as submitted however does not provide specific direction as to when an in-lieu fee would be required, or assign any amount as to what an effective fee would be to construct replacement low cost overnight facilities.

The Commission has found, in past actions, that the loss of existing, low cost hotel units should, under most circumstances, be mitigated at a 1:1 ratio lost to new units provided. However, even when there has been no loss of existing low cost units in association with proposed new overnight accommodation developments, if no low cost units are proposed, the Commission has typically required mitigation to ensure a range of accommodations are made available to visitors. When high cost overnight visitor accommodations are located on the shoreline, they occupy area that would otherwise be available for lower cost visitor and recreational facilities. Thus, the expectation of the Commission is that developers of sites suitable for overnight accommodations will provide facilities which serve people with a range of incomes. If the development cannot provide for a range of affordability on-site, then off-site mitigation has been required in past commission actions (HNB-MAJ-2-06 [Huntington Beach-Timeshares]; San Diego Unified Port District Port District A-6-PSD-8-04/101[Lane Field]; A-5-RPV-2-324 [Long Point]). Suggested modification 6 to the amendment request has been added to include a provision that for high cost overnight visitor accommodations where low cost alternatives are not included onsite, a mitigation fee would be required for 25% of the high cost rooms constructed.

The amendment request as submitted includes language to protect, encourage and provide for lower cost visitor accommodations; however it does not include a mechanism to promote this future development effectively. Although the Commission prefers the actual provision of lower-cost accommodations in conjunction with projects, where necessary, the application of in-lieu fees to provide lower-cost opportunities has been approved. Recent Commission decisions for individual development projects (6-92-203-A4/KSL, A-6-ENC-07-51 and Oceanside LCPA 1-07) have required the payment of an in-lieu fee of \$30,000 paid for each required replacement room as a part of the mitigation package.

The \$30,000/room in-lieu fee amount was established based on figures provided by Hostelling International in a letter dated October 26, 2007. The figures provided are based on two models for a 100-bed, 15,000 square foot hostel facility in the Coastal Zone, and utilize experience from the existing 153-bed Hostel International San Diego Downtown Hostel. Both models include construction costs for the rehabilitation of an existing structure and factor in both "hard" and "soft" construction and start up costs, but do not include costs associated with ongoing operations. "Hard" costs include, among other things, the costs of purchasing the building and land and construction costs. "Soft" costs include closing costs, architectural and engineering contracts, construction management, permitting fees, legal fees, furniture and other equipment costs. Based on these figures, the total cost per bed ranged from \$18,300 for a leased facility to \$44,989 for a facility on purchased land. This model is not based on an actual project, and therefore the actual cost of the land/building could vary significantly, and therefore the higher cost scenario could represent an inflated estimate. In order to take this into account, the Commission finds that a cost per bed located between the two model results is most supportable and conservative. More recent conversations with representatives from the American Youth Hostel have also supported the idea that this estimate for a per room cost are applicable to the Los Angeles region as well. Therefore, consistent with recent past commission actions, an in-lieu fee requirement of \$30,000/room is included in modification 8 to the amendment request. Additionally, modification 8 includes the provision that the in-lieu fee requirement can be waived if in association with a proposed development project the required low cost overnight replacement units are created within the Coastal Zone of Redondo Beach.

Limited Use Overnight Visitor Accommodations

The amendment request also includes the addition of definitions and restrictions placed on limited use overnight visitor accommodations including fractional ownership hotels, condominium-hotels, and timeshares. Recently, the trend has been for developers constructing projects that provide overnight accommodations to seek individual investors to aid in the initial costs of construction and development. This often results in a development having a "private component" that limits the visitor-serving use of the facility. These developments include timeshares, condominium-hotel units or fractional ownership units (i.e. Limited Use Overnight Visitor Accommodations), all of which give some priority to the individual owners, and diminish the visitor-serving use of such a facility.

Hotels on sites designated for visitor serving uses are among the higher priority commercial uses encouraged and protected by the Coastal Act. Policies must be in place to protect those uses that are located on key visitor-serving sites from conversion to uses, such as limited use overnight visitor accommodations, that have a lower visitor serving value or component of affordable publicly available rooms to rent. The amendment request does include specific definitions of the various types of limited use overnight visitor accommodations and limits their inclusion in hotel development projects to some extent, as well as prohibiting the conversion of existing hotels and motels to limited use overnight visitor accommodations. In order to maximize the provision of visitor serving use within these limited use overnight visitor accommodations, as required by Section 30222 of the Coastal Act, limits and restrictions must be imposed on the number of units per hotel project for which limited use ownership rights may be created and sold. The amendment request as submitted limits the percentage of hotel rooms devoted to limited use overnight visitor accommodations to forty percent of all hotel rooms developed within an existing leasehold. This percentage is significantly higher than previous Commission decisions (Oceanside 1-07 and Huntington Beach LCPA 2-06) that have limited the amount of limited use overnight visitor accommodations within a proposed development to between ten and twenty-five percent. In order to be consistent with previous Commission decisions, and in order to provide a ratio of hotel rooms that preserves the visitor-serving use of proposed overnight accommodation developments, suggested modification 7 is recommended that would limit the amount of limited use overnight visitor accommodations allowed within an existing leasehold to no more than twenty-five percent of the hotel rooms proposed. If limited as suggested in the modification, along with the other restrictions on the amount of time the units can be owner occupied already present in the submitted amendment, the percentage of rooms available to the general public as a part of each different financing vehicle would be as follows:

Limited Use Overnight Visitor Accommodation Type (restricted to 25% of total hotel rooms)	Minimum % of hotel rooms available (to general public on daily basis)
Condominium-Hotels	94%
Fractional-Ownership Hotels	81%
Timeshare Hotel (summer)	81%
Timeshare Hotel (remainder of year)	75%

By limiting the percentage of rooms allowed to be designated as limited use overnight visitor accommodations the hotel or motel would still, as a whole, be available to the general public as a resource and would not significantly act to restrict public access. Therefore, for the reasons discussed above, the Commission finds that only if modified as suggested, can the proposed LUP amendment be found to be consistent with Sections 30210, 30213, 30220, 30221, 30222, 30223, and 30224 of the Coastal Act.

5. Coastal Hazards

Pursuant to Coastal Act Section 30253 an LUP must contain policies that require that proposed development be adequately reviewed and sited so that geologic, flood, and fire hazards are avoided and minimized. In order to prevent or mitigate the impacts upon new development from coastal hazards and more specifically sea level rise, suggested modification no. 6 has been recommended to existing LUP policies to ensure that to the greatest degree feasible given current scientific uncertainties relating to the variable projected rates of sea level rise, new projects in the City Coastal Zone area will minimize risks to life and property in areas of high geologic and flooding hazard and not create or contribute to geologic-related instability or destruction by requiring that the effects of sea level rise be quantitatively considered in geologic and other engineering technical evaluations of new development. The suggested modifications to the LUP amendment include a range of sea level rise alternatives to analyze when studying the effects these different sea level rise scenarios may have on proposed new development, and requires new development be sited accordingly to avoid potential future impacts anticipated over the lifetime of the structure.

Therefore, for the reasons outlined above, the Commission finds that only if modified as suggested, can the proposed LUP amendment be found to be consistent with Sections 30235, and 30253 of the Coastal Act.

5. Transit/Smart Growth

Section 30250 of the Coastal Act requires that new development be concentrated in existing developed areas where it can be accommodated without causing adverse effects on coastal resources. Section 30252 of the Coastal Act states that the location and concentration of development should maintain and enhance public access to the coast by facilitating the extension of transit service and minimizing the use of coastal access roads. Section 30253 indicates new development shall minimize energy consumption and vehicle miles traveled. As described in the findings for denial, Land Use Plans must contain policies to encourage provision and use of public transit. Suggested modification no. 9 has been provided to improve the vehicular circulation

system to minimize pedestrian conflicts, thereby improving public access to the Harbor/Pier area and the ocean. For example, suggested modification 9 states that transit service and pedestrian/bicycle trails shall be maintained and enhanced wherever possible.

Therefore, the Commission finds that, if modified as described in the Suggested Modifications which provide policies to encourage or require improved mass transit and other methods of transportation that do not rely on automobiles, the amended plan can be found consistent with the above described elements of Sections 30250, 30252 and 30253 of the Coastal Act.

7. Terrestrial and Marine and Biological Resources

Coastal Act Sections 30230, 30231, 30233, and 30240 require that land, marine and biological coastal resources must be protected and policies to ensure this protection should be found in an LCP. These policies are necessary in order to safeguard the resources that are unique to California's coastline. The existing LUP as certified and submitted does not contain any policies that specifically address the protection of Marine and Biological Resources. Therefore, policies need to be provided that protect these resources.

Within the Coastal Zone of Redondo Beach there are a wide range of biological resources that must be protected such as intertidal habitats and coastal bluff scrub habitats. As previously stated, the Redondo Beach LCP contains no resource protection policies. Therefore, suggested modifications 10 through 14 requires that environmentally sensitive habitat areas (ESHA's), and other important plant communities, wildlife habitats, marine refuge areas shall be appropriately preserved and protected. In addition, suggested modification 10 provides that ESHA shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas consistent with Section 30240 of the Coastal Act.

Policies that will also protect marine resources need to be provided as well. Suggested modifications 12 and 13 require that uses of coastal waters, streams, wetlands, estuaries and lakes be carried out in a manner that will restore and sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes consistent with Coastal Act sections 30230 and 30231. Furthermore, suggested modification 14 will require implementation of strict environmental protection practices during any necessary diking, filling or dredging of open coastal waters, wetlands, estuaries and lakes to reduce any significant disruption of habitats and water circulation consistent with the requirements of Section 30233 of the Coastal Act.

An activity within the harbor that can adversely impact habitat, more specifically avian species, is the practice of tree trimming. Thus, suggested modification 11 has been provided regarding tree trimming. This policy will ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting, and nesting habitat of bird species listed pursuant to the federal of California Endangered Species Acts, California bird species of special concern and wading birds (herons and egrets).

Protection of Coastal Resources is a primary goal of the Coastal Act. The exceptional resources that can be found along the California coastline need to be protected so that future generations may be able to experience them. These resources are a significant and valuable asset for the City of Redondo Beach, which serves as an excellent location for the general public to learn and experience the California coastline. However, no policies have been included within the LUP

amendment that will protect Coastal Resources. Therefore, the Commission finds that only if modified to include the above discussed policies can the LUP Amendment be found to be in conformance with Sections 30230, 30231, 30233, and 30240 of the Coastal Act.

**D. Findings for Denial of Implementation Plan Amendment
RDB-MAJ-2-08 as Submitted**

Pursuant to Section 13542(c) of Title 14 of the California Code of Regulations, the standard of review for amendments to the Implementation Plan of a certified LCP is whether the Implementation Plan, as amended by the proposed amendment, will be in conformance with and adequate to carry out, the policies of the certified Land Use Plan (LUP) as amended and modified herein.

1. Tidelands and Submerged Lands

The protection of Tidelands and Submerged Lands is an important goal of the Coastal Act and, if modified as previously suggested above, this protection will also be reflected in the City's certified LUP. As discussed in the previous sections, tidelands and submerged lands are subject to a public trust that, among other things, limits their use to navigation, fishing, public access, water-oriented recreation, open space and environmental protection, and incidental commercial use, which are uses that are highly regarded in the Coastal Act. The IP amendment, as submitted, contains no policies to carry out the LUP, as modified, and does not sufficiently protect State Tidelands for the use of the general public as required by the Public Trust Doctrine and as represented in the LUP, as modified. Therefore, the Commission finds that the amendment to the Implementation Plan must be denied as submitted.

2. Visitor-Serving Development and Overnight Accommodations

The City's LUP as certified and modified, includes the same priority for visitor serving uses as the Coastal Act. The importance of the provision of lower cost visitor facilities is recognized in the City's certified LUP and requires that visitor serving facilities be available for a range of income groups, including lower cost facilities. The benefits of prioritizing the provision of visitor serving uses, and more specifically lower cost visitor serving uses, are described above in the findings for the LUP amendment. The visitor serving policies of the LUP also require that access to coastal recreational facilities be enhanced. For people who do not live near the coast, access to coastal recreational facilities often requires that overnight accommodations be available.

The LUP includes definitions and restrictions on the different types of limited use overnight visitor accommodations allowed by the LUP. The LUP, as modified, also includes restrictions as to the percentage of limited use overnight visitor accommodations allowed as a part of new development that is significantly reduced from the percentages in the submitted IP amendment.

Finally, the LUP as modified specifies an in-lieu mitigation fee amount that is required with development of high cost visitor accommodations or when existing low cost overnight accommodations are lost, however, this specificity is currently not provided or carried out in the IP amendment request. Therefore, the Commission finds that the proposed IP amendment does not conform with and is inadequate to carry out the policies of the certified Land Use Plan and therefore must be denied.

3. Biological Resources (Tree Trimming)

Section 30240 of the Coastal Act states, in part, that environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas and also that development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas. The Commission has modified the Land Use Plan to bring it into conformance with the Chapter 3 requirements of the Coastal Act concerning biological resources. As modified, the LUP requires that tree trimming and removal in the Harbor-Pier Area be carried out in a manner that protects nesting and breeding habitat for federally and State listed bird species, species protected by the Migratory Bird Treaty Act and avian species known to frequent harbor and marina areas such as herons and egrets. The IP portion of the submitted amendment fails to provide measures to carry out the LUP requirement to ensure that biological resources are protected as modified. Therefore, the Implementation Plan as submitted does not carry out the Land Use Plan and must be denied as submitted.

**E. Findings for Approval of Implementation Plan Amendment
RDB-MAJ-2-08 if modified as Recommended**

1. Tidelands and Submerged Lands

The certified LUP contains policies related to State Tidelands describing that, "Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law." As modified in the LUP, these policies specifically provide that limited use overnight visitor accommodations are not an allowable use on State Tidelands because they are not considered a public use and act to limit public access and enjoyment of the shoreline. The IP amendment also needs to be modified accordingly to reflect these LUP provisions, therefore, suggested modification 15 to the Implementation Plan amendment has been recommended that would prohibit the construction of any limited use overnight visitor accommodations on State Tidelands. The Commission finds this suggested modification is necessary to bring the IP amendment into consistency with the City's certified and modified LUP in relation to protection of State Tidelands.

2. Visitor-Serving Development and Overnight Accommodations

As stated, it is a goal of the City's LCP Land Use Plan to preserve coastal access, including the provision of lower cost overnight accommodations within the City's Coastal Zone. The LUP, as modified, includes specific changes regarding when in-lieu fees would be required for mitigation of any loss of existing low cost overnight visitor accommodations or the construction of new high cost overnight accommodations that would not include the construction of lower cost overnight accommodations. The LUP, as modified, also provides an amount of \$30,000 per room applicable to 25 percent of the total number of high cost overnight accommodations as a required replacement fee for any proposed development that includes only high cost overnight accommodation. These modifications are also suggested to be incorporated into the IP amendment as suggested modification 15. Additionally, it is appropriate within the IP to include a method for defining what is considered a low cost and a high cost overnight accommodation in order to determine when these in-lieu fees would be applicable.

In a constantly changing market, it can be difficult to define what price point constitutes low cost and high cost accommodations for a given area. In its previous actions, the Commission has addressed what are appropriate terms for defining low cost and high cost hotels [CDP No. 5-04-291, 5-88-062, 5-84-866, 5-81-554, 5-94-172, 5-06-328, 5 A-253-80, and A-69-76, A-6-IMB-07-131, 3-07-002, 3-07-003]. More recently Commission actions have evolved to establish a formula that can be used to determine low and high cost overnight accommodations for a specific part of the coast. The proposed formula is based on hotel accommodations (single room, up to double occupancy) in California. It has not incorporated hostels, RV parks, campgrounds or other alternative accommodations into this evaluation, as these facilities do not provide the same level of accommodation as hotels and motels. However, these facilities are inherently lower cost, and are the type of facilities that a mitigation fee for the loss of affordable over-night accommodations could go towards providing.

This method compares the average daily rate of lower cost hotels in the Redondo Beach coastal zone with the average daily rates of all types of hotels across the State. Under this formula low-cost is defined as the average room rate for all hotels within Redondo Beach that have a room rate less than the Statewide average room rate.

To determine the statewide average daily room rate, Commission staff surveyed average daily room rates for all hotels in California. Statewide average daily room rates are collected monthly by Smith Travel Research, and are available on the California Travel and Tourism Commission's website: <http://www.visitcalifornia.com>, under the heading "California Lodging Reports." Smith Travel Research data is widely used by public and private organizations. To be most meaningful, peak season (summer) rates were utilized for the formula.

To ensure that the lower cost hotels and motels surveyed meet an acceptable level of quality, including safety and cleanliness, only AAA rated properties were included in the survey. According to the AAA website, "to apply for (AAA) evaluation, properties must first meet 27 essential requirements based on member expectations – cleanliness, comfort, security and safety."

To develop the sample to represent lower cost hotels in Redondo Beach, the AAA online database for AAA rated hotels within the entire City limits was searched. One way to identify lower cost hotels would have been to survey only one diamond hotels. However, of the eight Redondo Beach hotels identified in the AAA database search, no one-diamond hotels were found, the criteria was therefore expanded to include two-diamond hotels and three-diamond hotels as well. Of the eight AAA rated hotels identified within Redondo Beach, three are two-diamond hotels, and the remaining five are three-diamond rated hotels. Of the eight AAA rated hotels identified within Redondo Beach, four are located within the Coastal Zone, and one of the hotels located in the Coastal Zone has a two-diamond rating.

Commission staff determined the average July monthly rates for these eight hotels. In most cases, rate information was obtained from the hotel website. If the hotel did not have a website, or their website was unable to give reservation information, a phone survey was performed. The rates do not include discounts for multiple night stays, or discounts for exclusive group memberships such as AAA or AARP.

Redondo Beach LCPA 2-08
Harbor, Pier and Power Plant Areas
Page 45

Location	Hotel Name	AAA Rating	Address	Rooms	Average July Rate
Coastal Zone	Ramada Limited	◆◆	433 S. PCH, 90277	40	\$75
	Sunrise King Harbor	◆◆◆	400 N Harbor Dr, 90277	111	\$139
	Crowne Plaza Redondo Beach	◆◆◆	300 N. Harbor dr, 90277	339	\$181
	Portofino Inn	◆◆◆	260 Portofino Way, 90277	163	\$277
				653	\$168
Outside Coastal Zone	Best Western Galleria Inn	◆◆	2740 Artesia Blvd, 90278	38	\$99
	Redondo Pier Inn	◆◆	206 S. PCH, 90277	37	\$99
	Palos Verdes Inn	◆◆◆	1700 S. PCH, 90277	109	\$117
	Redondo Beach Inn Best Western	◆◆◆	1850 S. PCH, 90277	109	\$108
				293	\$106
Total				946	\$137

The Statewide average daily room rate in California in 2008 for the months of July and August was \$133.00. Of the above eight hotels located in Redondo Beach, five charged less than the Statewide average. The average room rate for these five hotels was \$100.00. Thus based on the formula that calculates low-cost as the average room rate for those hotels within Redondo Beach that have a room rate less than the Statewide average room rate, low cost accommodations can be defined as those charging less than \$100.00 or approximately 25% below the Statewide average daily room rate of \$133.00. An estimate of high cost accommodations can then be defined as those hotels with daily room rates 25% higher than the Statewide average which equates to \$166.00. Rates then between \$100.00 and \$166.00 would be considered moderately priced for Redondo Beach.

The result is a formula defining lower cost as a percentage of the most recent Statewide rooms rates available. A requirement that establishes the method for the calculation of this formula is included within suggested modification 15 to the Implementation Plan. One advantage to using this formula is that it adjusts over time without having to undertake new surveys of local hotel room rates. In 2009, any hotel charging less than \$100.00 per night would be considered lower cost. In future years in Redondo Beach, taking 75% of the current Statewide average room rate for that year will yield the room rate for a low-cost accommodation, and high-cost would be determined to be 125% of the Statewide average. In the future, if conditions change such that these assumptions and/or values are clearly different, the City could request an LCP amendment to resurvey, expand the survey area or propose different methodology.

The certified LUP, as amended, and as modified, also includes policies that restrict the total amount of new limited use overnight visitor accommodations. For reasons described in the above findings, the proposed percentage of allowed limited use overnight visitor accommodations was reduced from forty percent to twenty-five percent of any new proposed development within an existing leasehold by suggested modification 6. A corresponding modification to the IP has been suggested (suggested modification 15) in order to be consistent with this change to the LUP. As modified above, the Commission finds that the IP is consistent with the City's certified and modified LUP which protects lower cost overnight accommodations and restricts the use of limited use overnight visitor accommodations in order to protect the public access policies of the LUP and the Coastal Act.

3. Biological Resources (Tree Trimming)

In order to protect biological resources, specifically related to tree trimming and nesting birds, appropriate procedures and parameters are required to be implemented, therefore, suggested modification 16 to the Implementation Plan amendment has been recommended. As modified above, the Commission finds that the IP is consistent with the City's certified and modified LUP which protects biological resources.

IV. CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City of Redondo Beach prepared a Master EIR for the Heart of the City plan that was certified on March 19, 2002. The California Environmental Quality Act (CEQA) allows subsequent projects that are within the scope of a Master EIR to undergo limited environmental review. In 2007, the City prepared an IES for the proposed land use amendments contained within the submitted LCPA and circulated it for public comment from August 30, 2007 through October 1, 2007. The IES concluded that the proposed amendments comprised a scaled down project with less intensity than the project studied in the earlier Master EIR and that the proposed land use amendments would not result in new impacts not studied in the original Master EIR. Additionally, the IES incorporated into the proposed project the mitigation measures identified in the Master EIR

Section 21080.9 of the California Public Resources Code – within the California Environmental Quality Act (CEQA) - exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with its activities and approvals necessary for the preparation and adoption of a local coastal program (LCP). The Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under Section 21080.5 of CEQA, the Commission is relieved of the responsibility to prepare an EIR for each LCP. Nevertheless, the Commission is required in approving an LCP submittal to find that the LCP does conform with the provisions of CEQA, including the requirement in CEQA section 21080.5(d)(2)(A) that the amended LCP will not be approved or adopted as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. 14 C.C.R. Sections 13542(a), 13540(f), and 13555(b). The City of Redondo Beach LCP amendment 2-08 consists of an amendment to both the Land Use Plan and Implementation Plan.

As outlined in this staff report, the proposed LUP amendment is inconsistent with the Chapter 3 policies of the Coastal Act and the IP amendment is inconsistent with the policies of the certified Land Use Plan. However, if modified as suggested, the LUP amendment will be consistent with the Chapter 3 policies of the Coastal Act. In addition, if modified as suggested, the IP amendment will be consistent with the policies of the Land Use Plan. If modified the LCP amendment will not result in any significant adverse impacts to the environment. Thus, the Commission finds that the LUP amendment, if modified as suggested, is consistent with the Chapter 3 policies of the Coastal Act and that the IP amendment, if modified as suggested, is in conformity with and adequate to carry out the land use policies of the certified LUP. Therefore, the Commission finds that approval of the LCP amendment as modified will not result in significant adverse environmental impacts under the meaning of CEQA. Therefore, the Commission certifies LCP amendment request RDB-MAJ-2-08 if modified as suggested herein.

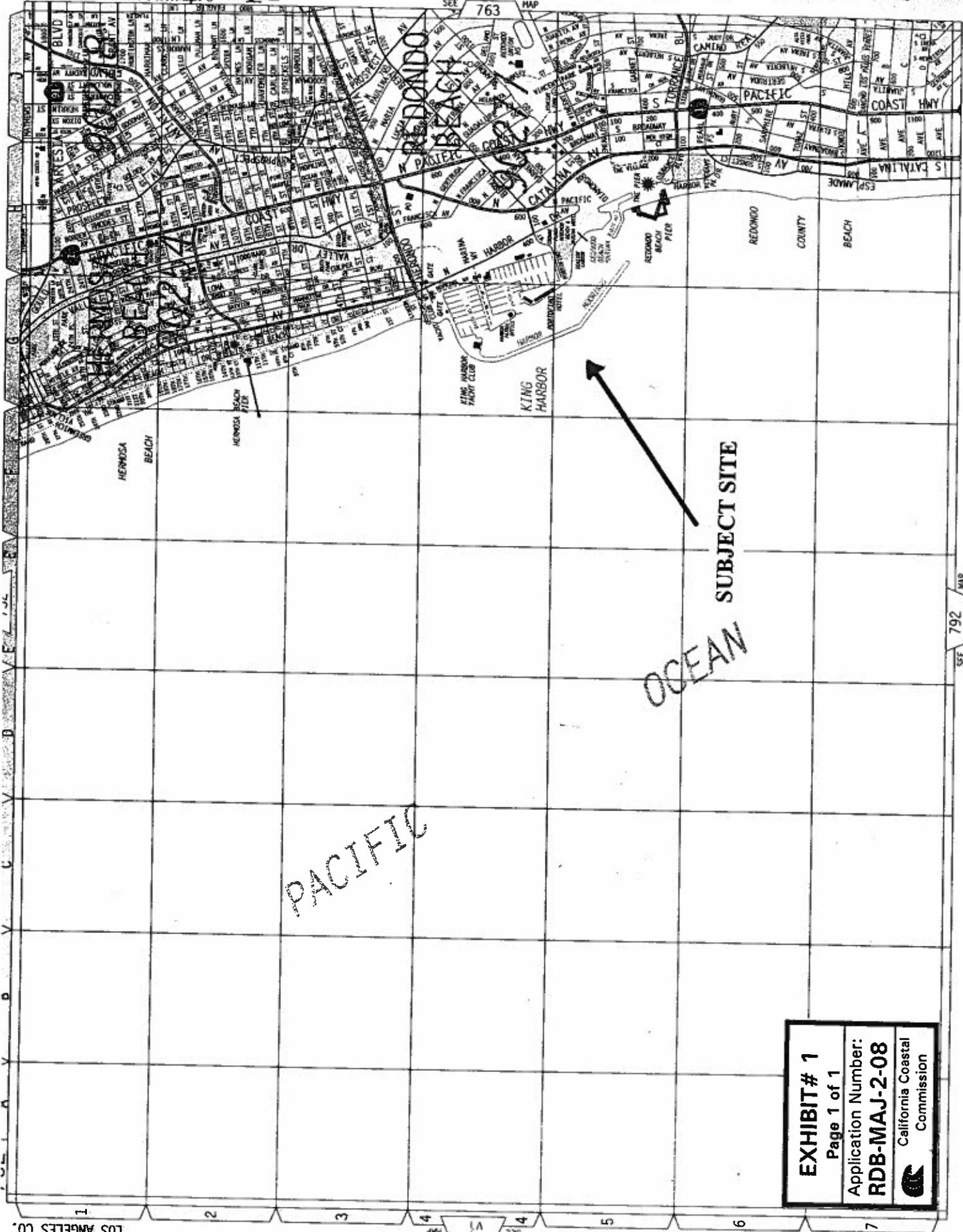


EXHIBIT # 1
 Page 1 of 1
 Application Number:
RDB-MAJ-2-08
 California Coastal
 Commission



SEE MAP 763

HERMOSA BEACH PIER

KING HARBOR YACHT CLUB

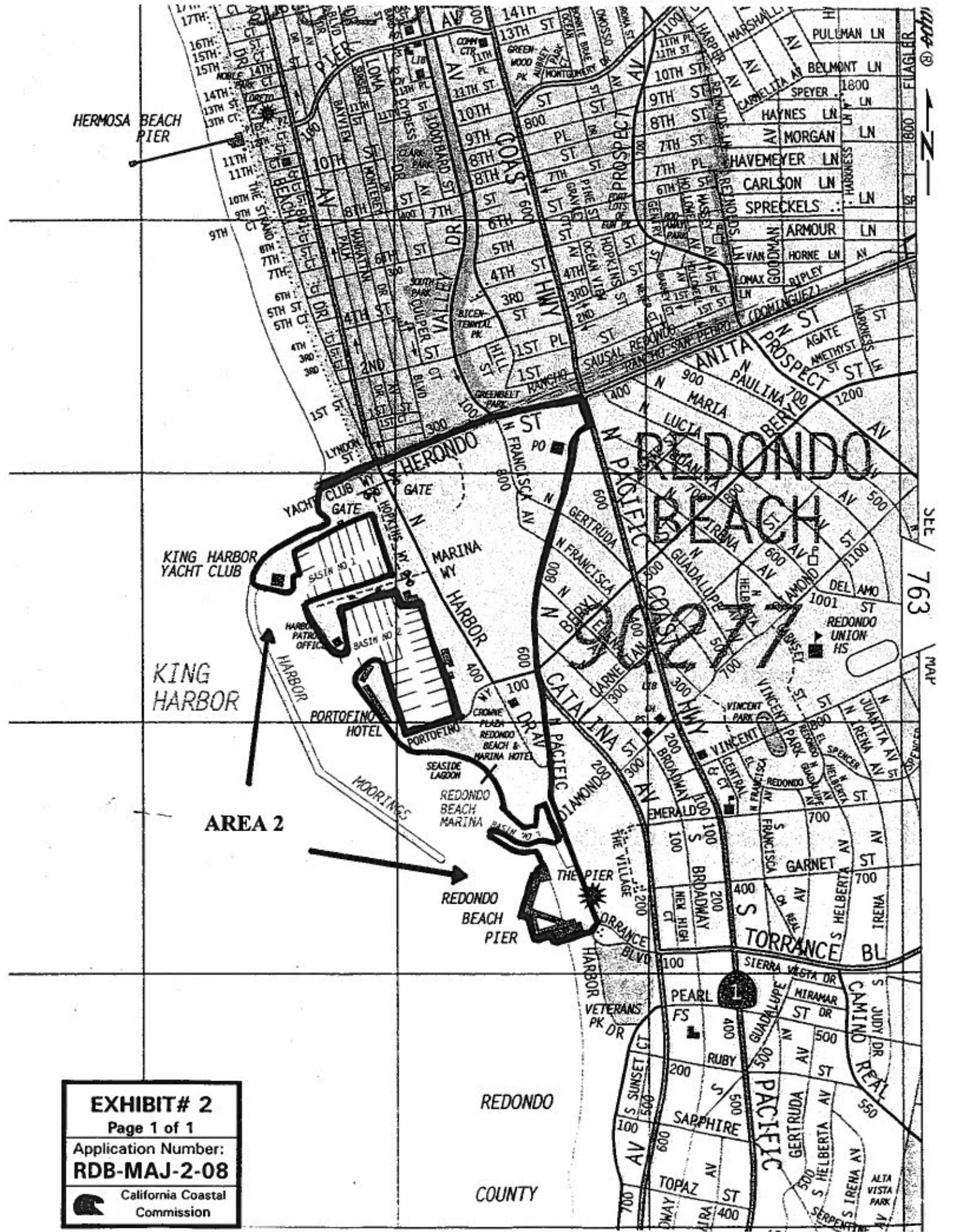
KING HARBOR

AREA 2

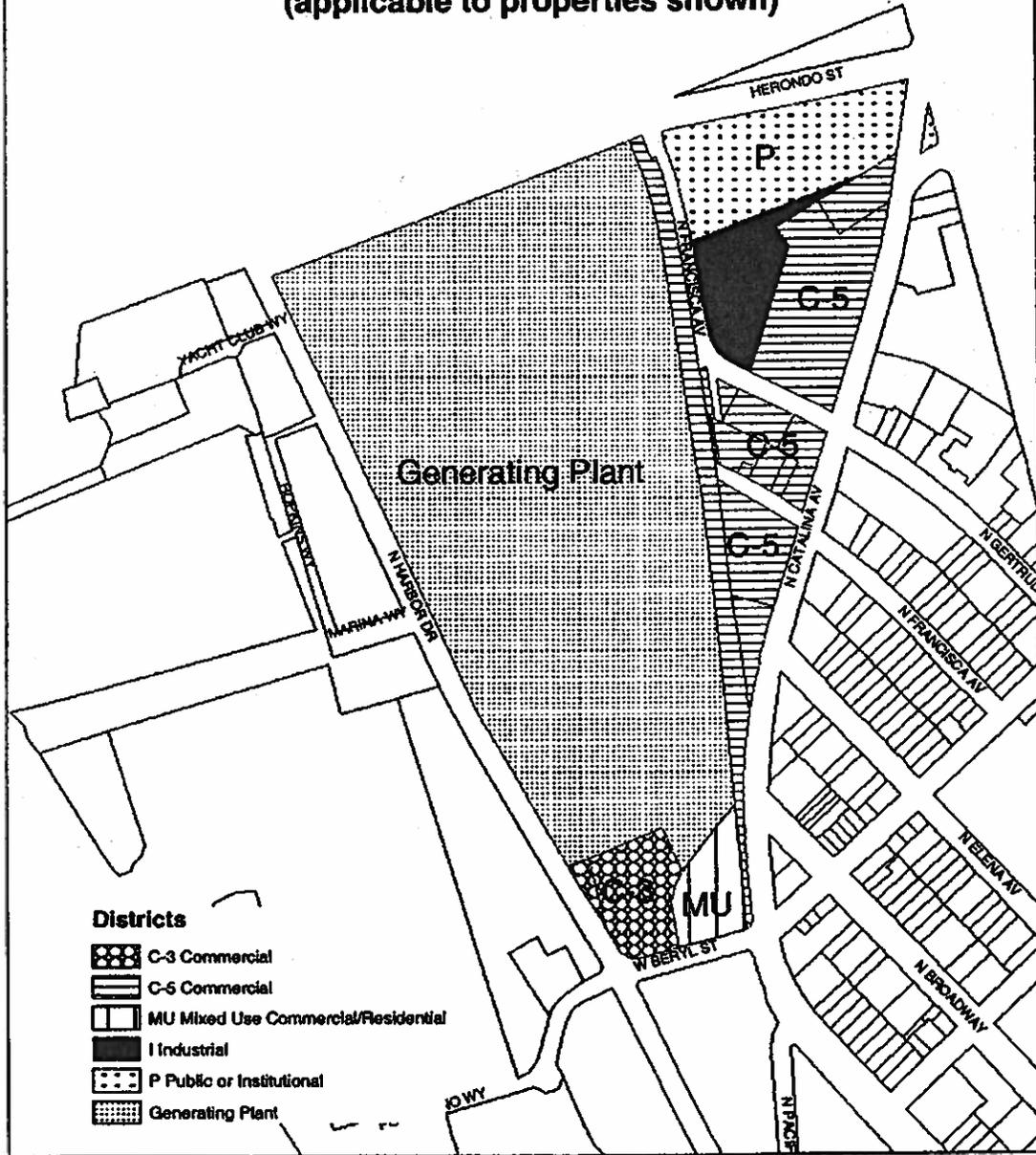
REDONDO BEACH PIER

EXHIBIT # 2
 Page 1 of 1
 Application Number:
RDB-MAJ-2-08
 California Coastal
 Commission

REDONDO COUNTY



**Amendments to Exhibit H, the Coastal Land Use Plan Map
(applicable to properties shown)**



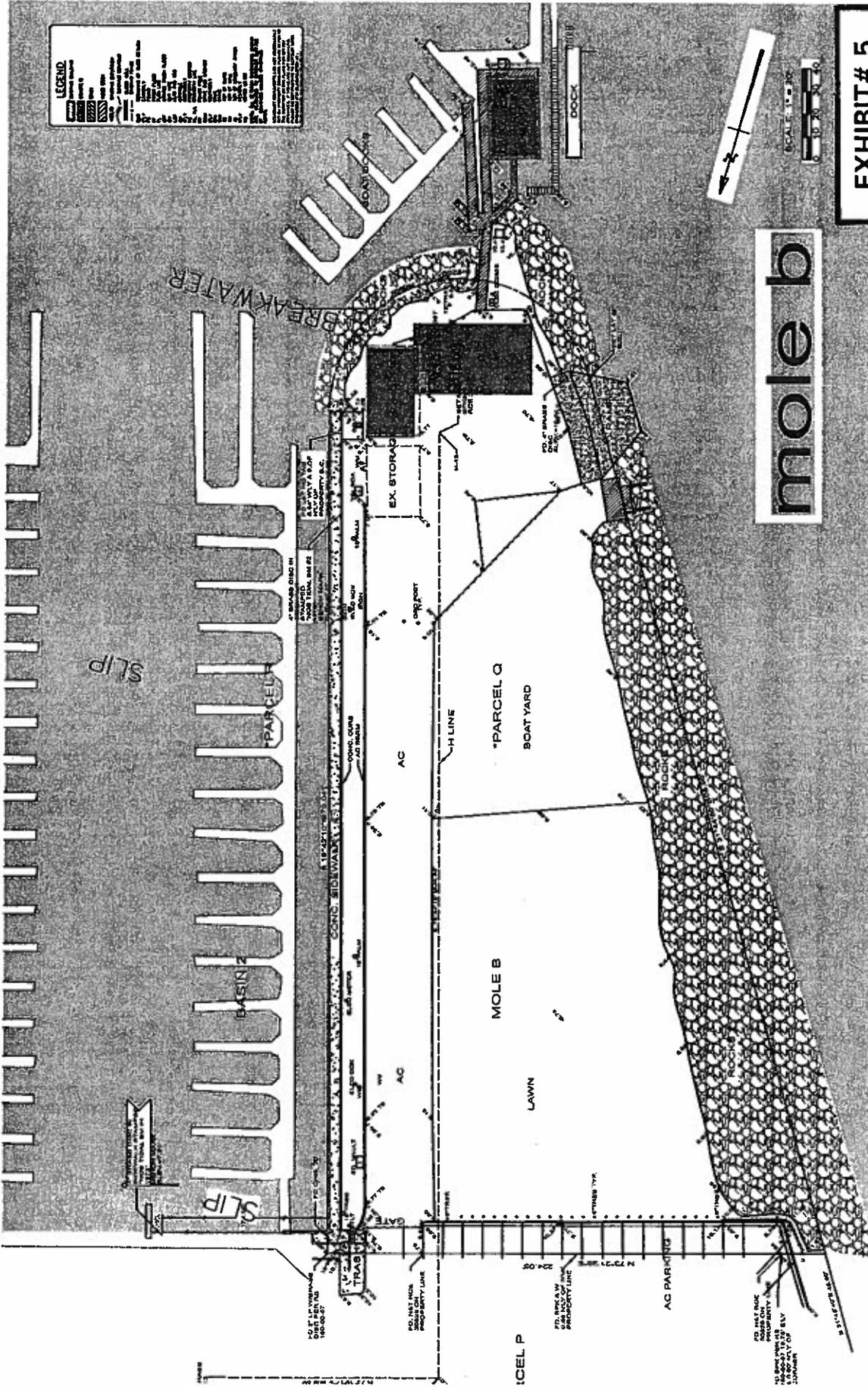


EXHIBIT # 5
 Page 1 of 1
 Application Number:
RDB-MAJ-2-08
 California Coastal
 Commission

**City of Redondo Beach Notification of
Acceptance and Request for Final Certification**



Planning Department

415 Diamond Street, P.O. Box 270
Redondo Beach, California 90277-0270
www.redondo.org

tel 310 372-1171
tel 310 318-0637
fax 310 372-8021

November 8, 2010

RECEIVED
South Coast Region

NOV 10 2010

CALIFORNIA
COASTAL COMMISSION

Gabriel Buhr
Coastal Program Analyst
California Coastal Commission
200 OceanGate
Long Beach, CA. 90802-4302

Re: Notification of Acceptance and Request for Final Certification- Harbor, Pier and Power Plant
Local Coastal Program Amendments and Elimination of Geographic Segmentation

Dear Mr. Buhr:

The City of Redondo Beach is pleased to inform you that the Redondo Beach City Council has accepted all "suggested modifications" requested by the Coastal Commission in certifying the adopted amendments to the Coastal Zoning Ordinance and Coastal Land Use Plan for the entirety of the remaining uncertified area (Area 2) of the Redondo Beach Coastal zone, including the power generating plant area west of Catalina Avenue and the Harbor and Pier area. The amendments were also submitted to the voters and approved by a majority vote on November 2, 2010 in full compliance with Article 27 of the City Charter.

In accepting the "suggested modifications" the City has fulfilled the requirements of LCP Amendment 2-08. The City hereby requests that the Executive Director of the California Coastal Commission determine in writing that the City has complied with the Commission's July 9, 2009 action and report that determination to the Commission at the December, 2010 meeting. It is important that the item appear on the December Agenda as the extension period for the approval expires on January 9, 2011.

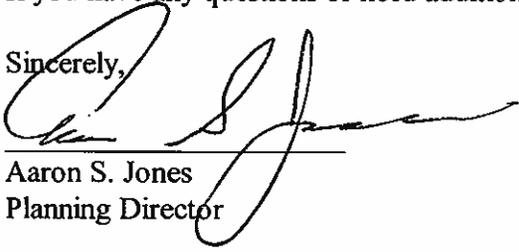
The following is a list of attachments to this letter:

- Ordinance No. 3050-10 amending the Coastal Zoning Ordinance to incorporate Suggested Modifications required by the California Coastal Commission in their July 9, 2009 approval and certification action.
- Resolution No. 1004-306 amending the Coastal Land Use Plan to incorporate Suggested Modifications required by the California Coastal Commission in their July 9, 2009 decision to certify the city's Local Coastal Program.
- Ordinance No. 3013-08 amending the Coastal Zoning Ordinance and Zoning Map

- Resolution No. CC-0805-48-CC certifying that the City's Local Coastal Program is intended to be carried out in a manner fully in conformity with the Coastal Act and providing that the amendments will take effect automatically upon Coastal Commission approval pursuant to Section 13518 of the California Code of Regulations
- Resolution No. CC-0805-46-CC amending the LUP
- Ordinance No. 2971-05 amending the Coastal Zoning Ordinance in conjunction with Zoning Map amendments and Coastal Land Use Plan amendments for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive and Herondo Street
- Ordinance No. 2972-05 amending the Zoning Map for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive and Herondo Street
- Resolution No. CC-0508-83 amending the Coastal Land Use Plan for the Area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive and Herondo Street

If you have any questions or need additional information please call me at (310) 318-0637.

Sincerely,



Aaron S. Jones
Planning Director

C: Gary Timm with attachments
Bill Workman, City Manager
Gwendolyn Parker, Harbor, Business and Transit Director

RECEIVED
South Coast Region

ORDINANCE NO. 3050-10

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING SECTIONS 10-5.811 AND 10-5.1900 OF THE COASTAL ZONING ORDINANCE TO INCORPORATE SUGGESTED MODIFICATIONS REQUIRED BY THE CALIFORNIA COASTAL COMMISSION IN THEIR JULY 9, 2009 APPROVAL AND CERTIFICATION ACTION

NOV 10 2010

CALIFORNIA
COASTAL COMMISSION

WHEREAS, the City Council passed, approved, and adopted Ordinance No. 3013-08, enacting certain amendments to the Redondo Beach Coastal Zoning Ordinance and Zoning Map on May 6, 2008; and

WHEREAS, in order to secure certification of the City's Local Coastal Program ("LCP") under the Coastal Act, the City Council approved the submittal of the foregoing amendments to the City's Coastal Zoning Ordinance and Zoning Map, along with amendments to the City's Coastal Land Use Plan ("LUP"), by Resolution CC-0805-48-CC on May 6, 2008; and

WHEREAS, the LCP amendments, including the Coastal Zoning Ordinance and Zoning Map amendments, were submitted to the California Coastal Commission South Coast District Office and deemed complete and in proper order for filing pursuant to Section 30510(b) of the Coastal Act on June 13, 2008; and

WHEREAS, the Coastal Commission suggested modifications to the LCP, including the Coastal Zoning Ordinance and Zoning Map amendments, to comply with Public Resources Code Chapter 3 Sections 30200 et seq., based upon its authority under Public Resources Code Sections 30512(b) and 30512.2; and

WHEREAS, the California Coastal Commission approved LCP Amendment No. 2-08, including the Coastal Zoning Ordinance and Zoning Map amendments, subject to acceptance of the suggested modifications on July 9, 2009; and

WHEREAS, the California Coastal Commission sent notice to the City of Redondo Beach informing the City that LCP Amendment No. 2-08 with modifications will not be deemed final and effective, for the purpose of delegating to the City development review authority provided for in Chapter 7 of the Coastal Act and the ability to issue coastal development permits pursuant to Public Resources Code Section 30519, until the City complies with the requirements under Title 14, California Code of Regulations, Section 13544; and

WHEREAS, to certify the LCP under the Coastal Act, Title 14, California Code of Regulations, Section 13544, requires the City to accept and agree to any modifications and take whatever formal action is required to satisfy the terms and modifications.

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

SECTION 1. FINDINGS.

- A. At the time of adoption of Ordinance No. 3013-08, the City Council considered the information contained in the initial study for the proposed zoning amendments (Initial Environmental Study No. 2007-03-IIES-003) and found that all potentially significant environmental effects that may result from the Coastal Zoning Ordinance amendments had been analyzed adequately in an earlier certified EIR for the former Heart of the City project ("EIR"), and further found that the proposed amendments will have no impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code. The amendments enacted by this Ordinance impose certain additional standards and restrictions on development authorized by the Coastal Zoning Ordinance but do not permit any additional, different, or more intensive development than permitted by the zoning amendments enacted in Ordinance No. 3013-08. The City Council, therefore, finds that all potential significant environmental effects of the Coastal Zoning Ordinance amendments, as herein enacted, are adequately addressed in the certified EIR and that the amendments herein will not result in any new significant environmental effects nor a substantial increase in the severity of any environmental effects beyond the effects of the project analyzed in the EIR and the effects of the Coastal Zoning Ordinance as amended by the City Council in May, 2008. Therefore, the City Council further finds that a supplemental or subsequent EIR is not required.
- B. The amendments to the Coastal Zoning Ordinance are consistent with the Coastal Land Use Plan, the Harbor/Civic Center Specific Plan and Comprehensive General Plan of the City.
- C. The amendments to the Coastal Zoning Ordinance enacted by this measure will not affect the residential density, intensity of permissible development or traffic impacts of existing or permitted development in the City. The City Council has therefore determined that these amendments do not constitute Major Changes in Allowable Use with the meaning of Article XXVII of the City Charter of the City of Redondo Beach, and do not require approval of the voters to become effective.

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

SECTION 2. The City Council hereby finds that the above recitals are true and correct and incorporates the recitals herein by reference as if set forth in full.

SECTION 3. Section 10-5.811, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby reenacted as amended to read as follows, consistent with Coastal Commission Suggested Modification No.15:

"10-5.811 Additional land use regulations, CC coastal commercial zones.

(a) Offices.

(1) **CC-1 zone.** Offices are prohibited on International Boardwalk and on the Pier, except that offices for the management and operation of on-site facilities may be permitted on the Pier above the ground floor.

ORDINANCE NO. 30-50-10
AMENDMENTS TO COASTAL ZONING ORDINANCE TO INCORPORATE SUGGESTED MODIFICATIONS OF THE CALIFORNIA
COASTAL COMMISSION

(2) **CC-3 and CC-4 zones.** Offices shall be located above the ground floor, except that marine-related offices, visitor-serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor. Offices shall not be the primary use within a master leasehold area or on sites that are not master leasehold areas.

(b) **Hotels.** Limited Use Overnight Visitor Accommodations (such as Timeshares, Condominium Hotels, and Fractional Ownership Hotels) shall be subject to conditions as determined through the Conditional Use Permit process and to the following requirements to ensure that the hotels are a visitor-serving use and that a broad range of visitor accommodations including lower cost accommodations is available in the Coastal Zone.

(1) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.

(2) Limited Use Overnight Visitor Accommodations shall be limited to no more than 25% of total new guestrooms (units) developed within a master leasehold area or on sites that are not master leasehold areas. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

(3) **Fractional Ownership Hotel.** Fractional ownership hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month (1/4) intervals within any one-year period.

b. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.

d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.

e. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.

f. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.

g. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use

during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

h. The hotel operator shall maintain record of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on record of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

i. No portion of the Fractional Ownership Hotel (neither fractional units nor traditional hotel units) may be converted to full time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved hotel units.

j. When an owner of a fractional interest in a unit chooses not to occupy his/her unit for any portion of the time allotted to him/her, that unit shall be available to the general public on the same basis as the traditional hotel units.

k. The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restriction or CC & R's (Covenants, Conditions, & restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through k above;
2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;
3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through m above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.
4. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

l. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of a fractional interest in a unit is jointly and severally liable with the hotel owner/operator for violations of the terms and conditions hereof imposed by the special conditions of the coastal development permit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

m. All documents related to the marketing and sale of fractional interest units, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. The owners of a fractional interest in a unit are jointly and severally liable with the hotel owner/operator for any violations of the terms and conditions hereof imposed by the coastal development permit.

2. The occupancy of the units is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public and that the coastal development permit contains additional restrictions on use and occupancy.

n. The hotel owner/operator and any successor-in-interest hotel owner/operator, and each future owner of a fractional interest in a unit shall obtain, prior to sale of a fractional interest, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year and a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

o. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection p below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

p. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner/operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding notice, record keeping, and monitoring of the Fractional Interest Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of fractional interests in a unit during the prior calendar year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years

upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

(4) **Condominium-Hotel.** Condominium-hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

b. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units. Whenever any individually owned hotel unit is not occupied by its owner(s), that unit shall be available for hotel rental by the general public on the same basis as a traditional hotel room.

c. The hotel operator shall market and advertise all rooms to the general public. Unit owners may also independently market and advertise their units but all bookings of reservations shall be made by and through the hotel operator.

d. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners, a service for which the hotel operator may charge the unit owner a reasonable fee.

e. If the hotel operator is not serving as the rental agent for an individually owned unit, then the hotel operator shall nevertheless have the right, working through the individually owned units' owners or their designated agents, to book any unoccupied room to fulfill demand, at a rate similar to comparable accommodations in the hotel. The owner or an owner's rental agent may not withhold units from use. In all circumstances, the hotel operator shall have full access to the condominiums' reservation and booking schedule so that the operator can fulfill its booking and management obligations hereunder.

f. All guestroom/unit keys shall be electronic and created by the hotel operator upon each new occupancy to control the use of the individually owned units.

g. Unit owners shall not discourage rental of their unit or create disincentives meant to discourage rental of their unit.

h. All individually owned hotel units shall be rented a rate similar to that charged by the hotel operator for the traditional hotel rooms of a similar class or amenity level.

i. The hotel operator shall maintain record of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

j. Each individually owned hotel unit shall be used by its owner(s) (no matter how many owners there are) for not more than 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the

summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

k. The use period limitations identified in subsection j above, shall be unaffected by multiple owners or the sale of a unit to a new owner during the calendar year, meaning that all such owners of any given unit shall be collectively subject to the use restriction as if they were a single, continuous owner.

l. No portion of the Condominium-Hotel may be converted to full-time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved Condominium-Hotel.

m. The hotel owner/operator shall be required to submit, prior to the issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restrictions or CC & R's (Covenants, Conditions & Restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through l above;
2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;

3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through l above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

n. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

o. The provisions of the CC & R's or Declaration of Restrictions described above shall not be changed without approval of an amendment to the LCP by the Coastal Commission. However minor changes that do not conflict with subsections a through n above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

p. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with these restrictions. Each owner of an individual guest room/condominium unit is jointly and severally liable with the hotel owner-operator for any and all violations of the terms and conditions imposed by the special conditions of the coastal development permit with respect to the use of that owner's unit. Violations of the coastal development permit can result in penalties pursuant to Public Resource Code Section 30820.

q. All documents related to the marketing and sale of the condominium interests, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. Each owner of any individual hotel unit is jointly and severally liable with the hotel owner-operator for any violations of the terms and conditions of the coastal development permit with respect to the use of that owner's unit; and

2. The occupancy of the units by owner(s) is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public per the terms of the coastal development permit and that the coastal development permit contains additional restrictions on use and occupancy.

r. The hotel owner/operator and any successor-in-interest hotel owner and operator, and each future individual unit owner shall obtain, prior to sale of individual units, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

s. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection t below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

t. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner-operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding occupancy restrictions, notice, recordkeeping, and monitoring of the Condominium-Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of individual hotel units during the prior one-year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations.

After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

u. A coastal development permit application for a Condominium-Hotel shall include a plan specifying how the requirements outlined in this section will be implemented. The plan must include, at a minimum, the form of the sale, deed and CC & R's/Declaration of Restrictions that will be used to satisfy the requirements and the form of the rental program agreement to be entered into between the individual unit owners and the hotel owner/operator. The plan must demonstrate that the applicant will establish mechanisms that provide the hotel operator and any successor-in-interest hotel operator adequate legal authority to implement the requirements of this section. An acceptable plan meeting these requirements shall be incorporated into the special conditions of approval of any coastal development permit for a Condominium-Hotel. Any proposed changes to the approved plan and subsequent documents pertaining to compliance with and enforcement of the terms and conditions required by this section including deeds and CC&R's/Declaration of Restrictions shall not occur without an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

(5) **Timeshares.** Timeshares may be permitted in the CC-2, CC-3 and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. Management of the timeshare facility shall ensure that at least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.

c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

(6) Prior to issuance of a coastal development permit for any type of hotel facility, the landowner(s) of the property(ies) or hotel owner on a leasehold upon which the existing and/or approved traditional hotel units/rooms (i.e. transient hotel rooms) are or will be developed shall execute and record a deed restriction(s), subject to the review and approval of the Harbor Director and the Executive Director of the Coastal Commission, which prohibits the conversion of traditional hotel units/rooms to any other type of ownership (e.g. limited use overnight visitor accommodations). The deed restriction(s) shall run with the land, shall be executed and consented to by the existing lessee(s) of the affected property(ies) and shall be binding on the landowner(s), lessee(s), and on all successors and assigns of the landowner(s) and lessee(s), including without limitation any future lienholders. The deed restriction(s) shall not be removed or changed without approval of an amendment to the LCP by the Coastal Commission and to the underlying coastal development permit.

(7) If the hotel owner and the hotel operator at any point become separate entities, the hotel owner and the hotel operator shall be jointly and severally responsible for ensuring compliance with the requirements identified above. If the hotel owner and hotel

operator become separate entities, they shall be jointly and severally liable for violations of the terms and conditions (restrictions) identified above.

(8) **In Lieu Fee Required.** Lower cost visitor accommodations shall be protected, encouraged, and where feasible provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

When referring to any overnight visitor accommodations, lower cost facilities shall be defined as any facility with room rates that are below 75% of the Statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% above the Statewide average room rate. Statewide average room rates can be calculated by the Smith Travel Research website (www.visitcalifornia.com) or other analogous method used to arrive at an average Statewide room rate value.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, unless all those units are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.

Prior to issuance of the coastal development permit, and upon execution of an appropriate agreement between the City and the designated recipient that assures use of the in-lieu fee to assist in the creation of lower cost overnight visitor accommodations within the nearby coastal region, the applicant shall transfer the fee to the entity designated by the agreement.

(c) **Tidelands.** (lands west of the mean high tide line as defined in the City's Tidelands Trust agreement, and other parcels so designated excluding those parcels removed by the State's 1971 amendment to the City's Tidelands Trust agreement). Permitted uses shall

ORDINANCE NO. 30-50-10
AMENDMENTS TO COASTAL ZONING ORDINANCE TO INCORPORATE SUGGESTED MODIFICATIONS OF THE CALIFORNIA
COASTAL COMMISSION

be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

(d) **Mole B.** The primary permitted uses on Mole B shall be for boating facilities (such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities); and parks and recreation and public open space. Other public uses supporting these primary uses may be permitted.

(e) **Water portion of leasehold areas.** Marinas and boating facilities in the water portion of the harbor area shall be subject to a Conditional Use Permit with all development standards determined by the decision-making body. Water areas shall not be included in calculations of floor area ratio."

SECTION 4. Section 10-5.1900, Article 7, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby reenacted as amended to add subsection (h) to read as follows, consistent with Coastal Commission Suggested Modification No. 16:

"10-5.1900 Landscaping regulations.

(a) **Purpose.** The purpose of this section is to establish standards for installation of landscaping in order to enhance the aesthetic appearance of properties within the City, ensure the quality, quantity, and appropriateness of landscape materials, effect a functional and attractive design, improve compatibility between land uses, conserve water, control soil erosion, and preserve the character of existing neighborhoods.

(b) **Criteria.** Planting areas within development projects for which a landscape plan is required pursuant to subsection (c) of this section shall comply with the following criteria:

(1) Plant location.

a. All required setbacks shall be landscaped with live plants except for walkways, driveways, parking areas and patio areas. Non-organic groundcover shall not be used in place of plant material in planter areas unless utilized as a decorative accent.

b. Plants shall be grouped according to similar water needs.

c. Plants shall not interfere with safe sight distances or otherwise block vehicular, bicycle or pedestrian traffic, or conflict with the installation, maintenance, or repair of any public utility.

d. A planting area a minimum of eighteen (18) inches in width shall separate a building from a driveway or parking area as feasible.

e. Parking lots shall be separated from street frontages and from abutting uses by planting areas. In addition, planting areas shall be interspersed among the parking stalls as feasible, including provision of trees for appearance and shade.

f. Trees shall be planted at least five (5) feet from a public sidewalk, except that the Planning Director may require a greater distance for species that may, over time, cause damage to the sidewalk or other public infrastructure. The Planning Director may require installation of root control barriers where necessary to protect public sidewalks.

(2) Plant Type.

a. Drought-tolerant plants shall be used where feasible. Recommended drought-tolerant plant species are listed in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants maintained by the Superintendent of Parks. Other plants consistent with the intent of this section, but not included in the List of Recommended Trees and Water Conserving Plants, may be approved by the Planning Director. The Planning Director may also permit limited use of tree, shrub, and groundcover species not adapted to the dry summer climate if it can be demonstrated that:

1. The plant species and landscape changes to provide for the plant species is compatible with the visual quality of the project and has no harmful impact to the surrounding area; and

2. The non-native/adapted plant is irrigated by runoff water from other landscape areas and/or turf area is reduced to compensate for the increased irrigation water required for the plant species.

b. Plants shall complement the architectural design of structures on the site, and shall be suitable for the soil and climatic conditions specific to the site.

c. Plants shall be compatible with the character of the neighborhood.

d. Plants shall be adaptable to Redondo Beach's coastal environment.

e. Trees that may, over time, cause damage to public and/or private sidewalks, sewer lines, and other infrastructure shall be avoided, unless the Planning Director determines that the tree is located a sufficient distance from such infrastructure to prevent damage. Information on the suitability or lack of suitability of different tree species is contained in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants maintained by the Superintendent of Parks. Trees not listed that are determined to be consistent with the criteria of this section may be approved by the Planning Director.

f. Trees should be planted to shade turf, groundcover, and shrub planting areas to reduce water evaporation from these areas.

g. Non-residential developments. Turf (grass) area (excluding parkways between the public sidewalk and street) shall not exceed twenty (20%) percent of the total landscape area for non-residential developments, except that higher percentages may be permitted when turf is an essential part of the development such as for playing fields for schools or parks, or integral to the design of the project as determined through the applicable design review procedures.

1. Lower water usage turf or warm season grasses are recommended for all turf areas;

2. Use of turf shall be avoided in landscape areas with a dimension of less than eight (8) feet.

3. It is recommended that turf be separated from new trees to prevent over-watering of the tree, surface rooting, crown-rot, and damage of the tree trunk by grass trimming equipment;

4. If trees are to be planted in a turf area, only deep-rooted tree species should be used, turf irrigation and drainage should be directed away from the tree, and the tree should be irrigated by a combined bubbler/deep waterpipe fixture.

(3) Plant size.

a. Plants shall be sized and spaced to achieve immediate effect and shall normally not be less than a fifteen (15) gallon container for trees, five (5) gallon container for shrubs, and a one gallon container for mass planting. Groundcover coverage must be 100 percent in one year, with rooted cuttings from flats planted no more than twelve (12) inches on center, and containerized woody, shrub ground cover planted no more than three (3) feet on center.

b. Landscape plans shall incorporate existing mature trees with trunk diameters of six (6) inches or greater that are compatible with the proposed grades, structures and hardscape. Specimen trees, thirty-six (36) inch box, or larger may be used to replace an existing mature tree that cannot feasibly be saved.

(4) Planting areas.

a. All planting areas shall be served by a permanent underground clock-operated water-efficient irrigation system. A drip irrigation system or other water conserving irrigation system may be required where feasible.

b. All sloped planting areas abutting hardscape shall be surrounded with a minimum six (6) inch high concrete curb where necessary to prevent erosion.

(5) Parking lots. New surface parking lots containing ten (10) or more parking spaces shall provide a minimum of one shade tree for every six (6) spaces. The Planning Commission may also require provision of trees and other landscaping in parking lots in conjunction with any project subject to Planning Commission Design Review.

(c) Landscape and irrigation plans required, for projects other than single-family developments. A landscape plan and irrigation plan drawn to scale and dimensioned shall be submitted to the Planning Division for all new projects in all nonresidential zones, and for all new residential projects of two (2) or more units. A landscape plan and irrigation plan may be required in conjunction with other projects requiring Administrative Design Review, Planning Commission Review, Conditional Use Permit, or Variance.

(1) Landscape plan, contents. A landscape plan shall contain at a minimum the following information:

- a. List of plants (common and Latin);
- b. Plant size;
- c. Plant location, with size and type identification

(2) **Irrigation plan, contents.** An irrigation plan shall contain at a minimum the following information:

- a. Location, type and size of lines;
- b. Location, type, gallonage output, and coverage of heads;
- c. Location and sizes of valves;
- d. Location and type of controller;
- e. Location and type of backflow prevention device;
- f. Available water pressure, water meter outlet size, and flow rates at meter.

(3) For purposes of this section, new project shall mean the addition of 1,000 square feet or more of floor area on a vacant site or the addition or reconstruction of 1,000 square feet or more of floor area made in conjunction with demolition of fifty (50%) percent or more of the total floor area of existing development on the lot.

(d) **Landscape requirements for new single-family projects.** For new single family projects, a site plan shall be required showing the type and location of proposed trees and their distance from public infrastructure. The landscaping regulations pursuant to this article shall not apply to single family developments except for the criteria in subsection (b)(2)(e.) of this section relating to location of trees to protect public infrastructure from damage.

(1) For purposes of this section, new project shall mean the addition of 1,000 square feet or more of floor area on a vacant site or the addition or reconstruction of 1,000 square feet or more of floor area made in conjunction with demolition of fifty (50%) percent or more of the total floor area of existing development on the lot.

(e) **Maintenance of landscape.** Planting areas shall be permanently maintained, including watering, weeding, pruning, trimming, edging, fertilizing, insect control, and replacement of plant materials and irrigation equipment as needed to preserve the health and appearance of plant materials. All trees, shrubs, and plants which, due to accident, damage, disease, or other cause, fail to show a healthy growth shall be replaced. Replacement plants shall conform to all the standards which govern the original planting installation.

(f) **Street tree requirements.** Street tree species, size, spacing, and planting standards shall be subject to approval of the Superintendent of Parks. The Superintendent of Parks shall select street trees taking into consideration the following criteria: that the selected tree as proposed to be located will not harm public sidewalks, streets, and infrastructure; that the tree is consistent with water conservation objectives; that the tree requires low maintenance and no pesticides; that the tree will enhance the visual character and identity of City streets; and that the tree complements appropriate existing street trees. Appropriate street trees include, but are not necessarily limited to, trees included in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants. No existing street tree shall be removed without the approval of the City.

(g) **R-1 zone, areas with no parkways.** In the R-1 zone, in areas with no parkways, in conjunction with the construction of new homes, existing mature trees in the front yard that are compatible with the proposed development shall be preserved. A specimen tree, twenty-four (24) inch box, or larger shall be planted in the front yard where there are no existing mature trees or to replace existing mature trees that cannot feasibly be saved.

(h) **Tree Trimming within the Harbor/Pier Area.** The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the past five (5) years, as determined by a qualified biologist or ornithologist, shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.

(1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1 through December 31.

(2) Trees or branches with a nest of a wading bird (heron or egret), a state or federal listed species, or a California bird species of special concern that has been active anytime in the last five years shall not be removed or disturbed unless a health and safety danger exists.

(3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.

a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations, tree size (no less than 36" box size), planting specifications, and a five year monitoring program with specific performance standards.

b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Harbor Director and maintained on file as public information.

(4) Tree trimming or removal during the non-breeding and non-nesting season (October 1 through December 31) shall follow the following procedures.

a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Harbor Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior 5 years and no courtship or nesting behavior is observed.

b. In the event that a wading bird (heron or egret) species, a state or federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1 through December 31), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).

c. Trimming of nesting trees shall not encroach within 10 feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.

d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

(5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Harbor Department and the City of Redondo Beach, and shall use the following procedures:

a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Harbor Director and maintained on file as public information. The plan shall incorporate the following:

1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).

2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.

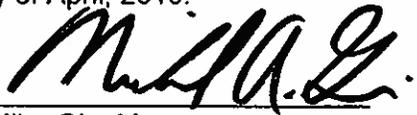
b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal."

SECTION 5. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 6. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this ordinance 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 ordinance. The City Council hereby declares that it would have passed this ordinance 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.

SECTION 7. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption, except that for the purposes of City approval of Coastal Development Permits, this ordinance shall be effective on the date of certification by the Coastal Commission.

PASSED, APPROVED AND ADOPTED this 20th day of April, 2010.


Mike Gin, Mayor

ATTEST:

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 the foregoing Ordinance No. 3050-10 was duly introduced at a regular meeting of the City Council held on the 6th day of April 6, 2010 and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 20th day of April, 2010, by the following vote:

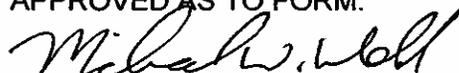
AYES: ASPEL, AUST, DIELS, KILROY

NOES: BRAND

ABSENT: NONE

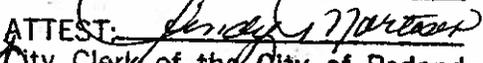
ABSTAIN: NONE


Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

This is certified to be a true and correct copy of the original on file in this office.

DATED: 11-08-10

ATTEST: 
City Clerk of the City of Redondo Beach, State of California

RESOLUTION NO. CC- 1004-306

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN TO INCORPORATE SUGGESTED MODIFICATIONS REQUIRED BY THE CALIFORNIA COASTAL COMMISSION IN ITS JULY 9, 2009 DECISION TO CERTIFY THE CITY'S LOCAL COASTAL PROGRAM

WHEREAS, the City Council passed, approved, and adopted amendments to the Redondo Beach Coastal Land Use Plan ("Coastal LUP"), in Resolution No. CC-0805-48-CC on May 6, 2008; and

WHEREAS, in order to secure certification of the City's Local Coastal Program ("LCP") under the Coastal Act, the City Council approved Resolution CC-0805-48-CC on May 6, 2008, directing the submittal of the amendments to the Coastal LUP, amendments to the City's Coastal Zoning Ordinance, and other previously adopted measures, to the California Coastal Commission for certification; and

WHEREAS, the LCP amendments, including the Coastal LUP amendments, were submitted to the California Coastal Commission South Coast District Office and deemed complete and in proper order for filing pursuant to Section 30510(b) of the Coastal Act on June 13, 2008; and

WHEREAS, the Coastal Commission suggested modifications to the LCP amendments, including the Coastal LUP amendments, based upon its authority under Public Resources Code Sections 30512(b) and 30512.2; and

WHEREAS, the California Coastal Commission approved Redondo Beach LCP Amendment No. 2-08, including the Coastal LUP amendments, subject to suggested modifications on July 9, 2009; and

WHEREAS, the California Coastal Commission sent notice to the City of Redondo Beach informing the City that the certification of the LCP, as amended by Redondo Beach LCP Amendment No. 2-08 and additional modifications recommended by the Coastal Commission, will not be deemed final and effective, for the purpose of delegating to the City development review authority provided for in Chapter 7 of the Coastal Act and the ability to issue coastal development permits pursuant to Public Resources Code Section 30519, until the City complies with the requirements of Title 14, California Code of Regulations, Section 13544; and

WHEREAS, to certify the LCP under the Coastal Act, Title 14, California Code of Regulations, Section 13544, requires the City to accept and agree to any modifications and take whatever formal action is required to satisfy the terms and modifications.

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

SECTION 1. FINDINGS

A. The City council hereby finds that the above recitals are true and correct.

- B. The recommended modifications to the Coastal LUP accepted herein are consistent with the policies of the California Coastal Act and with the Redondo Beach Coastal Zoning Ordinance, General Plan, and Harbor/Civic Center Specific Plan.
- C. At the time of adoption of Resolution No. CC-0805-48-CC, the City Council considered the information contained in the initial study for the proposed Coastal LUP amendments (Initial Environmental Study No. 2007-03-IES-003) and found that all potentially significant effects that may result from the proposed amended Coastal LUP had been analyzed adequately in the earlier certified Environmental Impact Report for the former Heart of the City project ("EIR"). The amendments enacted by this Resolution impose certain additional standards and restrictions on development authorized by the Coastal LUP but do not permit any additional, different or more intensive development than permitted by the Coastal LUP as adopted in Resolution No. CC-0805-48-CC. The City Council, therefore, finds that all potential significant environmental effects of the Coastal LUP amendments herein are adequately addressed in the certified EIR and that the amendments will not result in any new significant environmental effects nor a substantial increase in the severity of any environmental effects beyond the effects of the project analyzed in the EIR nor beyond the effects of the Coastal LUP as amended on May 6, 2008. Therefore, the City Council further finds that a supplemental or subsequent EIR is not required.
- D. The City Council finds that the proposed amendments will have no impact on Fish and Game Resources pursuant to Section 21089(b) of the Public Resources Code.
- E. The proposed Local Coastal Program with the Coastal Commission modifications is intended to be carried out in a manner that is in full conformity with the Coastal Act.
- F. The proposed amendments to the Coastal LUP meet the requirements of, and are in conformity with, the policies of Chapter 3 of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses. Including coastal dependent, visitor serving uses and recreation.

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

SECTION 2. The City council hereby incorporates the above recitals herein by reference as if set forth in full.

SECTION 3. The City Council hereby amends the first two paragraphs of Subsection C of Section VI ("Proposed Land Use Classifications") of the Coastal Land Use Plan contained in Resolution CC-0805-46-CC and adds an additional paragraph to read as follows, consistent with Coastal Commission Suggested Modification No.1:

"C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards.

The Coastal Commission certified the implementation section of the City of Redondo Beach LCP in 2003 for Area 1 of the Coastal Zone (including the entire Coastal Zone except for the AES Generating Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor between Beryl Street and North Pacific Coast Highway which comprise Area 2 of the Coastal Zone). Development of the implementation section for Area 2 of the Coastal Zone is expected to be completed by 2009.

Upon effective certification of City of Redondo Beach LCPA No. 2-08, the segmentation of the coastal zone within the City of Redondo Beach into two geographic units shall expire. Thereafter, the entire coastal zone within the City of Redondo Beach shall be treated as one geographic unit."

SECTION 4. The City Council hereby amends the text of Subsection C of Section VI ("Proposed Land Use Classifications") of the Coastal Land Use Plan governing Commercial Recreation Sub-area 2, as adopted in Resolution CC-0805-46-CC to read as follows, consistent with Coastal Commission Suggested Modification No.2:

"Commercial Recreation Sub-area 2

Primary Land Uses

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and other Food and Beverage Uses
- Hotels
- Limited Use Overnight Visitor Accommodations (except on designated State Tidelands)
- Multi-Purpose Private Recreational Uses (except on State Tidelands)
- Marina and Marina related Facilities
- Entertainment Clubs
- Yachting and Boating Clubs
- Public Open Space/Recreational Uses

Additional Land Uses

- Structured and Surface Parking Facilities
- Commercial Office Land Uses (marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management of on-site facilities. Limited Use Overnight Visitor

Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.

Maximum Building Density

- The floor area ratio (FAR) of all buildings in sub-area 2 shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for the provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- Cumulative development for Commercial Recreation district sub-areas 1 – 4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.
- New development projects shall include view corridors to the water from N. Harbor Drive.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Sub-area 2a: Height is limited to a maximum of two stories, 37 feet and no more than 50% of the cumulative building footprint area shall exceed one story and 24 feet.
- Sub-area 2b: Height is limited to a maximum of three stories, 45 feet.”

SECTION 5. The City Council hereby amends the text of Subsection C of Section VI (“Proposed Land Use Classifications”) of the Coastal Land Use Plan governing Primary Land Uses (Sub-areas 3a, 3b and 3c) as adopted in Resolution CC-0805-46-CC to read as follows, consistent with Coastal Commission Suggested Modification No.3:

“Commercial Recreation Sub-Area 3

Primary Land Uses (sub-areas 3a and 3c)

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food Beverage Use
- Hotels
- Limited Use Overnight Visitor Accommodations (except on designated State Tidelands)
- Marina and Marina-Related Facilities
- Yacht or Boating Clubs
- Public Open Space/Recreational Uses

Additional Land Uses (sub-areas 3a and 3c)

- Entertainment Clubs
- Commercial Office Land Uses (Sub-area 3a, marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands)
- Parking Facilities

Primary Land uses, sub-area 3b (Mole B)

- Minimum of 33% of sub-area 3b (Mole B) shall be maintained as contiguous passive park and public open space
- Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities
- Public Open Space/Recreational Uses

Additional Land Uses, sub-area 3b (Mole B)

- Other public uses supporting the primary permitted uses

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management of on-site facilities. Limited Use Overnight Visitor Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.

Maximum Building Density

- The floor area ratio (FAR) on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in sub-areas 3a and 3c shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for the provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received. Notwithstanding the above, FAR shall not exceed 0.25 in sub-area 3c.
- The floor area ratio (FAR) shall not exceed 0.25 in sub-area 3b (Mole B)
- Cumulative development for Commercial Recreation district sub-areas 1 – 4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.
- New development projects shall include view corridors to the water from N. Harbor Drive.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Three Stories, 45 Feet (Sub-area 3a)
- Two Stories, 30 feet (Sub-areas 3b and 3c)"

SECTION 6. The City Council hereby amends the text of Subsection C of Section VI ("Proposed Land Use Classifications") of the Coastal Land Use Plan governing Maximum Building Heights for the Commercial Recreation Sub-area 1, as adopted in Resolution CC-0805-46-CC, to read as follows, consistent with Coastal Commission Suggested Modification No.17:

"Maximum Building Height

- Two Stories, 30 Feet, except two stories, 40 feet for Zone 1 D (measured above pier deck, or sidewalk grade of International Boardwalk or sidewalk grade of Pier Plaza), as applicable.
- New development shall not obstruct views from Czuleger Park to the ocean.”

SECTION 7. The City Council hereby amends Land Use Policy 1 of Subsection D of Section VI (“Land Use Policies”) of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.4:

- “1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible. Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.”

SECTION 8. The City Council hereby amends the text of Land Use Policy 2 of Subsection D of Section VI (“Land Use Policies”) of the Coastal Land Use Plan as adopted in Resolution CC-0805-46-CC to read as follows, consistent with Coastal Commission Suggested Modification No.5:

- “2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:
- a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;
 - b) Provide continuous public access to and along the seaward side of the piers and moles, with the exception of “Pad 2” on the Pier (see Exhibit A, Policy 2 illustration below);
 - c) Be consistent and harmonious with the scale of existing development;
 - d) Provide appropriate public serving amenities such as benches and pedestrian walkways adjacent to the water’s edge or the edge of the pier, landscaped rest and viewing areas, and;
 - e) Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and that public parking and coastal public amenities are located seaward of the signs.

Public Esplanade. A minimum of (12) foot wide paved public esplanade adjacent to the water’s edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water’s edge, alternatives for the continuation of the Public Esplanade as a partial

or full cantilever over the water with a minimum 10-foot width may be considered through the City's discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

Consistent with the objectives and policies in a-e above, no permanent building shall be developed on "Pad 1" of the Pier."

SECTION 9. The City Council hereby amends Land Use Policy 13 of Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.6:

"13. Hazards

Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.

- a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or the surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.
- b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.
- c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.
- d) All structures located on fill or on alluvial deposits shall provide analysis of potential for seismic hazards including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Geological Survey and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.
- e) All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or,

below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.

- f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shorelines protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from foreseeable or unexpected bluff erosion or wave uprush."

SECTION 10. The City Council hereby amends Subsection c) of Land Use Policy 15 of Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan as adopted in Resolution CC-0805-46-CC to read as follows, consistent with Coastal Commission Suggested Modification No.7:

- "c) Limited Use Overnight Visitor Accommodations within the Commercial Recreation district shall be limited to no more than 25% of total new guestrooms (units) developed within a leasehold after the effective date of adoption of this Section. All other guestrooms (units) shall be available to the general public on a daily, year-round basis."

SECTION 11. The City Council hereby amends Subsection g) of Land Use Policy 15 of Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan as adopted in Resolution CC-0805-46-CC to read as follows, consistent with Coastal Commission Suggested Modification No.8:

- "g) Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the

coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost."

SECTION 12. The City Council hereby adds new Land Use Policy 16 to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.9:

"16. Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.

Large commercial and residential developments shall be located and designed to be served by transit and provide non-automobile circulation to serve new development to the greatest extent feasible."

SECTION 13. The City Council hereby adds new Land Use Policy 17 to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.10:

"17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

- a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
- b) Development within and adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with continuance of those habitat and recreation areas."

SECTION 14. The City Council hereby adds new Land Use Policy 18 to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.11:

- "18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act."

SECTION 15. The City Council hereby adds new Land Use Policy 19 to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.12 as follows:

- "19. Marine resources shall be maintained, enhanced and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes."

SECTION 16. The City Council hereby adds new Land Use Policy 20 to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.13:

- "20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams."

SECTION 17. The City Council hereby adds new Land Use Policy 21 to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows, consistent with Coastal Commission Suggested Modification No.14:

- "21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

- a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.

- b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
- c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities.
- d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
- e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas.
- f) Restoration purposes.
- g) Nature study, aquaculture, or similar resource dependent uses.

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary."

SECTION 18. The amendments to the Coastal Land Use Plan adopted by this Resolution do not, either individually or collectively, significantly affect existing the residential densities, intensity or traffic impacts of existing or permitted development in the City. The City Council has therefore determined that these amendments do not constitute or include Major Changes in Allowable Land Use as defined in Article XXVII of the City Charter of Redondo Beach. However, the City Council has determined that sections 4, 5, 6, 7, 8, 10 and 11 of this Resolution are amendments to existing provisions of the Coastal Land Use Plan, as approved by the City Council on May 6, 2008, which include, consist of, or are integrally related to provisions of the amended Coastal LUP that constitute Major Changes In Allowable Land Use as that term is defined in Section 27.2(f) of Article XXVII of the Redondo Beach City Charter. The amendments enacted by Sections 4, 5, 6, 7, 8, 10 and 11 shall be incorporated into the measures submitted for voter approval pursuant to Section 27.4 of Article XXVII of the City Charter and shall become effective for all purposes after being both approved by voters as required by Article XXVII and certified by the California Coastal Commission.

SECTION 19. Sections 3, 9, 12, 13, 14, 15, 16 and 17 of this Resolution have been determined by the City Council to be amendments to provisions of the Coastal Land Use Plan and additions to the Coastal Land Use Plan that do not include or consist of, and are not integrally related to, provisions of the amended Coastal Land Use Plan adopted in May, 2008 that constitute Major Changes In Allowable Land Use as that term is defined in Section 27.2(f) of Article XXVII of the Redondo Beach City Charter. The amendments enacted by Sections 3, 9, 12, 13, 14, 15, 16 and 17 shall become effective upon certification by the California Coastal Commission.

SECTION 20. The portions of the Coastal Land Use Plan, which are to be put to a vote of the people as provided by City Charter Article XXVII, may be amended or repealed without a vote of the people, if such a vote is not otherwise mandated by the City Charter or other applicable laws. The intent of this section is to exempt the Coastal Land Use Plan from the provision in the last sentence of California Elections Code Section 9217.

SECTION 21. SEVERABILITY. If any section, subsection, sentence, clause, or phrase of this Resolution is for any reason held to be invalid, unconstitutional or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Resolution. The City Council hereby declares that it would have passed this Resolution 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, unconstitutional or unenforceable.

SECTION 22. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Original Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

ORDINANCE NO. 3013-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL ZONING ORDINANCE AND ZONING MAP IN CONJUNCTION WITH COASTAL LAND USE PLAN AMENDMENTS FOR THE HARBOR AND PIER AREA

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

SECTION 1. FINDINGS.

- A. The City Council considered the information contained in the initial study for the proposed zoning amendments, and the City Council adopted Initial Environmental Study No. 2007-03-IES-003, finding and determining that all potentially significant effects of the land use amendments had been analyzed adequately in an earlier certified Master EIR for the former Heart of the City project, and further finding that the proposed amendments will have no impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.
- B. The amendments to the Coastal Zoning Ordinance are consistent with the Coastal Land Use Plan and the Comprehensive General Plan of the City.

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

SECTION 2. The Zoning Map for the Harbor and Pier area is hereby amended as shown in the following map. (Note: Seaside Lagoon is not part of the proposed amendments and will remain with the existing P-PRO zoning).

SECTION 3. Section 10-5.800, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

“10-5.800 Specific purposes, CC coastal commercial zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the CC coastal commercial zone regulations are to:

(a) Provide for the continued evolution and use of the City's coastal-related commercial-recreational facilities and resources for the residents of Redondo Beach and surrounding communities, while ensuring that uses and development are compatible with adjacent residential neighborhoods and commercial areas;

(b) Provide for the development of coastal-dependent land uses and uses designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational boating and fishing, and to encourage uses which:

(1) Are primarily oriented toward meeting the service and recreational needs of coastal visitors, boat users, and coastal residents seeking recreation,

(2) Are active and pedestrian-oriented while meeting the need for safe and efficient automobile access and parking,

(3) Have a balanced diversity of uses providing for both public and commercial recreational facilities,

(4) Provide regional-serving recreational facilities for all income groups by including general commercial and recreational use categories,

(5) Provide public access to nearby coastal areas, and

(6) Protect coastal resources;

(c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City.”

SECTION 4. Sections 10-5.810 to 10-5.816 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows:

“10-5.810 Land use regulations, CC coastal commercial zones.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-2.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.”

Use Classifications	CC-1	CC-2	CC-3	CC-4	CC-5	Additional Regulations See Section:
Commercial Uses						
Banks (no drive-up service)	C	C	C	C	P	10-5.811
Bars and nightclubs	C	C	C	C	C	10-5.811; 10-5.1600
Commercial recreation	C	C	C	C	C	10-5.811; 10-5.1600

Use Classifications	CC-1	CC-2	CC-3	CC-4	CC-5	Additional Regulations See Section:
Food and beverage sales	C	C	C	C	C	10-5.811
Hotels (including Limited Use Overnight Visitor Accommodations)	C	C	C	C	C	10-5.811
Marinas	C	---	C	C	---	10-5.811
Marina-related facilities:						10-5.811
Boating facilities	C	---	C	C	C	
Marine sales and services	C	C	C	C	C	
Yacht and boating clubs	---	---	C	C	C	
Offices	C	C	C	C	P	10-5.811
Personal convenience services	C	C	C	C	P	10-5.811
Personal improvement services	---	C	C	C	C	10-5.811
Restaurants	C	C	C	C	C	10-5.811
Recreational equipment rentals	---	C	C	C	---	10-5.811
Retail sales (any tenant space not exceeding 5,000 sq. ft. floor area)	P	P	P	P	P	10-5.811
Retail sales (any tenant space exceeding 5,000 sq. ft. floor area)	C	C	C	C	C	10-5.811
Snack shops	P	P	P	P	P	10-5.811
Other Uses						
Adult day care centers	---	C	C	C	C	10-5.811
Antennae for public communications	C	C	C	C	C	10-5.811
Child day care centers	---	C	C	C	C	10-5.811
Cultural institutions	C	C	C	C	C	10-5.811
Government offices	C	C	---	---	P	10-5.811
Parks, Recreation and Open Space	P	P	P	P	P	10-5.811
Parking lots	---	C	C	C	C	10-5.811
Public safety facilities	C	C	C	C	C	10-5.811
Public utility facilities	C	C	C	C	C	10-5.1614
Recreation facilities	C	C	C	C	C	10-5.811
Schools, public or private	---	C	C	C	C	10-5.811

"10-5.811 Additional land use regulations, CC coastal commercial zones.
(a) Offices.

(1) **CC-1 zone.** Offices are prohibited on International Boardwalk and on the Pier, except that offices for the management and operation of on-site facilities may be permitted on the Pier above the ground floor.

(2) **CC-3 and CC-4 zones.** Offices shall be located above the ground floor, except that marine-related offices, visitor-serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor. Offices shall not be the primary use within a master leasehold area or on sites that are not master leasehold areas.

(b) **Hotels.** Limited Use Overnight Visitor Accommodations (such as Timeshares, Condominium Hotels, and Fractional Ownership Hotels) shall be subject to conditions as determined through the Conditional Use Permit process and to the following requirements to ensure that the hotels are a visitor-serving use and that a broad range of visitor accommodations including lower cost accommodations is available in the Coastal Zone.

(1) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.

(2) Limited Use Overnight Visitor Accommodations shall be limited to no more than 40% of total new guestrooms (units) developed within a master leasehold area or on sites that are not master leasehold areas. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

(3) **Fractional Ownership Hotel.** Fractional ownership hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones and shall be conditioned as follows:

a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month ($\frac{1}{4}$) intervals within any one-year period.

b. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.

d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.

e. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.

f. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.

g. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

h. The hotel operator shall maintain records of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

i. No portion of the Fractional Ownership Hotel (neither fractional units nor traditional hotel units) may be converted to full-time occupancy condominium or any other type

of Limited Use Overnight Visitor Accommodations or other project that differs from the approved hotel units.

j. When an owner of a fractional interest in a unit chooses not to occupy his/her unit for any portion of the time allotted to him/her, that unit shall be available to the general public on the same basis as the traditional hotel units.

k. The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restrictions or CC & R's (Covenants, Conditions & Restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through k above;

2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;

3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through m above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

4. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

l. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of a fractional interest in a unit is jointly and severally liable with the hotel owner/operator for violations of the terms and conditions hereof imposed by the special conditions of the coastal development permit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

m. All documents related to the marketing and sale of the fractional interest units, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. The owners of a fractional interest in a unit are jointly and severally liable with the hotel owner/operator for any violations of the terms and conditions hereof imposed by the coastal development permit.

2. The occupancy of the units is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public and that the coastal development permit contains additional restrictions on use and occupancy.

n. The hotel owner/operator and any successor-in-interest hotel owner/operator, and each future owner of a fractional interest in a unit shall obtain, prior to sale of a fractional interest, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by

the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

o. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner/-operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection r below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

p. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner/operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding notice, recordkeeping, and monitoring of the Fractional Interest Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of fractional interests in a unit during the prior calendar year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

(4) **Condominium-Hotel.** Condominium-hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones and shall be conditioned as follows:

a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

b. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units. Whenever any individually owned hotel unit is not occupied by its owner(s), that unit shall be available for hotel rental by the general public on the same basis as a traditional hotel room.

c. The hotel operator shall market and advertise all rooms to the general public. Unit owners may also independently market and advertise their units but all booking of reservations shall be made by and through the hotel operator.

d. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners, a service for which the hotel operator may charge the unit owner a reasonable fee.

e. If the hotel operator is not serving as the rental agent for an individually owned unit, then the hotel operator shall nevertheless have the right, working through the individually owned units' owners or their designated agents, to book any unoccupied room to fulfill demand, at a rate similar to comparable accommodations in the hotel. The owner or an owner's rental agent may not withhold units from use. In all circumstances, the hotel operator shall have full

access to the condominiums' reservation and booking schedule so that the operator can fulfill its booking and management obligations hereunder.

f. All guestroom/unit keys shall be electronic and created by the hotel operator upon each new occupancy to control the use of the individually owned units.

g. Unit owners shall not discourage rental of their unit or create disincentives meant to discourage rental of their unit.

h. All individually owned hotel units shall be rented a rate similar to that charged by the hotel operator for the traditional hotel rooms of a similar class or amenity level.

i. The hotel operator shall maintain records of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

j. Each individually owned hotel unit shall be used by its owner(s) (no matter how many owners there are) for not more than 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

k. The use period limitations identified in subsection j above, shall be unaffected by multiple owners or the sale of a unit to a new owner during the calendar year, meaning that all such owners of any given unit shall be collectively subject to the use restriction as if they were a single, continuous owner.

l. No portion of the Condominium-Hotel may be converted to full-time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved Condominium-Hotel.

m. The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restrictions or CC & R's (Covenants, Conditions & Restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through l above;

2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;

3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through l above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

n. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

o. The provisions of the CC & R's or Declaration of Restrictions described above shall not be changed without approval of an amendment to the LCP by the Coastal Commission. However minor changes that do not conflict with subsections a through n above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

p. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all

times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of an individual guest room/condominium unit is jointly and severally liable with the hotel owner-operator for any and all violations of the terms and conditions imposed by the special conditions of the coastal development permit with respect to the use of that owner's unit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

q. All documents related to the marketing and sale of the condominium interests, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. Each owner of any individual hotel unit is jointly and severally liable with the hotel owner-operator for any violations of the terms and conditions of the coastal development permit with respect to the use of that owner's unit; and

2. The occupancy of the units by owner(s) is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public per the terms of the coastal development permit and that the coastal development permit contains additional restrictions on use and occupancy.

r. The hotel owner/operator and any successor-in-interest hotel owner and operator, and each future individual unit owner shall obtain, prior to sale of individual units, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

s. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner/-operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection t below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

t. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner-operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding occupancy restrictions, notice, recordkeeping, and monitoring of the Condominium-Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of individual hotel units during the prior one-year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of

hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

u. A coastal development permit application for a Condominium-Hotel shall include a plan specifying how the requirements outlined in this section will be implemented. The plan must include, at a minimum, the form of the sale, deed and CC & Rs/Declaration of Restrictions that will be used to satisfy the requirements and the form of the rental program agreement to be entered into between the individual unit owners and the hotel owner/operator. The plan must demonstrate that the applicant will establish mechanisms that provide the hotel operator and any successor-in-interest hotel operator adequate legal authority to implement the requirements of this section. An acceptable plan meeting these requirements shall be incorporated into the special conditions of approval of any coastal development permit for a Condominium-Hotel. Any proposed changes to the approved plan and subsequent documents pertaining to compliance with and enforcement of the terms and conditions required by this section including deeds and CC&Rs/Declaration of Restrictions shall not occur without an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

(5) Timeshares.

a. Management of the timeshare facility shall ensure that at least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.

c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

(6) Prior to issuance of a coastal development permit for any type of hotel facility, the landowner(s) of the property(ies) or hotel owner on a leasehold upon which the existing and/or approved traditional hotel units/rooms (i.e. transient hotel rooms) are or will be developed shall execute and record a deed restriction(s), subject to the review and approval of the Harbor Director and the Executive Director of the Coastal Commission, which prohibits the conversion of traditional hotel units/rooms to any other type of ownership (e.g. limited use overnight visitor accommodations). The deed restriction(s) shall run with the land, shall be executed and consented to by the existing lessee(s) of the affected property(ies) and shall be binding on the landowner(s), lessee(s), and on all successors and assigns of the landowner(s) and lessee(s), including without limitation any future lienholders. The deed restriction(s) shall not be removed or changed without approval of an amendment to the LCP by the Coastal Commission and to the underlying coastal development permit.

(7) If the hotel owner and the hotel operator at any point become separate entities, the hotel owner and the hotel operator shall be jointly and severally responsible for ensuring compliance with the requirements identified above. If the hotel owner and hotel operator become separate entities, they shall be jointly and severally liable for violations of the terms and conditions (restrictions) identified above.

(8) In Lieu Fee Required. When Limited Use Overnight Visitor Accommodations are proposed, an assessment of the availability of lower cost visitor accommodations in Redondo Beach shall be completed at the time of discretionary review and an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach

shall be imposed. Prior to issuance of the coastal development permit, and upon execution of an appropriate agreement between the City and the designated recipient that assures use of the in-lieu fee for the intended mitigation, the applicant shall transfer the fee to the entity designated in the agreement.

(c) **Tidelands.** (lands west of the mean high tide line as defined in the City's Tidelands Trust agreement, and other parcels so designated, excluding those parcels removed by the State's 1971 amendment to the City's Tidelands Trust agreement). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

(d) **Mole B.** The primary permitted uses on Mole B shall be for boating facilities (such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities); and parks and recreation and public open space. Other public uses supporting these primary uses may be permitted.

(e) **Water portion of leasehold areas.** Marinas and boating facilities in the water portion of the harbor area shall be subject to a Conditional Use Permit with all development standards determined by the decision-making body. Water areas shall not be included in calculations of floor area ratio."

"10-5.812 Development standards: CC-1 coastal commercial zone.

(a) **Floor area.**

(1) The Pier is limited to the total amount of leasable space provided for under the terms of the pier reconstruction plan, as approved by the City Council on September 3, 1991.

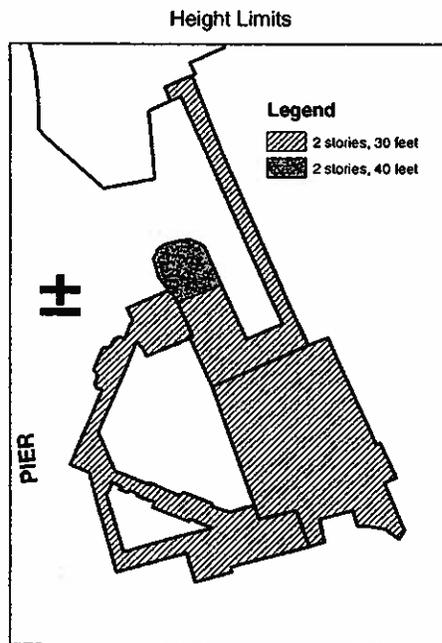
(2) The International Boardwalk floor area is limited by consistency with the other development standards in this section.

(3) Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed the limits established in the Coastal Land Use Plan.

(b) **Building height.** No building or structure shall exceed a height of thirty (30) feet as measured from the top of the pier deck or sidewalk grade, as applicable.

(1) Notwithstanding the above, building height up to forty (40) feet may be permitted on the Parcel 10 site (see map below).

(c) **Stories.** No building shall exceed two (2) stories.



(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design.** The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan, the Pier Reconstruction Architectural Design Guidelines and Standards, and any subsequent design standards and guidelines applicable to the zone.

(g) **Public walkways.** Public walkways are required adjacent to the water's edge as specified in the pier reconstruction plan approved by the City Council on September 3, 1991 and consistent with the certified Land Use Plan. Continuous public access to and along the seaward side of International Boardwalk shall be provided.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **General regulations.** See Article 3 of this chapter.

- (j) **Parking.** See Article 5 of this chapter.
- (k) **Sign regulations.** See Article 6 of this chapter.
- (l) **Landscaping regulations.** See Article 7 of this chapter.
- (m) **Coastal Development Permits.** See Article 10 of this chapter.
- (n) **Procedures.** See Article 12 of this chapter.
- (o) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

"10-5.813 Development standards: CC-2 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (FAR) of all buildings in the CC-2 zone shall not exceed 0.35, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) **Floor area ratio bonuses.**

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus 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 and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) **Building height.** No building or structure shall exceed a height of thirty (30) feet above the sidewalk grade of Pier Plaza (top deck of parking structure).

(c) **Stories.** No building shall exceed two (2) stories.

(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design.** The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) **Public open space.** Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **General regulations.** See Article 3 of this chapter.

(j) **Parking.** See Article 5 of this chapter.

(k) **Sign regulations.** See Article 6 of this chapter.

(l) **Landscaping regulations.** See Article 7 of this chapter.

(m) **Coastal Development Permits.** See Article 10 of this chapter.

(n) **Procedures.** See Article 12 of this chapter.

(o) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code.”

“10-5.814 Development standards: CC-3 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) **Floor area ratio bonuses.**

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

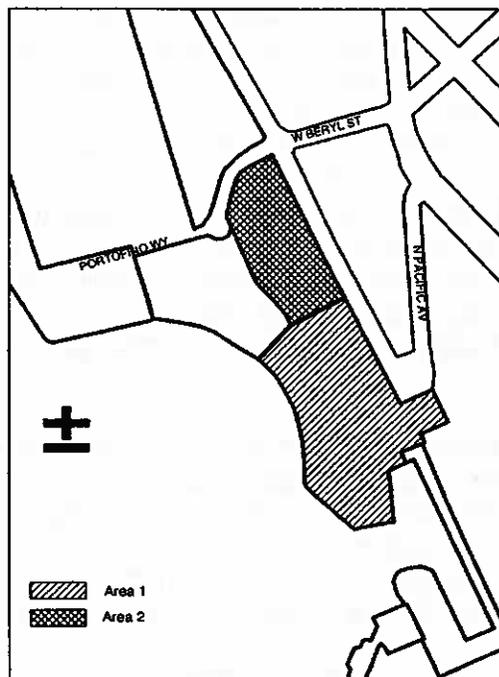
c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) **Building height and stories.** Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) **South of existing southerly boundary of Seaside Lagoon (Area 1 in the illustration below).** No building shall exceed two (2) stories and a height of thirty-seven (37) feet south of the southerly existing boundary of Seaside Lagoon. In this area, no more than fifty (50%) of the cumulative building footprint area shall exceed one story and a height of twenty-four (24) feet. Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.

(2) **North of existing southerly boundary of Seaside Lagoon (Area 2 in the illustration below).** No building shall exceed a height of forty-five (45) feet and a maximum of three (3) stories north of the southerly existing boundary of Seaside Lagoon.

Height Limits
CC-3 Zone



(c) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(d) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a

deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(e) **Architectural design and site development.** The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(f) **Public Esplanade.** A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value).

(g) **Public open space.** Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **General regulations.** See Article 3 of this chapter.

(j) **Parking.** See Article 5 of this chapter.

(k) **Sign regulations.** See Article 6 of this chapter.

(l) **Landscaping regulations.** See Article 7 of this chapter.

(m) **Coastal Development Permits.** See Article 10 of this chapter.

(n) **Procedures.** See Article 12 of this chapter.

(o) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

"10-5.815 Development standards: CC-4 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) **Floor area ratio bonuses.**

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or

additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus 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 and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(2) **Sub-area 2.** On Mole B and on portions of leaseholds in sub-area 2 as shown in the illustration in subsection (c) of this section, F.A.R. shall not exceed 0.25.

(b) **Building height.** Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) No building or structure shall exceed a height of forty-five (45) feet in Area 1 as shown in the illustration below.

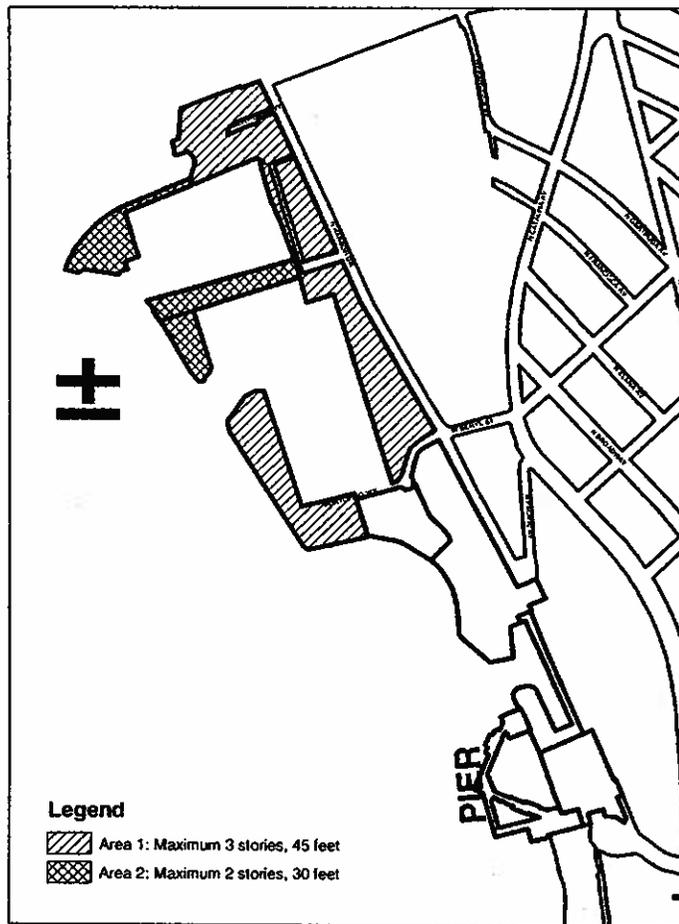
(2) No building or structure shall exceed a height of thirty (30) feet in Area 2 as shown in the illustration below.

(c) **Stories.**

(1) No building shall exceed three (3) stories in Area 1 as shown in the illustration below.

(2) No building shall exceed two (2) stories in Area 2 as shown in the illustration below.

Height Limits
CC-4 Zone



(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design and site development.** The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) **Public Esplanade.** A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value). On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width shall be considered subject to Harbor Commission Design Review. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

(g) **Public open space.** Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(including landscaped areas within parking areas) shall not be counted as public spaces.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **Parking.** The parking provisions of Article 5 of this chapter shall apply. Large expanses of asphalt and surface parking areas should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way.

(j) **General regulations.** See Article 3 of this chapter.

(j) **Sign regulations.** See Article 6 of this chapter.

(k) **Landscaping regulations.** See Article 7 of this chapter.

(l) **Coastal Development Permits.** See Article 10 of this chapter.

(m) **Procedures.** See Article 12 of this chapter.

(n) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

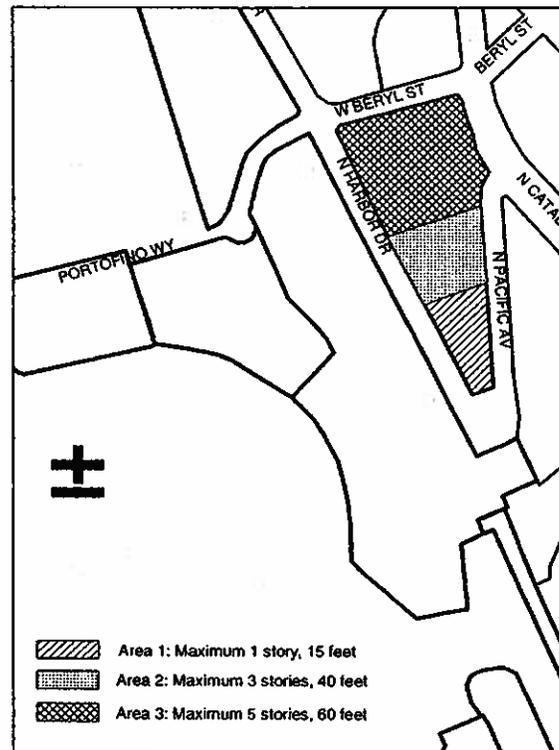
"10-5.816 Development standards: CC-5 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 2.25. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(b) **Building height.** No building or structure shall exceed a height of fifteen (15) feet in Area 1, forty (40) feet in Area 2, and sixty (60) feet in Area 3 (see illustration below).

(c) **Stories.** No building shall exceed one story in Area 1, three (3) stories in Area 2, and five (5) stories in Area 3 (see illustration below).

Height Limits
CC-5 Zone



(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design and site development.** The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(h) **General regulations.** See Article 3 of this chapter.

- (i) **Parking.** See Article 5 of this chapter.
- (j) **Sign regulations.** See Article 6 of this chapter.
- (k) **Landscaping regulations.** See Article 7 of this chapter.
- (l) **Coastal Development Permits.** See Article 10 of this chapter.
- (m) **Procedures.** See Article 12 of this chapter.
- (n) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code.”

SECTION 5. Section 10-5.802, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby deleted.

SECTION 6. Subsection (i) of Section 10-5.201, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

“ (i) **References to classes of zones.** References to “residential zones” shall include the R-1, R-2, R-3A, RMD, and RH zones. References to “commercial zones” shall include the C-2, C-3, C-4, C-5, and the CC coastal commercial zones. References to “commercial” or “mixed use” zones shall include the MU-2 and MU-3 zones. Reference to “public zones” shall include all P zones.”

SECTION 7. Section 10-5.300, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

“10-5.300 Designation of zones.

For the purposes related to the orderly development of the City, and in order to carry out the provisions of this chapter, the Coastal Zone of the City is divided into the following zones:

- (a) **Residential.**
 - (1) R-1 Single-Family Residential Zone.
 - (2) R-2 Low Density Multiple-Family Residential Zone.
 - (3) R-3A Low Density Multiple-Family Residential Zones.
 - (4) RMD Medium Density Multiple-Family Residential Zone.
 - (5) RH High Density Multiple-Family Residential Zones: RH-1, RH-2, and RH-3.
- (b) **Commercial.**
 - (1) C-2 Commercial Zones: C-2, C-2A, C-2B, and C-2-PD.
 - (2) C-3 Commercial Zones: C-3, C-3A, C-3B and C-3-PD.
 - (3) C-4 Commercial Zones: C-4 and C-4-PD.
 - (4) C-5 Commercial Zones: C-5A.
 - (5) CC Coastal Commercial Zones: CC-1, CC-2, CC-3, CC-4 and CC-5.
- (c) **Mixed Use.**
 - (1) MU-2 Mixed Use Zone.
 - (2) MU-3 Mixed Use Zones: MU-3, MU-3B, and MU-3C.
- (d) **Public and Institutional.**
 - (1) P-CIV Civic Center Zone.
 - (2) P-RVP Riviera Village Parking Zone.
 - (3) P-CF Community Facility Zone.
 - (4) P-PRO Parks, Recreation, and Open Space Zone.
 - (5) P-ROW Right-of-Way Zone.
 - (6) P-GP Generating Plant Zone.
- (e) **Industrial.**

- (1) I-2 Industrial Zones: I-2A.
- (f) **Overlay Zones.**
 - (1) (H) Historic Overlay Zone.
 - (2) (PLD) Planned Development Overlay Zone.
 - (3) (MU) Mixed-use Overlay Zone.
 - (4) (RIV) Riviera Village Overlay Zone."

SECTION 8. Subsection (94) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

"(94) **"Hotel" or "motel"** shall mean an establishment offering lodging for a period of thirty (30) consecutive calendar days or less, counting portions of calendar days as full days. This classification includes public meeting rooms and eating, drinking, and banquet services associated with the facility. Establishments as defined above shall provide kitchens in no more than fifty (50%) percent of guest units, except that kitchens may be provided in all Limited Use Overnight Visitor Accommodations.

a. "Condominium-Hotel" means a facility providing overnight visitor accommodations where ownership of at least some of the individual guestrooms (units) within the larger building or complex is in the form of separate condominium ownership interests, as defined in California Civil Code section 1351(f). The primary function of the Condominium-Hotel is to provide overnight transient visitor accommodations within every unit that is available to the general public on a daily basis year-round, while providing both general public availability and limited owner occupancy of those units that are in the form of separate condominium ownership interests.

b. "Fractional Ownership Hotel" means a facility providing overnight visitor accommodations where at least some of the guestrooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for an interval of not less than two (2) months and not more than three (3) months per year and each unit available for fractional ownership will have multiple owners.

c. "Hotel Owner/Operator" means the entity that owns and operates a hotel. If the hotel operator is separate from the hotel owner both are jointly and severally responsible for ensuring compliance with the requirements described in this Local Coastal Program (LCP) and/or recorded against the property, as well as jointly and severally liable for violations of said requirements and restrictions.

d. "Limited Use Overnight Visitor Accommodations" means any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of a similar nature.

e. "Timeshare" means any facility wherein a purchaser receives ownership rights in or the right to use accommodations for intervals not exceeding two (2) weeks per interval during any given year, on a recurring basis for more than one year, but not necessarily for consecutive years."

SECTION 9. Subsection (114) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

RESOLUTION NO. CC-0805-48 CC

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING THAT THE CITY'S LOCAL COASTAL PROGRAM AS AMENDED BY ORDINANCE NO. 3013-08 AND RESOLUTION NO. CC-0805-46, RELATING TO THE HARBOR AND PIER AREA, IS INTENDED TO BE CARRIED OUT IN A MANNER FULLY IN CONFORMITY WITH THE COASTAL ACT; AND PROVIDING THAT THE AMENDMENTS TO THE CITY'S LOCAL COASTAL PROGRAM WILL TAKE EFFECT AUTOMATICALLY UPON COASTAL COMMISSION APPROVAL PURSUANT TO SECTION 13518 OF THE CALIFORNIA CODE OF REGULATIONS.

WHEREAS, the City Council of the City of Redondo Beach adopted Ordinance No. 3013-08 and Resolution No. CC-0805-46 on May 6, 2008 amending the City's Local Coastal Program (LCP) relating to the land use designations and land use and development standards applicable to properties in the Harbor and Pier area in Area 2 of the Coastal Zone;

WHEREAS, the amendments to the LCP contained in Ordinance No. 3013-08 and Resolution No. CC-0805-46 were considered at a public hearing held before the City Council on April 8, 2008 and continued on April 22, 2008;

WHEREAS, Section 13551(b) of the California Code of Regulations requires that the resolution for submittal of amendments to the LCP shall provide that the local government is submitting its proposed LCP either (1) as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs, or (2) as a program that will require formal local government or governing authority adoption after commission approval. Under either of the alternative procedures, the requirements of Section 13544 must be fulfilled following Commission approval of the LCP.

WHEREAS, on April 8, 2003, the Coastal Commission approved a geographic segmentation of the Coastal Zone and certified the Local Implementation Plan (LIP) applicable to Area One of the Coastal Zone (the area outside the former "Heart of the City" area) while the subject area is part of the uncertified Area 2 of the Coastal Zone.

WHEREAS, on August 2, 2005 the City Council adopted amendments to the LCP for the remaining portion of Area 2 of the Coastal Zone west of Catalina Avenue and north of Beryl Street which will be submitted to the Coastal Commission at the same time as the amendments to the LCP submitted for the Harbor and Pier area as provided in Ordinance No. 3013-08 and Resolution No. CC-0805-46.

WHEREAS, in conjunction with the submittal to the Coastal Commission of the amendments to the LCP for the entire remaining uncertified Area 2 of the Coastal Zone, the City Council requests eliminating the geographic segmentation of the Coastal Zone so that the entire Coastal Zone is included in Area 1 of the Coastal Zone in order that the standards of the certified Coastal Zoning Ordinance apply to the entire Coastal Zone.

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

SECTION 1. That the City Council hereby certifies that the LCP as amended by Ordinance No. 3013-08 and Resolution No. CC-0805-46 is intended to be carried out in a manner that is fully in conformity with the Coastal Act, and the submittal of the LCP amendments to the Coastal Commission is consistent with Section 30510 of the Public Resources Code of the State of California.

SECTION 2. That the City Council hereby finds that the LCP as amended by Ordinance No. 3013-08 and Resolution No. CC-0805-46 is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.

SECTION 3. That the City Council hereby submits its proposed amendments to the LCP (3013-08 and Resolution No. CC-0805-46) as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs.

SECTION 4. That the City Council hereby submits its proposed amendments to the LCP at the same time as amendments to the LCP for the remaining portion of Area 2 of the Coastal Zone west of Catalina Avenue and north of Beryl Street.

SECTION 5. In conjunction with the submittal of amendments to the LCP for the entire uncertified Area 2 of the Coastal Zone, the City Council hereby requests an amendment to the geographic segmentation of the Coastal Zone so that Area 2 is eliminated and the entire Coastal Zone is included in Area 1 of the Coastal Zone in order that the standards of the certified Coastal Zoning Ordinance apply to the entire Coastal Zone.

SECTION 6. That the City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 6th day of May, 2008.


Mike Gin, Mayor

ATTEST:

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

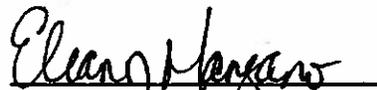
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0805-48 CC was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 6th day of May, 2008, by the following roll call vote:

AYES: ASPEL, CAGLE, AUST, DIELS, KILROY

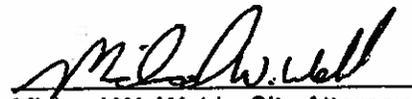
NOES: NONE

ABSENT: NONE

ABSTAIN: NONE


Eleanor Manzano, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

RESOLUTION NO. CC-0805-46 CC

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN FOR THE HARBOR AND PIER AREA

WHEREAS, the City Council held a public hearing on April 8, 2008 and continued on April 22, 2008 to consider the proposed amendments to the Coastal Land Use Plan (LUP) in conjunction with amendments to the Coastal Zoning Ordinance, General Plan and Harbor/Civic Center Specific Plan;

WHEREAS, notice of the time and place of the public hearing was given pursuant to state law and local ordinances by publication in the Easy Reader-Redondo Beach Hometown News, by posting the subject properties, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject properties; and additional notice was provided by mailing notices to master lessees in the Harbor and Pier area and to other people who requested notice, and by notice on the City web site;

WHEREAS, since the repeal of the Heart of the City Specific Plan in 2002, the affected properties have had inconsistent designations under the existing Zoning Ordinance, General Plan, certified Coastal Land Use Plan, and Harbor/Civic Center Specific Plan that must be resolved in order for development applications to proceed;

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

SECTION 1. FINDINGS:

- A. The amendments to the Coastal Land Use Plan (LUP) are consistent with concurrent amendments to the Coastal Zoning Ordinance, General Plan and Harbor/Civic Center Specific Plan.
- B. The City Council considered the information contained in the initial study for the proposed zoning amendments, and the City Council adopted Initial Environmental Study No. 2007-03-IES-003, finding and determining that all potentially significant effects of the land use amendments had been analyzed adequately in an earlier certified Master EIR for the former Heart of the City project.
- C. The City Council finds that the proposed amendments will have no impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.
- D. These amendments to the LUP and the amendments to the LUP contained in Resolution No. CC-0508-83 related to the AES Generating Plant site and surrounding area adopted by the City Council on August 2, 2005 will be submitted at the same time to the Coastal Commission for certification. The text amendments contained in this resolution incorporate the amendments approved in Resolution No. CC-0508-83.

- E. The proposed Local Coastal Program is intended to be carried out in a manner that is fully in conformity with the Coastal Act.
- F. The proposed amendments to the LUP meet the requirements of and are in conformity with the policies of Chapter 3 of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.
- G. The maximum cumulative development for the Commercial Recreation district was determined by the City Council to be a reasonable level of development that will balance the objectives for revitalization of the Harbor and Pier area and enhancing public access, public space, and other public amenities while taking into account traffic and other impacts.

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

SECTION 2. The City Council hereby repeals Resolution No. CC-0203-21 which amended the Coastal Land Use Plan in conjunction with adoption of the Heart of the City Specific Plan which was subsequently repealed and which was never submitted to the Coastal Commission for certification.

SECTION 3. The City Council hereby amends Exhibit H of the Coastal Land Use Plan Map as shown in the following map applicable to the properties west of Harbor Drive, International Boardwalk, the Pier, Pier Plaza, and the Crowne Plaza site.

SECTION 4. That the City Council hereby amends Subsection C of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows:

"C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards.

The Coastal Commission certified the implementation section of the City of Redondo Beach LCP in 2003 for Area 1 of the Coastal Zone (including the entire Coastal Zone except for the AES Generating Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor between Beryl Street and North Pacific Coast Highway which comprise Area 2 of the Coastal Zone). Development of the implementation section for Area 2 of the Coastal Zone is expected to be completed by 2008.

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. Single Family: The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. Low Density Multiple-Family: The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. Medium Density Multiple-Family: The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted 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.

Commercial

The C-2, C-3, C-4, and C-5 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

In addition to the above commercial uses, the C-5 district shall permit parks and open space. In this district, light industrial uses, automobile and marine-related repair, boat storage, and wholesale uses may be permitted subject to standards in the zoning ordinance to prevent adverse visual impacts along the street frontage.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).
4. C-5 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet) except as follows: the maximum floor area ratio for portions of a site devoted to storage or self storage facilities shall be 1.5, and the maximum floor area ratio for portions of a site devoted to other light industrial uses shall be 1.0. West of Catalina Avenue between Francisca Avenue and Beryl Street, buildings up to 4 stories and 65 feet may be permitted subject to Planning Commission Design Review where it is determined that the drop in grade and/or distance from the street adequately mitigates impacts on the character of the frontage along Catalina Avenue.

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels. In addition, community services or non-profit service uses (including religious worship, assembly, and group kitchen/cafeteria facilities) may be permitted on the Salvation Army site.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Industrial

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. The land use and development standards of the LCP implementation ordinance will be designed to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Parks and open space shall be permitted uses in the industrial district.

Generating Plant

The AES Redondo Generating Plant is located in this district. The district permits continued operation of the Generating Plant and related facilities and structures with additions or changes subject to a Conditional Use Permit to the extent legally permissible. Parks and open space shall be permitted uses in this district.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.

2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street), and Seaside Lagoon (near the waterfront south of Portofino Way). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

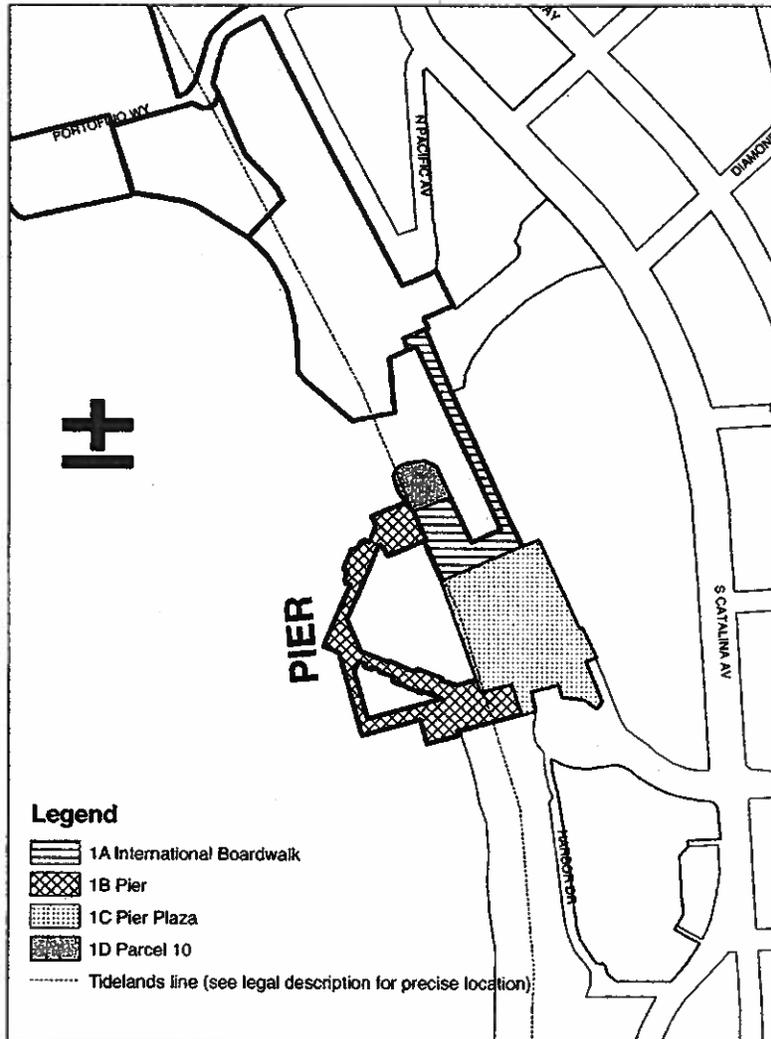
4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

5. Public Utility Transmission Corridor: The public utility transmission corridor abuts the south side of Herondo Street between N. Francisca Avenue and N. Pacific Coast Highway. Public utility facilities, parking lots, nurseries, and agricultural uses may be considered subject to a Conditional Use Permit. Parks, open space, and passive type recreational uses are permitted in this area. It is understood that land uses and structures are also subject to approval of the in-fee owner (Southern California Edison Company) in accordance with their standards, policies and procedures for use of the transmission corridor.

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities, providing regional-serving recreational facilities for all income groups. This district is divided into sub-areas with the following general land use and development requirements. The implementing ordinance will establish which uses are permitted and which uses are subject to a Conditional Use Permit. The implementing ordinance may permit other uses not included in the general use categories listed below.

Commercial Recreation Sub-area 1



Primary Land Uses

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels including Limited Use Overnight Visitor Accommodations (Sub-area 1C only)
- Entertainment Clubs
- Public Open Space/Recreational Uses

Additional Land Uses

- Marina-Related and Boating Facilities
- Amusement and Arcade Facilities

- Commercial Office Uses (Sub-area 1C only)
- Offices for the management and operation of on-site facilities (on the second floor of structures) [Sub-area 1B]
- Structured and Surface Parking (Sub-area 1C only)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

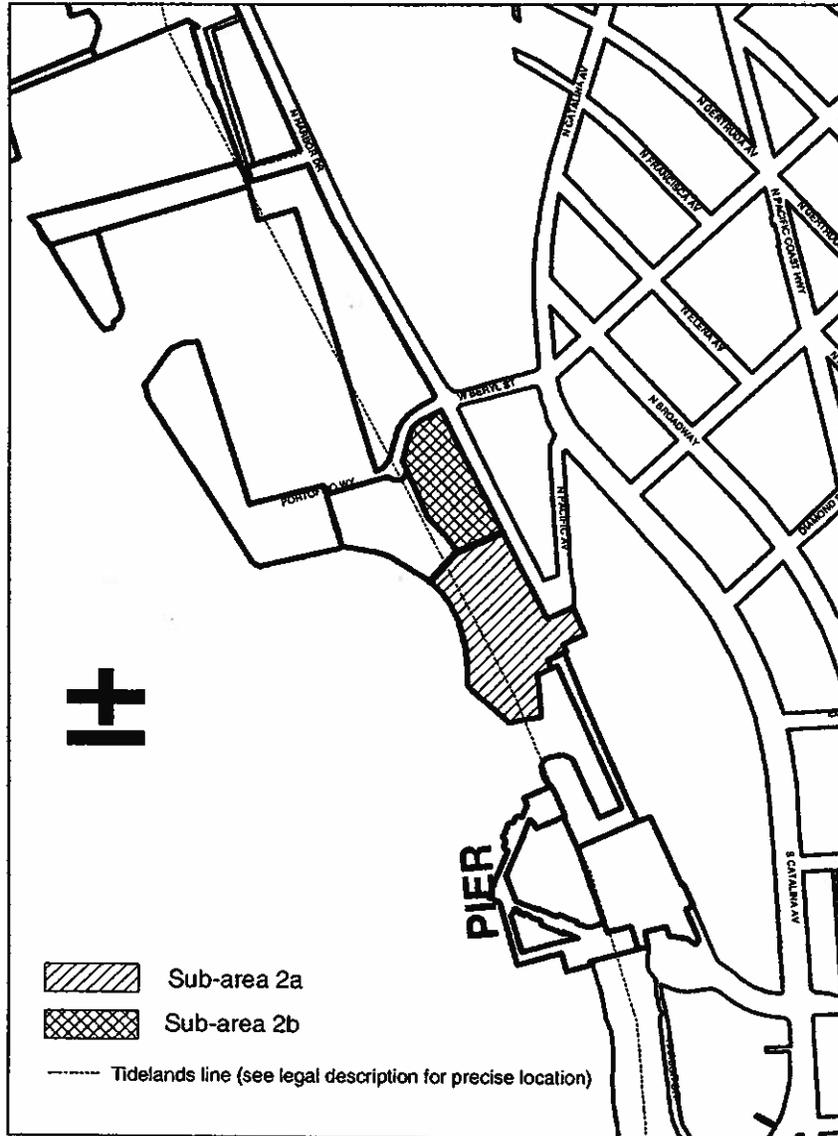
Maximum Building Density

- (Sub-area 1B, Municipal Pier); Equivalent to the total amount of leasable space provided for under the terms of the Pier Reconstruction Plan, as approved by the City of Redondo Beach City Council on September 3, 1991. Additional ancillary public facilities necessary for the continuing operation and maintenance of the pier facility may be allowed, as approved by the City of Redondo Beach City Council.
- (Sub-areas 1A and 1D, International Boardwalk); The International Boardwalk is limited by consistency with the height standards and other development standards in the implementing ordinance.
- (Sub-area 1C, Pier Plaza: The floor area ratio (FAR) of all buildings on the top deck shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height

- Two Stories, 30 Feet, except two stories, 40 feet for Zone 1 D (measured above the pier deck, or sidewalk grade of International Boardwalk, or sidewalk grade of Pier Plaza, as applicable).

Commercial Recreation Sub-area 2



Primary Land Uses

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels including Limited Use Overnight Visitor Accommodations
- Multi-Purpose Private Recreational Uses
- Marina and Marina-Related Facilities
- Entertainment Clubs
- Yachting and Boating Clubs

- Public Open Space/Recreational Uses

Additional Land Uses

- Structured and Surface Parking Facilities
- Commercial Office Land Uses (offices shall be located above the ground floor, except that marine-related offices, visitor serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

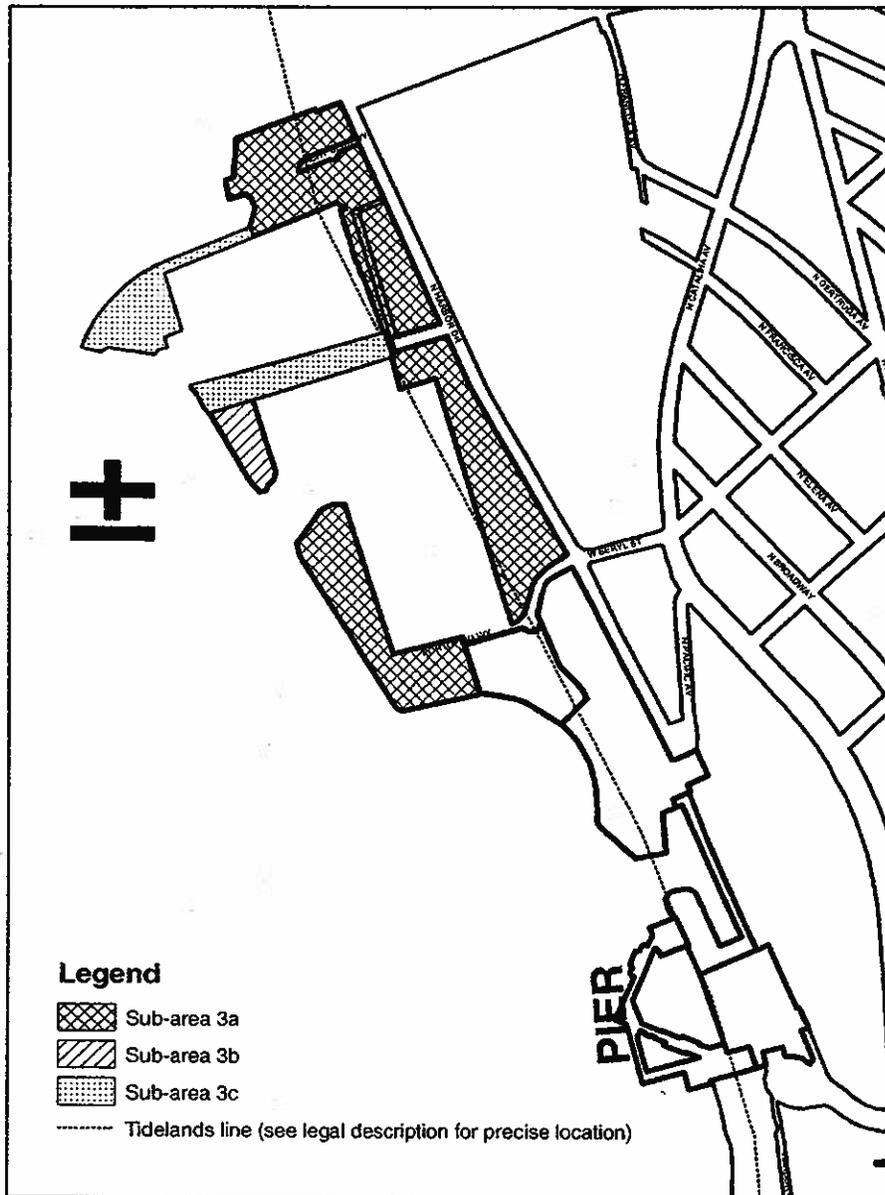
Maximum Building Density

- The floor area ratio (FAR) of all buildings in sub-area 2 shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Sub-area 2a: Height is limited to a maximum of two stories, 37 feet and no more than 50% of the cumulative building footprint area shall exceed one story and 24 feet.
- Sub-area 2b: Height is limited to a maximum of three stories, 45 feet.

Commercial Recreation Sub-Area 3



Primary Land Uses (sub-areas 3a and 3c)

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels including Limited Use Overnight Visitor Accommodations
- Marina and Marina-Related Facilities
- Yacht or Boating Clubs

- Public Open Space/Recreational Uses

Additional Land Uses (sub-areas 3a and 3c)

- Entertainment Clubs
- Commercial Office Land Uses (Sub-area 3a, except in the Tidelands) (offices shall be located above the ground floor, except that marina-related offices, visitor serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor)
- Parking Facilities

Primary Land Uses, sub-area 3b (Mole B)

- Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities
- Public Open Space/Recreational Uses

Additional Land Uses, sub-area 3b (Mole B)

- Other public uses supporting the primary permitted uses

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

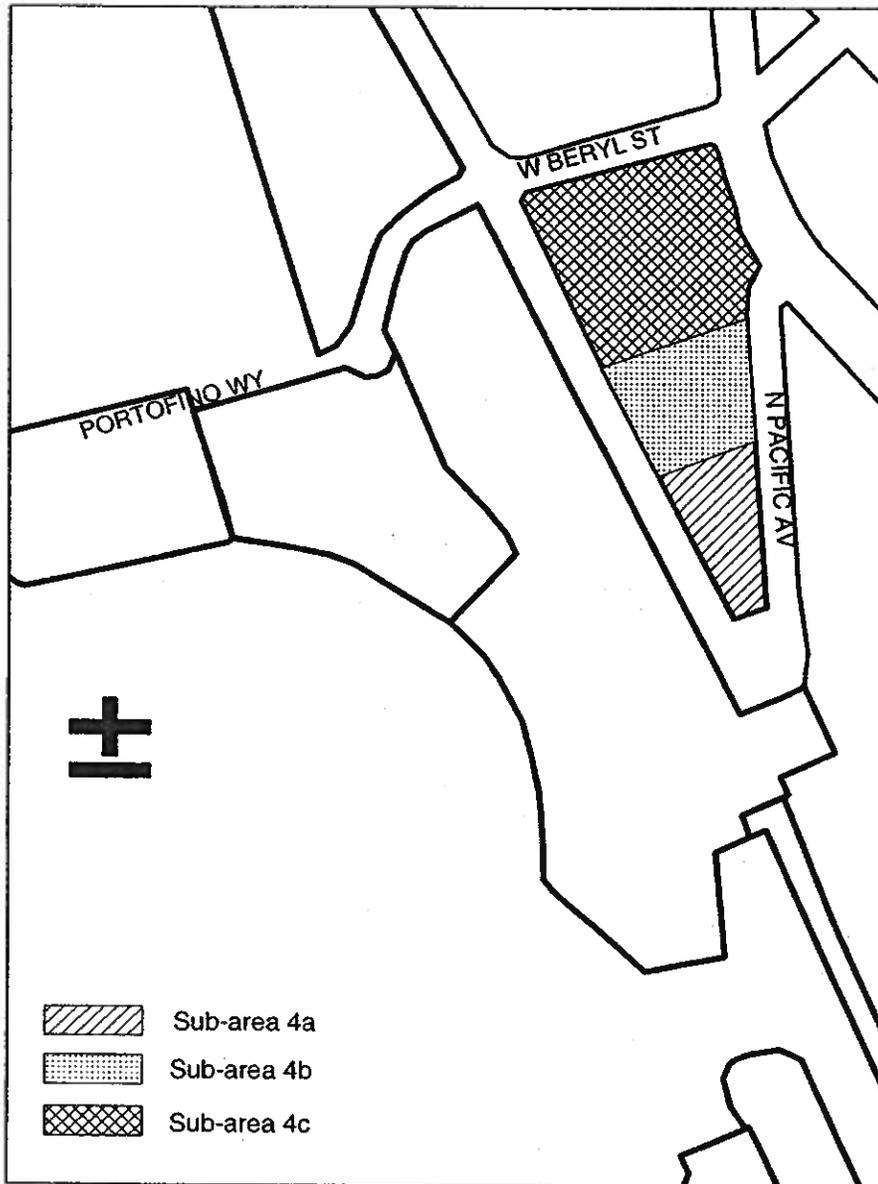
Maximum Building Density

- The floor area ratio (FAR) on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in sub-areas 3a and 3c shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received. Notwithstanding the above, FAR shall not exceed 0.25 in sub-area 3c.
- The floor area ratio (F.A.R.) shall not exceed 0.25 in subarea 3b (Mole B).
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Three Stories, 45 Feet (Sub-area 3a)
- Two Stories, 30 feet (Sub-areas 3b and 3c)

Commercial Recreation Sub-area 4



Primary Land Uses

- Hotels
- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Personal Services Commercial Uses (including Health/Athletic Clubs)

Additional Land Uses

- Entertainment Clubs
- Commercial Office Land Uses
- Marina-Related Facilities
- Parking Facilities

Maximum Building Density

- The floor area ratio (F.A.R.) of all buildings on the site shall not exceed 2.25.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- One story, fifteen (15) feet (Sub-area 4a)
- Three (3) stories, forty (40) feet (Sub-area 4b)
- Five (5) Stories, Sixty (60) feet (Sub-area 4c)"

SECTION 5. That the City Council hereby amends Policy 2 of Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows:

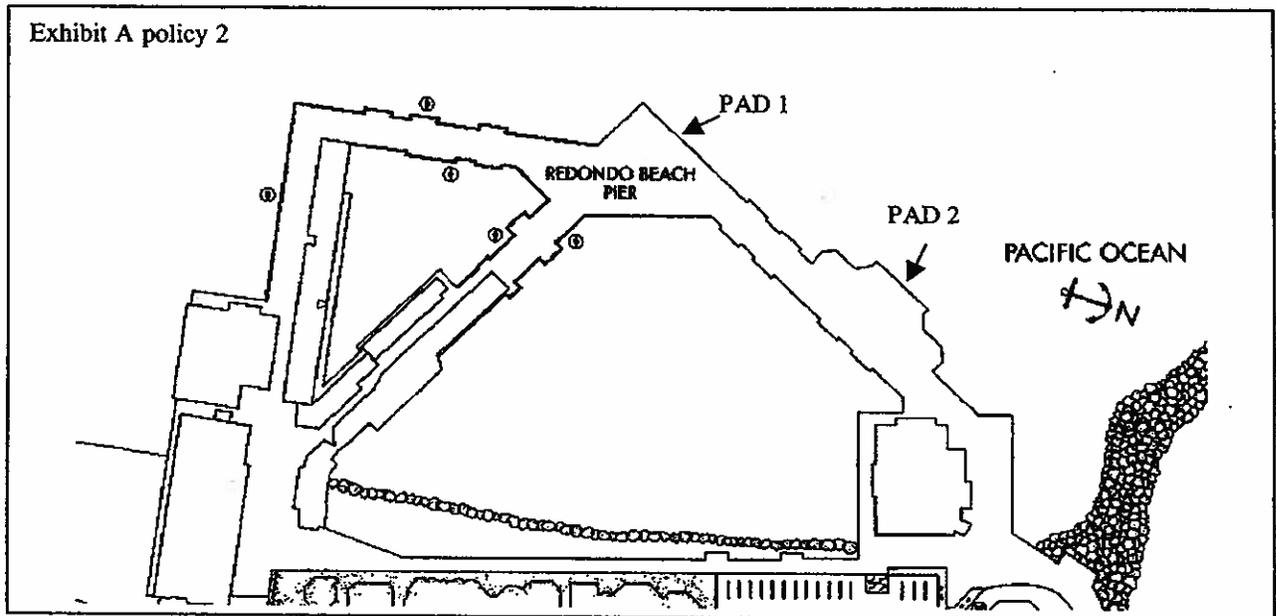
"2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:

- a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;
- b) Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below.)
- c) Be consistent and harmonious with the scale of existing development, and
- d) Provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas.

Public Esplanade. A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever

over the water with a minimum 10-foot width may be considered through the City's discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier."



SECTION 6. That the City Council hereby adds Policy 15 to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows:

" 15. Limited Use Overnight Visitor Accommodations including Condominium-hotels, fractional ownership hotels and timeshares.

a) Definitions.

"Condominium-Hotel" means a facility providing overnight visitor accommodations where ownership of at least some of the individual guestrooms (units) within the larger building or complex is in the form of separate condominium ownership interests, as defined in California Civil Code section 1351(f). The primary function of the Condominium-Hotel is to provide overnight transient visitor accommodations within every unit that is available to the general public on a daily basis year-round, while providing both general public availability and limited owner occupancy of those units that are in the form of separate condominium ownership interests.

"Fractional Ownership Hotel" means a facility providing overnight visitor accommodations where at least some of the guestrooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for an interval of not less than two (2) months and not more than three (3) months per year and each unit available for fractional ownership will have multiple owners.

"Hotel Owner/Operator" means the entity that owns and operates a hotel. If the hotel operator is separate from the hotel owner both are jointly and severally responsible for ensuring compliance with the requirements described in this LCP and/or recorded against the property, as well as jointly and severally liable for violations of said requirements and restrictions.

"Limited Use Overnight Visitor Accommodations" means any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of a similar nature.

"Timeshare" means any facility wherein a purchaser receives ownership rights in or the right to use accommodations for intervals not exceeding two (2) weeks per interval during any given year, on a recurring basis for more than one year, but not necessarily for consecutive years.

- b) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.
- c) Limited Use Overnight Visitor Accommodations within the Commercial Recreation district shall be limited to no more than 40% of total new guestrooms

(units) developed within a leasehold after the effective date of adoption of this Section. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

d) Fractional Ownership Hotels:

- a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month ($\frac{3}{4}$) intervals within any one-year period.
- b. The hotel owner/operator shall retain control and ownership of all land, structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.
- c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.
- d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.
- e. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.
- f. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.
- g. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.
- h. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

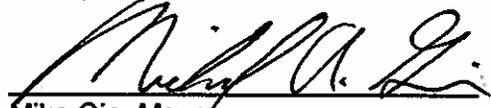
e) Condominium-Hotels:

- a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities. When the Condominium-Hotel is located on land owned by the City, the hotel owner/operator shall be a leaseholder of the land upon which the Condominium-Hotel exists.
- b. The Condominium-Hotel facility shall have an on-site hotel operator to manage rental/booking of all guestrooms units.
- c. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.
- d. Owners of individual units shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

- e. When not occupied by the individual owner, each unit shall be available to the general public in the same manner as the traditional guestrooms/units.
- f) Timeshares
 - a. At least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).
 - b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.
 - c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).
- g) Lower cost visitor accommodations shall be protected, encouraged, and, where feasible, provided. In the Commercial Recreation district, when Limited Use Overnight Visitor Accommodations are proposed, an assessment of the availability of lower cost visitor accommodations in Redondo Beach shall be completed at the time of discretionary review and an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed.

SECTION 7. That the City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

PASSED, APPROVED, AND ADOPTED this 6th day of May, 2008.


Mike Gin, Mayor

ATTEST:

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

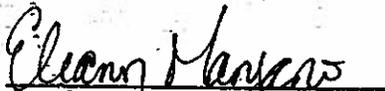
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0805-46 CC was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 6th day of May, 2008, by the following roll call vote:

AYES: ASPEL, CAGLE, AUST, DIELS, KILROY

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

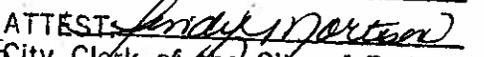

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

This is certified to be a true and correct copy of the original on file in this office.

DATED: 11-08-10

Ally
ATTEST: 
City Clerk of the City of Redondo Beach, State of California

ORDINANCE NO. 2971-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL ZONING ORDINANCE IN CONJUNCTION WITH ZONING MAP AMENDMENTS AND COASTAL LAND USE PLAN AMENDMENTS FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

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

SECTION 1. FINDINGS.

- A. The amendments to the Coastal Zoning Ordinance are consistent with the Coastal Land Use Plan and the Comprehensive General Plan of the City as amended in conjunction with this ordinance.
- B. The City Council considered the information contained in the initial study and Negative Declaration for the proposed zoning amendments, and the City Council adopted Negative Declaration No. 2005-05-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.
- C. The amendments to the Coastal Zoning Ordinance re-establish land use and development standards that existed prior to the adoption of the "Heart of the City Specific Plan" in March 2002 with parks, recreation, and open space added as an additional permitted use in the P-GP, C-5A, and I-2A zones.

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

SECTION 2. Subsection (i) of Section 10-5.201, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"(i) **References to classes of zones.** References to "residential zones" shall include the R-1, R-2, R-3A, RMD, and RH zones. References to "commercial zones" shall include the C-2, C-3, C-4 and C-5 zones. References to "commercial" or "mixed use" zones shall include the MU-3, *CC Catalina Corridor and W Waterfront* zones. Reference to "public zones" shall include all P zones."

SECTION 3. Section 10-2.300, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.300 Designation of zones.

For the purposes related to the orderly development of the City, and in order to carry out the provisions of this chapter, the Coastal Zone of the City is divided into the following zones:

- (a) **Residential.**
 - (1) R-1 Single-Family Residential Zone.
 - (2) R-2 Low Density Multiple-Family Residential Zone.
 - (3) R-3A Low Density Multiple-Family Residential Zones.
 - (4) RMD Medium Density Multiple-Family Residential Zone.
 - (5) RH High Density Multiple-Family Residential Zones: RH-1, RH-2, and RH-3.
- (b) **Commercial.**
 - (1) C-2 Commercial Zones: C-2, C-2A, C-2B, and C-2-PD.
 - (2) C-3 Commercial Zones: C-3, C-3A, C-3B and C-3-PD.
 - (3) C-4 Commercial Zones: C-4 and C-4-PD.
 - (4) C-5 Commercial Zones: C-5A.
- (c) **Mixed Use.**
 - (1) MU-2 Mixed Use Zone.
 - (2) MU-3 Mixed Use Zones: MU-3, MU-3B, and MU-3C.
 - (3) CC Catalina Corridor Zone.
 - (4) W Waterfront Zones: W, W-VCS, and W-VCN.
- (d) **Public and Institutional.**
 - (1) P-CIV Civic Center Zone.
 - (2) P-RVP Riviera Village Parking Zone.
 - (3) P-CF Community Facility Zone.
 - (4) P-PRO Parks, Recreation, and Open Space Zone.
 - (5) P-ROW Right-of-Way Zone.
 - (6) P-GP Generating Plant Zone.
- (e) **Industrial.**
 - (1) I-2 Industrial Zones: I-2A.
- (f) **Overlay Zones.**
 - (1) (H) Historic Overlay Zone.
 - (2) (PLD) Planned Development Overlay Zone.
 - (3) (MU) Mixed-use Overlay Zone.
 - (4) (RIV) Riviera Village Overlay Zone."

SECTION 4. Subsections (84) through (87) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"(84) "Harbor/Civic Center Specific Plan" shall mean the Harbor/Civic Center Specific Plan of the City of Redondo Beach, adopted by the City Council.

(85) "Hazardous waste" shall mean any waste, or combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may:

- a. Exhibit toxicity, corrosivity, flammability, and/or reactivity;
- b. Cause, or significantly contribute to an increase in serious irreversible, or incapacitating reversible, illness; or
- c. Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.

(86) "Hazardous waste facility" shall mean all contiguous land, structures, other appurtenances, and improvements on the land, used for handling, treating, storing or disposing of hazardous wastes.

(87) "Health and physical fitness clubs" shall mean private athletic clubs and gymnasiums, including but not limited to weight training facilities, aerobic exercise floors, raquetball courts, swimming pools, and similar athletic facilities."

SECTION 5. Sections 10-5.630 and 10-5.631 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Section 10-5.633 is hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.630 Land use regulations: C-3, C-3A, and C-3B commercial zones, and C-3-PD pedestrian-oriented commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	C-3	<u>C-3A</u>	C-3B	C-3-PD	Additional Regulations See Section:
Commercial Uses					
Ambulance services	C	---	---	---	
Animal sales and services:					
Animal feed and supplies	P	<u>P</u>	P	P	
Animal grooming	C	<u>C</u>	C	C	
Animal hospitals	C	---	---	---	
Animal sales	C	<u>C</u>	C	C	
Artist's studios	P	<u>P</u>	P	P	
Banks and savings and loans with drive-up service	P C	<u>P</u> <u>C</u>	P C	P C	
Bars and cocktail lounges	C	<u>C</u>	C	C	10-5.1600
Building material sales	C	---	---	---	
Business and trade schools	C	<u>C</u>	C	C	

Use Classifications	C-3	C-3A	C-3B	C-3-PD	Additional Regulations See Section:
Check-cashing businesses	C	C	C	C	10-5.1600
Commercial printing	P	---	---	---	
Commercial printing, limited	P	P	P	P	
Commercial recreation	C	C	C	C	10-5.1600
Communications facilities	C	C	C	C	
Drive-up services	C	C	C	C	
Fire arm sales	C	C	C	C	10-5.1600
Food and beverage sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	P	C	C	
Hotels and motels	C	C	C	C	
Laboratories	C	---	---	---	
Liquor stores	C	C	C	C	
Maintenance and repair services	P	P	P	P	
Mortuaries	C	---	---	---	
Offices	P	P	P	P	10-5.631
Personal convenience services	P	P	P	P	
Personal improvement services	C	C	C	C	
Plant nurseries	C	C	C	C	
Recycling collection facilities: Reverse vending machines	P	P	P	P	10-5.1616
Small collection facilities	C	C	C	C	
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service	P	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	C	
Retail sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	C	C	C	
Snack shops	P	P	P	P	
Thrift shops	C	C	C	C	10-5.1600
Vehicle sales and services: Sales, leasing, and rentals	C	---	---	---	10-5.1602 10-5.1604
Automobile washing	C	---	---	---	
Service stations	C	---	---	---	
Motor vehicle repair garages	C	---	---	---	
Other Uses					
Adult day care centers	C	C	C	C	
Antennae for public communications	C	C	C	C	

Use Classifications	C-3	C-3A	C-3B	C-3-PD	Additional Regulations See Section:
Child day care centers	C	C	C	C	
Churches	C	C	C	C	
Clubs and lodges	C	C	C	C	
Cultural institutions	C	C	C	C	
Government offices	P	P	P	P	10-5.631
Parking lots	C	C	C	C	
Public safety facilities	C	C	C	C	
Public utility facilities	C	C	C	C	10-5.1614
Recreation facilities	C	C	C	C	
Schools, public or private	C	C	C	C	
Senior Housing	C	-	C	C	10-5.1624

10-5.631 Additional land use regulations.

(a) C-3-PD, C-3A, and C-3B zones.

(1) **Offices.** Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the C-3-PD zone within the Riviera Village overlay zone (see Section 10-5.1315).

(2) **Uses exceeding 30,000 square feet.** Uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

10-2.633 Development standards: C-3A commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7 (see definition of floor area ratio in Section 10-2.402).

(b) Building height. No building or structure shall exceed a height of thirty (30) feet (see definition of building height in Section 10-2.402).

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-2.402).

(d) Setbacks. The minimum yard requirements shall be as follows:

(1) Abutting a street. From any property line abutting a street there shall be a minimum setback of fifteen (15) feet for the first story and a minimum setback of twenty-five (25) feet for the second story.

(2) Interior property line. From any property line not abutting a street there shall be a minimum setback of ten (10) feet.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 6. Sections 10-5.700, 10-5.710, 10-5.711 and 10-5.713 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.700 Specific purposes, C-5A commercial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the C-5A commercial zone regulations are to:

- (a) Provide appropriately located areas consistent with the General Plan for a community and marine-oriented commercial area containing commercial retail and services, restaurants, marine-related commerce and services, automobile-related services, and similar uses;
- (b) Provide opportunities for light industrial uses that have impacts comparable to those of permitted retail and service uses to locate in areas not in demand for commercial uses within the portions of the zone adjacent to the Edison plant;
- (c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Minimize the impact of commercial and light industrial development on adjacent residential districts;
- (e) Ensure that the appearance and effects of commercial and industrial buildings and uses are harmonious with the character of the area in which they are located.
- (f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.710 Land use regulations: C-5A commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
<u>Parks, Recreation and Open Space</u>	<u>P</u>	
<u>Commercial Uses</u>		
<u>Ambulance services</u>	<u>C</u>	
<u>Animal sales and services:</u>		
<u>Animal feed and supplies</u>	<u>P</u>	
<u>Animal grooming</u>	<u>C</u>	
<u>Animal hospitals</u>	<u>C</u>	
<u>Animal sales</u>	<u>C</u>	
<u>Artist's studios</u>	<u>P</u>	

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
<u>Banks and savings and loans</u> <u>with drive-up service</u>	P C	
<u>Bars and cocktail lounges</u>	C	<u>10-5.1600</u>
<u>Building material sales</u>	C	
<u>Business and trade schools</u>	C	
<u>Check-cashing businesses</u>	C	<u>10-5.1600</u>
<u>Commercial printing</u> <u>Commercial printing, limited</u>	P P	
<u>Commercial recreation</u>	C	<u>10-5.1600</u>
<u>Communications facilities</u>	C	
<u>Drive-up services</u>	C	
<u>Fire arm sales</u>	C	<u>10-5.1600</u>
<u>Food and beverage sales</u>	P	
<u>Hotels and motels</u>	C	
<u>Laboratories</u>	C	
<u>Liquor stores</u>	C	
<u>Maintenance and repair services</u>	P	
<u>Marine sales and services</u>	C	
<u>Mortuaries</u>	C	
<u>Offices</u>	P	
<u>Personal convenience services</u>	P	
<u>Personal improvement services</u>	C	
<u>Plant nurseries</u>	C	
<u>Recycling collection facilities:</u> <u>Reverse vending machines</u> <u>Small collection facilities</u>	P C	<u>10-5.1616</u>
<u>Restaurants:</u> <u>2,000 sq. ft. or less floor area with no</u> <u>drive-up service</u> <u>more than 2,000 sq. ft. floor area or with</u> <u>drive-up service</u>	P C	
<u>Retail sales</u>	P	
<u>Snack shops</u>	P	
<u>Thrift shops</u>	C	<u>10-5.1600</u>
<u>Vehicle sales and services:</u> <u>Sales, leasing, and rentals</u> <u>Automobile washing</u> <u>Service stations</u> <u>Motor vehicle repair garages</u>	C C C C	<u>10-5.1602</u> <u>10-5.711</u> <u>10-5.1604</u>
Industrial Uses		<u>10-5.711</u>

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
<u>Manufacturing and fabrication:</u> <u>Custom manufacturing</u> <u>Electronics manufacturing</u> <u>Fabricating products from finished rubber</u> <u>Garment manufacturing</u> <u>Instrument manufacturing</u> <u>Office and related machinery</u> <u>Plastics fabrication</u> <u>Shoe manufacturing</u> <u>Sign manufacturing</u> <u>Textile manufacturing</u>	C C C C C C C C C C C	<u>10-5.711</u>
<u>Laboratories</u>	C	<u>10-5.711</u>
<u>Professional offices</u>	P	<u>10-5.711</u>
<u>Computer and data processing facilities</u>	P	<u>10-5.711</u>
<u>Coastal-related uses:</u> <u>Ships chandlers</u> <u>Sail manufacturing</u> <u>Boat fittings</u> <u>Marine research and labs</u> <u>Boat building</u>	C C C C C	<u>10-5.711</u>
<u>Construction-related uses:</u> <u>Building material storage yards</u> <u>Contractor's plants, offices, and storage yards</u> <u>Equipment leasing and rentals</u> <u>Lumber yards</u> <u>Stone monument works</u> <u>Woodworking</u>	C C C C C C	<u>10-5.711</u>
<u>Wholesaling/distribution/storage</u>	C	<u>10-5.711</u>
<u>Mini-warehousing and self-storage</u>	C	<u>10-5.711</u>
<u>Motor vehicle-related uses:</u> <u>Motor vehicle body and fender shops</u> <u>Motor vehicle repair garages</u> <u>Motor vehicle towing and storage</u>	C C C	<u>10-5.711</u> <u>10-5.1606</u> <u>10-5.1604</u>
<u>Recycling facilities:</u> <u>Large collection facilities</u> <u>Light processing facilities</u>	C C	<u>10-5.1616</u> <u>10-5.711</u> <u>10-5.711</u>

(2) Industrial uses. No industrial use shall be allowed on the front half of lots adjacent to the west side of Catalina Avenue, except that this standard may be modified subject to a Conditional Use Permit (pursuant to Section 10-5.2506) under the following circumstances:

a. The industrial use is located to the rear of a structure occupied by other permitted commercial uses; or

b. There is insufficient lot depth to accommodate the intended use on the rear half of the lot, and the street-facing frontage of the structure is designed to convey the visual and architectural character of a retail commercial use.

(3) Offices. Offices shall be located in a building designed and intended for office uses.

10-5.713 Development standards: C-5A commercial zone.

(a) Floor area ratio. No buildings on a lot shall exceed a floor area to lot area ratio (F.A.R.) of 0.7, except as follows: (See definition of floor area ratio in Section 10-5.402).

(1) Mini-warehousing and self-storage. For portions of a site used for mini-warehousing and self-storage the floor area ratio shall not exceed 1.5.

(2) Other industrial uses. For portions of a site used for any other industrial use the floor area ratio shall not exceed 1.0.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except that buildings or structures up to a maximum of sixty-feet (65) feet may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional height on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of building height in Section 10-5.402).

(c) Stories. No building shall exceed two (2) stories, except that buildings up to a maximum of four (4) stories may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional story on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of ten (10) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(4) Second story setback. The second story shall have a minimum setback of fifteen (15) feet from any property line abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 7. Sections 10-5.900 through 10-5.912 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Section 10-5.914 is hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.900 Specific purposes, MU-2 and MU-3 mixed-use zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the MU-3 mixed use zones are to:

- (a) Encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic;
- (b) Provide appropriately located areas consistent with the Coastal Land Use Plan for a full range of neighborhood, community-oriented and visitor-serving retail sales, services, professional offices, and other commercial uses;
- (c) Strengthen the City's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Ensure that commercial and residential uses in a development are designed to be compatible with each other;
- (e) Ensure that the appearance and effects of buildings and uses are harmonious with the character of the area in which they are located;

10-5.910 Land use regulations: MU-2, MU-3, MU-3B, and MU-3C mixed-use zones.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	Additional Regulations See Section:
Residential Uses				
Multi-family residential	C	C	C	10-5.911(b)
Condominiums	C	C	C	10-5.911(b)
Family day care home, small	P	P	P	
Family day care home, large	P	P	P	
Residential care, limited	P	P	P	
Commercial Uses				
Animal sales and services:				
Animal feed and supplies	<u>P</u>	P	P	
Animal grooming	<u>C</u>	C	C	10-5.911(a)
Animal hospitals	<u>C</u>	C	C	10-5.911(a)
Animal sales	<u>C</u>	C	C	10-5.911(a)
Artist's studios	P	P	P	

Use Classifications	MU-2	MU-3	MU-3B MU-3C	Additional Regulations See Section:
Banks and savings and loans with drive-up service	<u>P</u> C	P C	P C	10-5.911(a)
Bars and cocktail lounges	C	C	C	10-5.1600
Business and trade schools	C	C	C	
Commercial printing, limited	P	P	P	
Commercial recreation	C	C	C	10-5.1600
Communications facilities	C	C	C	
Drive-up services	C	C	C	10-5.911(a)
Food and beverage sales: 30,000 sq. ft. or less floor area more than 30,000 sq. ft. floor area	<u>P</u> C	P C	P C	10-5.911(c)
Hotels and motels	C	C	C	10-5.911(a)
Liquor stores	C	C	C	10-5.1600
Maintenance and repair services	P	P	P	
Offices	P	P	P	10-5.911(d)
Personal convenience services	P	P	P	
Personal improvement services	C	C	C	
Plant nurseries	C	C	C	
Recycling collection facilities: Reverse vending machines Small collection facilities	<u>P</u> C	P C	P C	10-5.1616 10-5.911(a) 10-5.911(a)
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service more than 2,000 sq. ft. floor area or with drive-up service	<u>P</u> C	P C	P C	
Retail sales: less than 30,000 sq. ft. floor area 30,000 sq. ft. or more floor area	<u>P</u> C	P C	P C	10-5.911(c)
Snack shops	P	P	P	
Thrift shops	C	C	C	10-5.1600
Vehicle sales and services: Service stations	---	C	---	10-5.1602; 10-5.911(a)
Other Uses				
Adult day care centers	C	C	C	

Use Classifications	MU-2	MU-3	MU-3B MU-3C	Additional Regulations See Section:
Antennae for public communications	C	C	C	
Child day care centers	C	C	C	
Churches	C	C	C	
Clubs and lodges	C	C	C	
Cultural institutions	C	C	C	
Government offices	P	P	P	10-5.911(d)
Parking lots	C	C	C	
Public safety facilities	C	C	C	
Public utility facilities	C	C	C	10-5.1614
Recreation facilities	C	C	C	
Schools, public or private	C	C	C	
Senior housing	C	C	C	10-5.1624

10-5.911 Additional land use regulations: MU-2 and MU-3 mixed-use zones.

(a) **Commercial uses prohibited in mixed-use projects.** The following commercial uses are prohibited when located on a site containing both residential and commercial uses:

- (1) Animal grooming; animal hospitals; animal sales.
- (2) Bars and cocktail lounges.
- (3) Drive-up services associated with any commercial use.
- (4) Hotels and motels.
- (5) Liquor stores.
- (6) Recycling collection facilities.
- (7) Service stations.
- (8) Thrift shops.

(b) **Residential uses.** Residential dwelling units may only be located on the second floor and higher of structures developed with commercial uses on the lower levels, with the following exception:

(1) **MU-2 zone.** In the MU-2 zone, lots may be developed exclusively for residential use.

(c) **Uses exceeding 30,000 square feet.** In the MU-3, MU-3B, and MU-3C zones, uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

(d) **Offices.** Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the MU-3C zone within the Riviera Village overlay zone (see Section 10-5.1315).

10-5.912 Performance standards: MU-2 and MU-3 mixed-use zones.

(a) **Purpose.** The purpose of this Section is to ensure that residential uses in mixed-use zones are not adversely impacted by the adjacent commercial uses, including, but not

limited to traffic, noise, and safety impacts. In the interests of both the residents and the businesses, no Conditional Use Permit shall be approved for a mixed-use project combining residential and commercial uses on the same site, unless the project is designed to meet the following performance standards, in addition to all other applicable regulations of this chapter.

(1) **Noise.**

a. Residential units shall be constructed so that interior noise levels do not exceed an Ldn of 45 dB(A) in any habitable room.

b. Commercial uses shall be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic or late- night activity. No amplified music shall be audible to neighboring residents.

c. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

(2) **Security.**

a. The residential units shall be designed to ensure the security of residents, including, but not limited to, the provision of separate and secured entrances and exits that are directly accessible to secured parking areas.

b. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

c. Parking spaces for nonresidential and residential uses shall be specifically designated by posting, pavement marking, and/or physical separation.

(3) **Lighting.**

a. All outdoor lighting associated with commercial uses shall be designed so as not to adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, occilate, or be of unusually high intensity of brightness.

b. Parking areas shall be illuminated so as to provide appropriate visibility and security during hours of darkness.

(4) **Odors, dust, vibration.** No commercial use shall be designed or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration.

(5) **Refuse storage and location.** The residential units shall maintain a separate refuse storage container from that used by the commercial uses. It shall be clearly marked for residential use only and use by commercial uses is prohibited.

10-5.914 Development standards: MU-2 mixed-use zone.

(a) Floor area ratio. (See definition of floor area ratio in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7.

(2) Mixed-use. For projects including both commercial and residential uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5. The following shall also apply:

a. Maximum commercial floor area. All floor area exceeding a floor area ratio of 0.7 shall be developed for residential uses.

b. Minimum commercial floor area. The commercial component of mixed-use projects shall have a minimum floor area ratio of 0.3.

(b) Residential density. The maximum number of dwelling units on a lot shall be one unit for each 1,245 square feet of lot area.

- (c) **Minimum lot size, mixed-use projects.** No projects containing both commercial and residential uses shall be permitted on lots with less than 15,000 square feet of lot area.
- (d) **Building height.** (See definition of building height in Section 10-5.402).
- (1) **Commercial uses.** For projects containing only commercial uses, no building or structure shall exceed a height of thirty (30) feet.
- (2) **Mixed-use.** For projects including both commercial and residential uses, no building or structure shall exceed a height of forty-five (45) feet.
- (3) **Residential uses.** For projects containing only residential uses, no building or structure shall exceed a height of forty-five (45) feet.
- (e) **Stories.** (See definition of story in Section 10-5.402).
- (1) **Commercial uses.** For projects containing only commercial uses, no building shall exceed two (2) stories.
- (2) **Mixed-use.** For projects including both commercial and residential uses, no building shall exceed three (3) stories.
- (3) **Residential uses.** For projects containing only residential uses, no building shall exceed three (3) stories.
- (f) **Setbacks.** The minimum setback requirements shall be as follows:
- (1) **Front setback.**
- a. **Minimum required.** There shall be a minimum front setback of fifteen (15) feet the full width of the lot, except that display windows may project three (3) feet into the required front setback provided that the bottom of the projection is no less than three feet above the adjacent sidewalk grade.
- b. **Maximum permitted.** In commercial or mixed-use projects, the front setback shall not exceed fifteen (15) feet for fifty (50%) percent of the linear frontage of the building, except areas contiguous with the structure and used for outdoor dining or courtyards shall be exempt from this requirement. This setback area shall not be used for parking.
- (2) **Side setback.** There shall be a minimum side setback of not less than ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.
- (3) **Rear setback.** There shall be a rear setback of not less than ten (10) feet the full length of the lot.
- (4) **Second story setback.** The second story shall have a minimum setback of twenty-five (25) feet from any property line abutting a street.
- (5) **Third story setback.** Within the first thirty (30) feet of property depth, all building elevations above the second floor shall have a minimum average setback of five (5) feet from the second floor building face.
- (g) **Outdoor living space.** Each dwelling unit shall be provided a minimum of 200 square feet of outdoor living space (see standards for outdoor living space in Section 10-5.1510).
- (h) **General regulations.** See Article 3 of this chapter.
- (i) **Parking regulations.** See Article 5 of this chapter.
- (j) **Sign regulations.** See Article 6 of this chapter.
- (k) **Landscaping regulations.** See Article 7 of this chapter.
- (l) **Coastal Development Permits.** See Article 10 of this chapter.
- (m) **Procedures.** See Article 12 of this chapter.
- (n) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 8. Sections 10-5.1000 through 10-5.1016 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.1000 Specific purposes, I-2 industrial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the I-2 industrial zone is to:

(a) Provide appropriately located areas consistent with the General Plan for a broad range of light industrial uses including light manufacturing, research and development, spacecraft manufacturing and associated aerospace operations, and business park offices;

(b) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the city;

(c) Provide a suitable environment for light industrial uses, and protect them from the adverse impacts of inharmonious uses;

(d) Permit commercial uses which are compatible with the over-all character and economic health of the industrial area;

(e) Ensure that the appearance and effects of industrial and commercial uses are compatible with the character of the area in which they are located;

(f) Minimize the impact of industrial and commercial uses on adjacent residential zones;

(g) Ensure the provision of adequate off-street parking and loading facilities.

(f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.1010 Land use regulations: I-2A industrial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Notwithstanding the designation of a classification as a permitted use, a use permit may be denied for any proposed use which in the opinion of the Planning Director may in their maintenance, assembly, or operation create smoke, gas, odor, dust, sound, vibration, soot, or lighting of any degree which might harmfully impact surrounding land uses. The applicant for any such use denied by the Planning Director may apply for a Conditional Use Permit.

<u>Use Classifications</u>	<u>I-2A</u>	<u>Additional Regulations See Section:</u>
<u>Parks, Recreation and Open Space</u>	<u>P</u>	
<u>Industrial Uses</u>		
<u>Manufacturing and fabrication:</u>		

Use Classifications	I-2A	Additional Regulations See Section:
<u>Aerospace manufacturing</u>	P	
<u>Custom manufacturing</u>	P	
<u>Electronics manufacturing</u>	P	
<u>Fabricating products from finished rubber</u>	P	
<u>Garment manufacturing</u>	P	
<u>Instrument manufacturing</u>	P	
<u>Office and related machinery</u>	P	
<u>Plastics fabrication</u>	P	
<u>Shoe manufacturing</u>	P	
<u>Sign manufacturing</u>	P	
<u>Textile manufacturing</u>	P	
<u>Laboratories</u>	P	
<u>Professional offices</u>	P	<u>10-5.1011</u>
<u>Computer and data processing facilities</u>	P	
<u>Coastal-related uses:</u>		
<u>Ships chandlers</u>	P	
<u>Sail manufacturing</u>	P	
<u>Boat fittings</u>	P	
<u>Marine research and labs</u>	P	
<u>Boat building</u>	C	
<u>Construction-related uses:</u>		
<u>Building material storage yards</u>	C	
<u>Contractor's plants, offices, and storage yards</u>	C	
<u>Cement products manufacturing</u>	C	<u>10-5.1011</u>
<u>Equipment leasing and rentals</u>	C	
<u>Lumber yards</u>	C	
<u>Stone monument works</u>	C	
<u>Woodworking</u>	C	
<u>Wholesaling/distribution/storage</u>	P	
<u>Mini-warehousing and self-storage</u>	C	
<u>Motor vehicle-related uses:</u>		
<u>Motor vehicle body and fender shops</u>	C	<u>10-5.1606</u>
<u>Motor vehicle repair garages</u>	C	<u>10-5.1604</u>
<u>Motor vehicle towing and storage</u>	C	
<u>Automobile dismantling</u>	C	<u>10-5.1011</u>
<u>Recycling facilities:</u>		<u>10-5.1616</u>
<u>Reverse vending machines</u>	P	
<u>Small collection facilities</u>	P	
<u>Large collection facilities</u>	C	
<u>Light processing facilities</u>	C	
<u>Trucking terminals</u>	C	
<u>Other industrial uses:</u>		
<u>Ambulance services</u>	C	
<u>Beverage manufacturing</u>	P	

<u>Use Classifications</u>	<u>I-2A</u>	<u>Additional Regulations See Section:</u>
<u>with ancillary retail sales and/or tasting facilities for the public</u>	C	
<u>Carpet cleaning plants</u>	P	
<u>Communications facilities</u>	P	
<u>Facilities maintenance and construction shops</u>	P	
<u>Food products manufacturing</u>	C	
<u>Foundries</u>	C	
<u>Furniture manufacturing</u>	C	
<u>Heliports and helistops</u>	C	
<u>Household products manufacturing</u>	P	
<u>Laundries and wholesale dry cleaning plants</u>	P	
<u>Machine shops</u>	P	
<u>Motion picture and sound studios</u>	P	
<u>Pharmaceuticals manufacturing</u>	P	
<u>Photo processing</u>	P	
<u>Sheet metal shops</u>	P	
<u>Spray painting businesses</u>	P	
<u>Warehouse retail</u>	C	
<u>Warehouse retail, specialty</u>	C	
<u>Welding shops</u>	C	
Commercial Uses		
<u>Ancillary uses</u>	C	10-5.1011
<u>Service stations</u>	C	10-5.1602
Other Uses		
<u>Antennae for public communications</u>	C	
<u>Child day care centers</u>	C	
<u>Government maintenance facilities</u>	C	
<u>Government offices</u>	C	
<u>Public safety facilities</u>	C	
<u>Public utility facilities</u>	C	10-5.1614
<u>Recreation facilities</u>	C	
<u>Schools, public or private</u>	C	

10-5.1011 Additional land use regulations, I-2A Industrial zone.

- (a) **Professional offices.** Professional offices shall be located in a building designed and intended for office uses.
- (b) **Concrete ready-mix plants.** Concrete ready-mix plants are prohibited.
- (c) **Automobile dismantling.** Automobile dismantling shall only be permitted in an enclosed building.
- (d) **Ancillary commercial uses.** Ancillary commercial uses may include banks, restaurants, photocopy services, and similar uses supporting to the primary industrial uses.

10-5.1016 Development standards: I-2A Industrial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.0 (see definition of floor area ratio in Section 10-5.402).

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except as follows (see definition of building height in Section 10-5.402):

(1) Antennae for public utilities. The height of antennae for public utilities shall be subject to the determination of the decision-making body pursuant to the procedures for a Conditional Use Permit.

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of fifteen (15) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of fifteen (15) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 9. The listing of sections under the heading for Public and Institutional Zones, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"Sections

10-5.1100 Specific purposes, P Public and Institutional zones.

10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village Parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF Community Facility zone, and P-PRO Parks, Recreation, and Open Space zone.

10-5.1111 Additional land use regulations, P Public and Institutional zones.

10-5.1112 Development standards: P-CIV Civic Center zone.

10-5.1113 Development standards: P-RVP Riviera Village Parking zone.

10-5.1114 Development standards: P-GP Generating Plant zone.

10-5.1115 Development standards: P-ROW Right-of-Way zone.

10-5.1116 Development standards: P-CF Community Facility zone.

10-5.1117 Development standards: P-PRO Parks, Recreation, and Open Space zone."

SECTION 10. Sections 10-5.1110 and 10-5.1111 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Sections 10-5.1114 through 10-5.1115 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF community facility zone, and P-PRO parks, recreation, and open space zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	P-CIV	P-RVP	<u>P-GP</u>	<u>P-ROW</u>	P-CF	P-PRO	Additional Regulations See Section:
Public and Other Uses							
Parks, parkettes, open space, recreational facilities, beaches, and coastal bluffs	P	P	<u>P</u>	<u>P</u>	P	P	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Public buildings in parks, recreation areas, open space areas, and beaches	C	C	<u>C</u>	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Adult education centers	--	---	---	---	C	---	
Agricultural and horticultural uses	C	---	---	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Child day care centers	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Community centers	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Cultural institutions	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Government maintenance facilities	C	---	---	---	C	C	10-5.1111(a)
Government offices	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)

Use Classifications	P-CIV	P-RVP	<u>P- GP</u>	<u>P- ROW</u>	P- CF	P-PRO	Additional Regulations See Section:
Public gymnasiums and athletic clubs	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Hospitals	--	---	---	---	C	---	
Medical offices and health-related facilities	--	---	---	---	C	---	
Nurseries, wholesale and retail	C	---	---	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Performance art facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Parking lots	C	C	---	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Public safety facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Public utility facilities	C	C	<u>C</u>	<u>C</u>	C	C	10-5.1614 10-5.1111(a) 10-5.1111(c)
Schools, public and private	---	---	---	---	C	---	
Accessory uses/structures	P	P	---	<u>P</u>	P	P	10-5.1111(b) 10-5.1111(c)

10-5.1111 Additional land use regulations, P public and institutional zones.

(a) **Recreation and Parks Commission Review, P-PRO zone.** In the P-PRO parks, recreation, and open space zone, all applications for uses and development shall be referred to the Recreation and Parks Commission for its study and recommendations before submission to the appropriate decision-making body.

(b) **Recreational uses, P-ROW zone.** In the P-ROW right-of-way zone, recreational uses shall be limited to only passive type uses.

(c) **Accessory uses and structures.**

(1) **Development standards.** Permitted accessory uses and structures, including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, rest rooms, flag poles, and concession stands, shall be subject to the height, setback, and floor area ratio standards of the zone in which it is located, except that height and setback standards may be modified subject to Planning Commission Design Review. In zones where no height standard is specified, permitted accessory uses and structures exceeding a height of thirty (30) feet shall be subject to Planning Commission Design Review, except that flag poles, lighting fixtures, and similar structures which do not contain floor area and which exceed a height of thirty (30) feet may be approved by the Planning Director. In zones where no maximum floor area ratio is specified, any building exceeding 1,000 square feet shall be subject to Planning Commission Design Review.

(d) **Preservation of public beach.** The beach and coastal bluffs south of Torrance Boulevard and west of Esplanade shall be maintained and preserved for public beach, open space and public recreational use. Notwithstanding Section 10-5.1110, the beach and coastal bluffs shall not be permitted to be developed with any of the uses listed other than beaches,

coastal bluffs, and accessory uses and structures as listed in subsection (b) of Section 10-5.1110. The existing beach parking lot west of Esplanade at the southerly boundary of the City shall also be retained.

10-5.1114 Development standards: P-GP generating plant zone.

- (a) Floor area ratio.** The floor area ratio shall be determined subject to Planning Commission Review.
- (b) Building height.** Height of buildings or structures shall be determined subject to Planning Commission Review.
- (c) Stories.** The number of stories of any building shall be determined subject to Planning Commission Review.
- (d) Setbacks.** Setbacks shall be determined subject to Planning Commission Review.
- (e) General regulations.** See Article 3 of this chapter.
- (f) Parking regulations.** See Article 5 of this chapter.
- (g) Sign regulations.** See Article 6 of this chapter.
- (h) Landscaping regulations.** See Article 7 of this chapter.
- (i) Coastal Development Permits.** See Article 10 of this chapter.
- (i) Procedures.** See Article 12 of this chapter.
- (k) Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.1115 Development standards: P-ROW right-of-way zone.

- (a) Floor area ratio.** The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.1 (see definition of floor area ratio in Section 10-2.402).
- (b) Building height.** No building or structure shall exceed a height of fifteen (15) feet (see definition of building height in Section 10-2.402).
- (c) Stories.** No building shall exceed one story (see definition of story in Section 10-2.402).
- (d) Setbacks.**
 - (1)** There shall be a minimum setback of twenty (20) feet from any property line abutting a street.
 - (2)** There shall be a minimum setback of five (5) feet from any property line not abutting a street.
- (e) General regulations.** See Article 3 of this chapter.
- (f) Parking regulations.** See Article 5 of this chapter.
- (g) Sign regulations.** See Article 6 of this chapter.
- (h) Landscaping regulations.** See Article 7 of this chapter.
- (i) Coastal Development Permits.** See Article 10 of this chapter.
- (i) Procedures.** See Article 12 of this chapter.
- (k) Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code. "

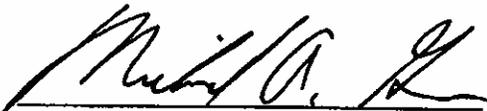
SECTION 11. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 12. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance 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 ordinance. The City Council hereby declares that it would have passed this ordinance 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.

SECTION 13. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED THIS 2nd DAY OF August, 2005.


Mike Gin, Mayor

ATTEST:

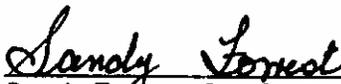
STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

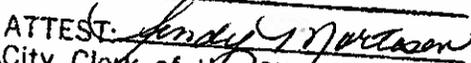
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2971-05 was duly introduced at a regular meeting of the City Council held on the 19th day of July, 2005, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 2nd day of August, 2005, by the following vote:

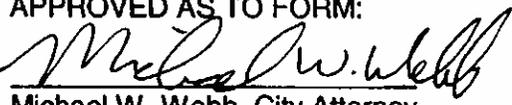
- AYES: Cagle, Szerlip, Diels, Parsons
- NOES: None
- ABSENT: Aspel
- ABSTAIN: None

This is certified to be a true and correct copy of the original on file in this office.

DATED: 11-08-10


Sandy Forrest, City Clerk

reputy
ATTEST: 
City Clerk of the City of Redondo Beach, State of California

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

EASY READER, INC.
REDONDO BEACH HOMETOWN NEWS
P.O. BOX 427
832 HERMOSA AVENUE
HERMOSA BEACH, CA 90254
Ph: 310 372-4611 -- Fax: 310 318-6292
beverly@easyreader.info

Proof of Publication of:
CITY OF REDONDO BEACH

Ordinance 2971-05 – Zoning, Coastal

RD05-004

PROOF OF PUBLICATION
(2015.5C.C.P.)

STATE OF CALIFORNIA,
County of Los Angeles,

I am a citizen of the United States and a resident of the County aforesaid: I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of the BEACH PEOPLE'S EASY READER, a newspaper of general circulation, printed and published WEEKLY in the City of HERMOSA BEACH, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Los Angeles, State of California, under the date of October 24, 1972, Case Number SWC 22940, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

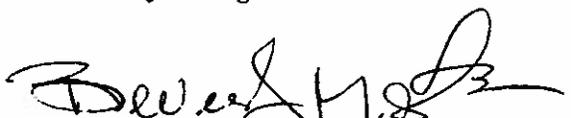
August 4

ALL IN THE YEAR 2005

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signed at HERMOSA BEACH, CALIFORNIA,

This 4th day of August 2005



Beverly Morse, Principal Clerk (B)

ORDINANCE NO. 2971-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL ZONING ORDINANCE IN CONJUNCTION WITH ZONING MAP AMENDMENTS AND COASTAL LAND USE PLAN AMENDMENTS FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

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

SECTION 1. FINDINGS.

- A. The amendments to the Coastal Zoning Ordinance are consistent with the Coastal Land Use Plan and the Comprehensive General Plan of the City as amended in conjunction with this ordinance.
- B. The City Council considered the information contained in the initial study and Negative Declaration for the proposed zoning amendments, and the City Council adopted Negative Declaration No. 2005-05-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.
- C. The amendments to the Coastal Zoning Ordinance re-establish land use and development standards that existed prior to the adoption of the "Heart of the City Specific Plan" in March 2002 with parks, recreation, and open space added as an additional permitted use in the P-GP, C-5A, and I-2A zones.

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

SECTION 2. Subsection (i) of Section 10-5.201, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"(i) References to classes of zones. References to "residential zones" shall include the R-1, R-2, R-3A, RMD, and RH zones. References to "commercial zones" shall include the C-2, C-3, C-4 and C-5 zones. References to "commercial" or "mixed use" zones shall include the MU-3, *CC Catalina Corridor and W Waterfront* zones. Reference to "public zones" shall include all P zones."

SECTION 3. Section 10-2.300, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.300 Designation of zones.

For the purposes related to the orderly development of the City, and in order to carry out the provisions of this chapter, the Coastal Zone of the City is divided into the following zones:

- (a) **Residential.**
- (1) R-1 Single-Family Residential Zone.
 - (2) R-2 Low Density Multiple-Family Residential Zone.
 - (3) R-3A Low Density Multiple-Family Residential Zones.
 - (4) RMD Medium Density Multiple-Family Residential Zone.
 - (5) RH High Density Multiple-Family Residential Zones: RH-1, RH-2, and RH-3.
- (b) **Commercial.**
- (1) C-2 Commercial Zones: C-2, C-2A, C-2B, and C-2-PD.
 - (2) C-3 Commercial Zones: C-3, C-3A, C-3B and C-3-PD.
 - (3) C-4 Commercial Zones: C-4 and C-4-PD.
 - (4) C-5 Commercial Zones: C-5A.
- (c) **Mixed Use.**
- (1) MU-2 Mixed Use Zone.
 - (2) MU-3 Mixed Use Zones: MU-3, MU-3B, and MU-3C.
 - (3) CC Catalina Corridor Zone.
- (4) W Waterfront Zones: W, W-VCS, and W-VCN.
- (d) **Public and Institutional.**
- (1) P-CIV Civic Center Zone.
 - (2) P-RVP Riviera Village Parking Zone.
 - (3) P-CF Community Facility Zone.
 - (4) P-PRO Parks, Recreation, and Open Space Zone.
 - (5) P-ROW Right-of-Way Zone.
 - (6) P-GP Generating Plant Zone.
- (e) **Industrial.**
- (1) I-2 Industrial Zones: I-2A.
- (f) **Overlay Zones.**
- (1) (H) Historic Overlay Zone.
 - (2) (PLD) Planned Development Overlay Zone.
 - (3) (MU) Mixed-use Overlay Zone.
 - (4) (RIV) Riviera Village Overlay Zone."

SECTION 4. Subsections (84) through (87) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"(84) "Harbor/Civic Center Specific Plan" shall mean the Harbor/Civic Center Specific Plan of the City of Redondo Beach, adopted by the City Council.

(85) "Hazardous waste" shall mean any waste, or combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may:

- a. Exhibit toxicity, corrosivity, flammability, and/or reactivity;
- b. Cause, or significantly contribute to an increase in serious irreversible, or incapacitating reversible, illness; or
- c. Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.

(86) "Hazardous waste facility" shall mean all contiguous land, structures, other appurtenances, and improvements on the land, used for handling, treating, storing or disposing of hazardous wastes.

(87) "Health and physical fitness clubs" shall mean private athletic clubs and gymnasiums, including but not limited to weight training facilities, aerobic exercise floors, raquetball courts, swimming pools, and similar athletic facilities."

SECTION 5. Sections 10-5.630 and 10-5.631 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Section 10-5.633 is hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.630 Land use regulations: C-3, C-3A, and C-3B commercial zones, and C-3-PD pedestrian-oriented commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	C-3	<u>C-3A</u>	C-3B	C-3-PD	Additional Regulations See Section:
Commercial Uses					
Ambulance services	C	---	---	---	
Animal sales and services:					
Animal feed and supplies	P	<u>P</u>	P	P	
Animal grooming	C	<u>C</u>	C	C	
Animal hospitals	C	---	---	---	
Animal sales	C	<u>C</u>	C	C	
Artist's studios	P	<u>P</u>	P	P	
Banks and savings and loans with drive-up service	P C	<u>P</u> <u>C</u>	P C	P C	
Bars and cocktail lounges	C	<u>C</u>	C	C	10-5.1600
Building material sales	C	---	---	---	
Business and trade schools	C	<u>C</u>	C	C	

Use Classifications	C-3	C-3A	C-3B	C-3-PD	Additional Regulations See Section:
Check-cashing businesses	C	C	C	C	10-5.1600
Commercial printing	P	---	---	---	
Commercial printing, limited	P	P	P	P	
Commercial recreation	C	C	C	C	10-5.1600
Communications facilities	C	C	C	C	
Drive-up services	C	C	C	C	
Fire arm sales	C	C	C	C	10-5.1600
Food and beverage sales:					
30,000 sq. ft. or less floor area	P	P	P	P	
more than 30,000 sq. ft. floor area	P	P	C	C	10-5.631
Hotels and motels	C	C	C	C	
Laboratories	C	---	---	---	
Liquor stores	C	C	C	C	
Maintenance and repair services	P	P	P	P	
Mortuaries	C	---	---	---	
Offices	P	P	P	P	10-5.631
Personal convenience services	P	P	P	P	
Personal improvement services	C	C	C	C	
Plant nurseries	C	C	C	C	
Recycling collection facilities:					
Reverse vending machines	P	P	P	P	
Small collection facilities	C	C	C	C	10-5.1616
Restaurants:					
2,000 sq. ft. or less floor area with no drive-up service	P	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	C	
Retail sales:					
30,000 sq. ft. or less floor area	P	P	P	P	
more than 30,000 sq. ft. floor area	P	C	C	C	10-5.631
Snack shops	P	P	P	P	
Thrift shops	C	C	C	C	10-5.1600
Vehicle sales and services:					
Sales, leasing, and rentals	C	---	---	---	
Automobile washing	C	---	---	---	
Service stations	C	---	---	---	10-5.1602
Motor vehicle repair garages	C	---	---	---	10-5.1604
Other Uses					
Adult day care centers	C	C	C	C	
Antennae for public communications	C	C	C	C	

Use Classifications	C-3	C-3A	C-3B	C-3-PD	Additional Regulations See Section:
Child day care centers	C	C	C	C	
Churches	C	C	C	C	
Clubs and lodges	C	C	C	C	
Cultural institutions	C	C	C	C	
Government offices	P	P	P	P	10-5.631
Parking lots	C	C	C	C	
Public safety facilities	C	C	C	C	
Public utility facilities	C	C	C	C	10-5.1614
Recreation facilities	C	C	C	C	
Schools, public or private	C	C	C	C	
Senior Housing	C	-	C	C	10-5.1624

10-5.631 Additional land use regulations.

(a) **C-3-PD, C-3A, and C-3B zones.**

(1) **Offices.** Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the C-3-PD zone within the Riviera Village overlay zone (see Section 10-5.1315).

(2) **Uses exceeding 30,000 square feet.** Uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

10-2.633 Development standards: C-3A commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7 (see definition of floor area ratio in Section 10-2.402).

(b) **Building height.** No building or structure shall exceed a height of thirty (30) feet (see definition of building height in Section 10-2.402).

(c) **Stories.** No building shall exceed two (2) stories (see definition of story in Section 10-2.402).

(d) **Setbacks.** The minimum yard requirements shall be as follows:

(1) **Abutting a street.** From any property line abutting a street there shall be a minimum setback of fifteen (15) feet for the first story and a minimum setback of twenty-five (25) feet for the second story.

(2) **Interior property line.** From any property line not abutting a street there shall be a minimum setback of ten (10) feet.

(e) **General regulations.** See Article 3 of this chapter.

(f) **Parking regulations.** See Article 5 of this chapter.

(g) **Sign regulations.** See Article 6 of this chapter.

(h) **Landscaping regulations.** See Article 7 of this chapter.

(i) **Coastal Development Permits.** See Article 10 of this chapter.

(j) **Procedures.** See Article 12 of this chapter.

(k) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code. "

SECTION 6. Sections 10-5.700, 10-5.710, 10-5.711 and 10-5.713 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.700 Specific purposes, C-5A commercial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the C-5A commercial zone regulations are to:

- (a) Provide appropriately located areas consistent with the General Plan for a community and marine-oriented commercial area containing commercial retail and services, restaurants, marine-related commerce and services, automobile-related services, and similar uses;
- (b) Provide opportunities for light industrial uses that have impacts comparable to those of permitted retail and service uses to locate in areas not in demand for commercial uses within the portions of the zone adjacent to the Edison plant;
- (c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Minimize the impact of commercial and light industrial development on adjacent residential districts;
- (e) Ensure that the appearance and effects of commercial and industrial buildings and uses are harmonious with the character of the area in which they are located.
- (f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.710 Land use regulations: C-5A commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations See Section:</u>
<u>Parks, Recreation and Open Space</u>	P	
<u>Commercial Uses</u>		
<u>Ambulance services</u>	C	
<u>Animal sales and services:</u>		
<u>Animal feed and supplies</u>	P	
<u>Animal grooming</u>	C	
<u>Animal hospita's</u>	C	
<u>Animal sales</u>	C	
<u>Artist's studios</u>	P	

Use Classifications	C-5A	Additional Regulations See Section:
Banks and savings and loans with drive-up service	P C	
Bars and cocktail lounges	C	10-5.1600
Building material sales	C	
Business and trade schools	C	
Check-cashing businesses	C	10-5.1600
Commercial printing	P	
Commercial printing, limited	P	
Commercial recreation	C	10-5.1600
Communications facilities	C	
Drive-up services	C	
Fire arm sales	C	10-5.1600
Food and beverage sales	P	
Hotels and motels	C	
Laboratories	C	
Liquor stores	C	
Maintenance and repair services	P	
Marine sales and services	C	
Mortuaries	C	
Offices	P	
Personal convenience services	P	
Personal improvement services	C	
Plant nurseries	C	
Recycling collection facilities:		10-5.1616
Reverse vending machines	P	
Small collection facilities	C	
Restaurants:		
2,000 sq. ft. or less floor area with no drive-up service	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	
Retail sales	P	
Snack shops	P	
Thrift shops	C	10-5.1600
Vehicle sales and services:		
Sales, leasing, and rentals	C	
Automobile washing	C	
Service stations	C	10-5.1602
Motor vehicle repair garages	C	10-5.711 10-5.1604
Industrial Uses		10-5.711

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
<u>Manufacturing and fabrication:</u> <u>Custom manufacturing</u> <u>Electronics manufacturing</u> <u>Fabricating products from finished rubber</u> <u>Garment manufacturing</u> <u>Instrument manufacturing</u> <u>Office and related machinery</u> <u>Plastics fabrication</u> <u>Shoe manufacturing</u> <u>Sign manufacturing</u> <u>Textile manufacturing</u>	C C C C C C C C C C C C	<u>10-5.711</u>
<u>Laboratories</u>	C	<u>10-5.711</u>
<u>Professional offices</u> <u>Computer and data processing facilities</u>	P P	<u>10-5.711</u>
<u>Coastal-related uses:</u> <u>Ships chandlers</u> <u>Sail manufacturing</u> <u>Boat fittings</u> <u>Marine research and labs</u> <u>Boat building</u>	C C C C C	<u>10-5.711</u>
<u>Construction-related uses:</u> <u>Building material storage yards</u> <u>Contractor's plants, offices, and storage yards</u> <u>Equipment leasing and rentals</u> <u>Lumber yards</u> <u>Stone monument works</u> <u>Woodworking</u>	C C C C C C	<u>10-5.711</u>
<u>Wholesaling/distribution/storage</u>	C	<u>10-5.711</u>
<u>Mini-warehousing and self-storage</u>	C	<u>10-5.711</u>
<u>Motor vehicle-related uses:</u> <u>Motor vehicle body and fender shops</u> <u>Motor vehicle repair garages</u> <u>Motor vehicle towing and storage</u>	C C C	<u>10-5.711</u> <u>10-5.1606</u> <u>10-5.1604</u>
<u>Recycling facilities:</u> <u>Large collection facilities</u> <u>Light processing facilities</u>	C C	<u>10-5.1616</u> <u>10-5.711</u> <u>10-5.711</u>

Use Classifications	C-5A	Additional Regulations See Section:
Other industrial uses:		10-5.711
<u>Beverage manufacturing</u>	C	
<u>Carpet cleaning plants</u>	C	
<u>Facilities maintenance and construction shops</u>	C	
<u>Food products manufacturing</u>	C	
<u>Furniture manufacturing</u>	C	
<u>Heliports and helistops</u>	C	
<u>Household products manufacturing</u>	C	
<u>Laundries and wholesale dry cleaning plants</u>	C	
<u>Machine shops</u>	C	
<u>Motion picture and sound studios</u>	C	
<u>Pharmaceuticals manufacturing</u>	C	
<u>Photo processing</u>	C	
<u>Sheet metal shops</u>	C	
<u>Spray painting businesses</u>	C	
<u>Warehouse retail</u>	C	
<u>Warehouse retail, specialty</u>	C	
<u>Welding shops</u>	C	
Other Uses		
<u>Adult day care centers</u>	C	
<u>Antennae for public communications</u>	C	
<u>Child day care centers</u>	C	
<u>Churches</u>	C	
<u>Clubs and lodges</u>	C	
<u>Cultural institutions</u>	C	
<u>Government offices</u>	P	
<u>Parking lots</u>	C	
<u>Public safety facilities</u>	C	
<u>Public utility facilities</u>	C	10-5.1614
<u>Recreation facilities</u>	C	
<u>Schools, public or private</u>	C	

10-5.711 Additional land use regulations.

(a) C-5A zone.

(1) Motor vehicle repair garages. Structures for this use shall:

a. Be designed to convey the visual character of retail commercial uses, including the incorporation of architectural elements and landscape which make them attractive to possible future pedestrian use of the corridor;

b. Be functionally and physically convertible to a retail use; and

c. Be designed so that repair facility service bays do not face any street including side streets.

(2) Industrial uses. No industrial use shall be allowed on the front half of lots adjacent to the west side of Catalina Avenue, except that this standard may be modified subject to a Conditional Use Permit (pursuant to Section 10-5.2506) under the following circumstances:

a. The industrial use is located to the rear of a structure occupied by other permitted commercial uses; or

b. There is insufficient lot depth to accommodate the intended use on the rear half of the lot, and the street-facing frontage of the structure is designed to convey the visual and architectural character of a retail commercial use.

(3) Offices. Offices shall be located in a building designed and intended for office uses.

10-5.713 Development standards: C-5A commercial zone.

(a) Floor area ratio. No buildings on a lot shall exceed a floor area to lot area ratio (F.A.R.) of 0.7, except as follows: (See definition of floor area ratio in Section 10-5.402).

(1) Mini-warehousing and self-storage. For portions of a site used for mini-warehousing and self-storage the floor area ratio shall not exceed 1.5.

(2) Other industrial uses. For portions of a site used for any other industrial use the floor area ratio shall not exceed 1.0.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except that buildings or structures up to a maximum of sixty-feet (65) feet may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional height on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of building height in Section 10-5.402).

(c) Stories. No building shall exceed two (2) stories, except that buildings up to a maximum of four (4) stories may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional story on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of ten (10) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(4) Second story setback. The second story shall have a minimum setback of fifteen (15) feet from any property line abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 7. Sections 10-5.900 through 10-5.912 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Section 10-5.914 is hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.900 Specific purposes, MU-2 and MU-3 mixed-use zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the MU-3 mixed use zones are to:

- (a) Encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic;
- (b) Provide appropriately located areas consistent with the Coastal Land Use Plan for a full range of neighborhood, community-oriented and visitor-serving retail sales, services, professional offices, and other commercial uses;
- (c) Strengthen the City's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Ensure that commercial and residential uses in a development are designed to be compatible with each other;
- (e) Ensure that the appearance and effects of buildings and uses are harmonious with the character of the area in which they are located;

10-5.910 Land use regulations: MU-2, MU-3, MU-3B, and MU-3C mixed-use zones.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	Additional Regulations See Section:
Residential Uses				
Multi-family residential	C	C	C	10-5.911(b)
Condominiums	C	C	C	10-5.911(b)
Family day care home, small	P	P	P	
Family day care home, large	P	P	P	
Residential care, limited	P	P	P	
Commercial Uses				
Animal sales and services:				
Animal feed and supplies	P	P	P	
Animal grooming	C	C	C	10-5.911(a)
Animal hospitals	C	C	C	10-5.911(a)
Animal sales	C	C	C	10-5.911(a)
Artist's studios	P	P	P	

Use Classifications	MU-2	MU-3	MU-3B MU-3C	Additional Regulations See Section:
Banks and savings and loans with drive-up service	<u>P</u> C	P C	P C	10-5.911(a)
Bars and cocktail lounges	C	C	C	10-5.1600
Business and trade schools	C	C	C	
Commercial printing, limited	P	P	P	
Commercial recreation	C	C	C	10-5.1600
Communications facilities	C	C	C	
Drive-up services	C	C	C	10-5.911(a)
Food and beverage sales: 30,000 sq. ft. or less floor area	<u>P</u>	P	P	
more than 30,000 sq. ft. floor area	<u>C</u>	C	C	10-5.911(c)
Hotels and motels	C	C	C	10-5.911(a)
Liquor stores	C	C	C	10-5.1600
Maintenance and repair services	<u>P</u>	P	P	
Offices	P	P	P	10-5.911(d)
Personal convenience services	P	P	P	
Personal improvement services	C	C	C	
Plant nurseries	C	C	C	
Recycling collection facilities: Reverse vending machines	<u>P</u>	P	P	10-5.1616
Small collection facilities	<u>C</u>	C	C	10-5.911(a) 10-5.911(a)
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service	<u>P</u>	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	<u>C</u>	C	C	
Retail sales: less than 30,000 sq. ft. floor area	<u>P</u>	P	P	
30,000 sq. ft. or more floor area	<u>C</u>	C	C	10-5.911(c)
Snack shops	P	P	P	
Thrift shops	C	C	C	10-5.1600
Vehicle sales and services: Service stations	==	C	---	10-5.1602; 10-5.911(a)
Other Uses				
Adult day care centers	C	C	C	

Use Classifications	MU-2	MU-3	MU-3B MU-3C	Additional Regulations See Section:
Antennae for public communications	C	C	C	
Child day care centers	C	C	C	
Churches	C	C	C	
Clubs and lodges	C	C	C	
Cultural institutions	C	C	C	
Government offices	P	P	P	10-5.911(d)
Parking lots	C	C	C	
Public safety facilities	C	C	C	
Public utility facilities	C	C	C	10-5.1614
Recreation facilities	C	C	C	
Schools, public or private	C	C	C	
Senior housing	C	C	C	10-5.1624

10-5.911 Additional land use regulations: MU-2 and MU-3 mixed-use zones.

(a) **Commercial uses prohibited in mixed-use projects.** The following commercial uses are prohibited when located on a site containing both residential and commercial uses:

- (1) Animal grooming; animal hospitals; animal sales.
- (2) Bars and cocktail lounges.
- (3) Drive-up services associated with any commercial use.
- (4) Hotels and motels.
- (5) Liquor stores.
- (6) Recycling collection facilities.
- (7) Service stations.
- (8) Thrift shops.

(b) **Residential uses.** Residential dwelling units may only be located on the second floor and higher of structures developed with commercial uses on the lower levels, with the following exception:

(1) **MU-2 zone.** In the MU-2 zone, lots may be developed exclusively for residential use.

(c) **Uses exceeding 30,000 square feet.** In the MU-3, MU-3B, and MU-3C zones, uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

(d) **Offices.** Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the MU-3C zone within the Riviera Village overlay zone (see Section 10-5.1315).

10-5.912 Performance standards: MU-2 and MU-3 mixed-use zones.

(a) **Purpose.** The purpose of this Section is to ensure that residential uses in mixed-use zones are not adversely impacted by the adjacent commercial uses, including, but not

limited to traffic, noise, and safety impacts. In the interests of both the residents and the businesses, no Conditional Use Permit shall be approved for a mixed-use project combining residential and commercial uses on the same site, unless the project is designed to meet the following performance standards, in addition to all other applicable regulations of this chapter.

(1) Noise.

a. Residential units shall be constructed so that interior noise levels do not exceed an Ldn of 45 dB(A) in any habitable room.

b. Commercial uses shall be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic or late- night activity. No amplified music shall be audible to neighboring residents.

c. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

(2) Security.

a. The residential units shall be designed to ensure the security of residents, including, but not limited to, the provision of separate and secured entrances and exits that are directly accessible to secured parking areas.

b. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

c. Parking spaces for nonresidential and residential uses shall be specifically designated by posting, pavement marking, and/or physical separation.

(3) Lighting.

a. All outdoor lighting associated with commercial uses shall be designed so as not to adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, occilate, or be of unusually high intensity of brightness.

b. Parking areas shall be illuminated so as to provide appropriate visibility and security during hours of darkness.

(4) Odors, dust, vibration. No commercial use shall be designed or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration.

(5) Refuse storage and location. The residential units shall maintain a separate refuse storage container from that used by the commercial uses. It shall be clearly marked for residential use only and use by commercial uses is prohibited.

10-5.914 Development standards: MU-2 mixed-use zone.

(a) Floor area ratio. (See definition of floor area ratio in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7.

(2) Mixed-use. For projects including both commercial and residential uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5. The following shall also apply:

a. Maximum commercial floor area. All floor area exceeding a floor area ratio of 0.7 shall be developed for residential uses.

b. Minimum commercial floor area. The commercial component of mixed-use projects shall have a minimum floor area ratio of 0.3.

(b) Residential density. The maximum number of dwelling units on a lot shall be one unit for each 1,245 square feet of lot area.

- (c) Minimum lot size, mixed-use projects. No projects containing both commercial and residential uses shall be permitted on lots with less than 15,000 square feet of lot area.
- (d) Building height. (See definition of building height in Section 10-5.402).
- (1) Commercial uses. For projects containing only commercial uses, no building or structure shall exceed a height of thirty (30) feet.
- (2) Mixed-use. For projects including both commercial and residential uses, no building or structure shall exceed a height of forty-five (45) feet.
- (3) Residential uses. For projects containing only residential uses, no building or structure shall exceed a height of forty-five (45) feet.
- (e) Stories. (See definition of story in Section 10-5.402).
- (1) Commercial uses. For projects containing only commercial uses, no building shall exceed two (2) stories.
- (2) Mixed-use. For projects including both commercial and residential uses, no building shall exceed three (3) stories.
- (3) Residential uses. For projects containing only residential uses, no building shall exceed three (3) stories.
- (f) Setbacks. The minimum setback requirements shall be as follows:
- (1) Front setback.
- a. Minimum required. There shall be a minimum front setback of fifteen (15) feet the full width of the lot, except that display windows may project three (3) feet into the required front setback provided that the bottom of the projection is no less than three feet above the adjacent sidewalk grade.
- b. Maximum permitted. In commercial or mixed-use projects, the front setback shall not exceed fifteen (15) feet for fifty (50%) percent of the linear frontage of the building, except areas contiguous with the structure and used for outdoor dining or courtyards shall be exempt from this requirement. This setback area shall not be used for parking.
- (2) Side setback. There shall be a minimum side setback of not less than ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.
- (3) Rear setback. There shall be a rear setback of not less than ten (10) feet the full length of the lot.
- (4) Second story setback. The second story shall have a minimum setback of twenty-five (25) feet from any property line abutting a street.
- (5) Third story setback. Within the first thirty (30) feet of property depth, all building elevations above the second floor shall have a minimum average setback of five (5) feet from the second floor building face.
- (g) Outdoor living space. Each dwelling unit shall be provided a minimum of 200 square feet of outdoor living space (see standards for outdoor living space in Section 10-5.1510).
- (h) General regulations. See Article 3 of this chapter.
- (i) Parking regulations. See Article 5 of this chapter.
- (j) Sign regulations. See Article 6 of this chapter.
- (k) Landscaping regulations. See Article 7 of this chapter.
- (l) Coastal Development Permits. See Article 10 of this chapter.
- (m) Procedures. See Article 12 of this chapter.
- (n) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 8. Sections 10-5.1000 through 10-5.1016 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.1000 Specific purposes, I-2 Industrial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the I-2 industrial zone is to:

(a) Provide appropriately located areas consistent with the General Plan for a broad range of light industrial uses including light manufacturing, research and development, spacecraft manufacturing and associated aerospace operations, and business park offices;

(b) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the city;

(c) Provide a suitable environment for light industrial uses, and protect them from the adverse impacts of inharmonious uses;

(d) Permit commercial uses which are compatible with the over-all character and economic health of the industrial area;

(e) Ensure that the appearance and effects of industrial and commercial uses are compatible with the character of the area in which they are located;

(f) Minimize the impact of industrial and commercial uses on adjacent residential zones;

(g) Ensure the provision of adequate off-street parking and loading facilities.

(f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.1010 Land use regulations: I-2A industrial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Notwithstanding the designation of a classification as a permitted use, a use permit may be denied for any proposed use which in the opinion of the Planning Director may in their maintenance, assembly, or operation create smoke, gas, odor, dust, sound, vibration, soot, or lighting of any degree which might harmfully impact surrounding land uses. The applicant for any such use denied by the Planning Director may apply for a Conditional Use Permit.

<u>Use Classifications</u>	<u>I-2A</u>	<u>Additional Regulations See Section:</u>
<u>Parks, Recreation and Open Space</u>	<u>P</u>	
<u>Industrial Uses</u>		
<u>Manufacturing and fabrication:</u>		

<u>Use Classifications</u>	<u>I-2A</u>	<u>Additional Regulations See Section:</u>
<u>Aerospace manufacturing</u>	P	
<u>Custom manufacturing</u>	P	
<u>Electronics manufacturing</u>	P	
<u>Fabricating products from finished rubber</u>	P	
<u>Garment manufacturing</u>	P	
<u>Instrument manufacturing</u>	P	
<u>Office and related machinery</u>	P	
<u>Plastics fabrication</u>	P	
<u>Shoe manufacturing</u>	P	
<u>Sign manufacturing</u>	P	
<u>Textile manufacturing</u>	P	
<u>Laboratories</u>	P	
<u>Professional offices</u>	P	<u>10-5.1011</u>
<u>Computer and data processing facilities</u>	P	
<u>Coastal-related uses:</u>		
<u>Ships chandlers</u>	P	
<u>Sail manufacturing</u>	P	
<u>Boat fittings</u>	P	
<u>Marine research and labs</u>	P	
<u>Boat building</u>	C	
<u>Construction-related uses:</u>		
<u>Building material storage yards</u>	C	
<u>Contractor's plants, offices, and storage yards</u>	C	
<u>Cement products manufacturing</u>	C	<u>10-5.1011</u>
<u>Equipment leasing and rentals</u>	C	
<u>Lumber yards</u>	C	
<u>Stone monument works</u>	C	
<u>Woodworking</u>	C	
<u>Wholesaling/distribution/storage</u>	P	
<u>Mini-warehousing and self-storage</u>	C	
<u>Motor vehicle-related uses:</u>		
<u>Motor vehicle body and fender shops</u>	C	<u>10-5.1606</u>
<u>Motor vehicle repair garages</u>	C	<u>10-5.1604</u>
<u>Motor vehicle towing and storage</u>	C	
<u>Automobile dismantling</u>	C	<u>10-5.1011</u>
<u>Recycling facilities:</u>		<u>10-5.1616</u>
<u>Reverse vending machines</u>	P	
<u>Small collection facilities</u>	P	
<u>Large collection facilities</u>	C	
<u>Light processing facilities</u>	C	
<u>Trucking terminals</u>	C	
<u>Other industrial uses:</u>		
<u>Ambulance services</u>	P	
<u>Beverage manufacturing</u>	P	

<u>Use Classifications</u>	<u>I-2A</u>	<u>Additional Regulations See Section:</u>
<u>with ancillary retail sales and/or tasting facilities for the public</u>	C	
<u>Carpet cleaning plants</u>	P	
<u>Communications facilities</u>	P	
<u>Facilities maintenance and construction shops</u>	P	
<u>Food products manufacturing</u>	C	
<u>Foundries</u>	C	
<u>Furniture manufacturing</u>	C	
<u>Heliports and helistops</u>	C	
<u>Household products manufacturing</u>	P	
<u>Laundries and wholesale dry cleaning plants</u>	P	
<u>Machine shops</u>	P	
<u>Motion picture and sound studios</u>	P	
<u>Pharmaceuticals manufacturing</u>	P	
<u>Photo processing</u>	P	
<u>Sheet metal shops</u>	P	
<u>Spray painting businesses</u>	C	
<u>Warehouse retail</u>	C	
<u>Warehouse retail, specialty</u>	C	
<u>Welding shops</u>	C	
Commercial Uses		
<u>Ancillary uses</u>	C	10-5.1011
<u>Service stations</u>	C	10-5.1602
Other Uses		
<u>Antennae for public communications</u>	C	
<u>Child day care centers</u>	C	
<u>Government maintenance facilities</u>	C	
<u>Government offices</u>	C	
<u>Public safety facilities</u>	C	
<u>Public utility facilities</u>	C	10-5.1614
<u>Recreation facilities</u>	C	
<u>Schools, public or private</u>	C	

10-5.1011 Additional land use regulations, I-2A Industrial zone.

(a) **Professional offices.** Professional offices shall be located in a building designed and intended for office uses.

(b) **Concrete ready-mix plants.** Concrete ready-mix plants are prohibited.

(c) **Automobile dismantling.** Automobile dismantling shall only be permitted in an enclosed building.

(d) **Ancillary commercial uses.** Ancillary commercial uses may include banks, restaurants, photocopy services, and similar uses supporting to the primary industrial uses.

10-5.1016 Development standards: I-2A Industrial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.0 (see definition of floor area ratio in Section 10-5.402).

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except as follows (see definition of building height in Section 10-5.402):

(1) Antennae for public utilities. The height of antennae for public utilities shall be subject to the determination of the decision-making body pursuant to the procedures for a Conditional Use Permit.

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of fifteen (15) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of fifteen (15) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 9. The listing of sections under the heading for Public and Institutional Zones, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"Sections

10-5.1100 Specific purposes, P Public and Institutional zones.

10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village Parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF Community Facility zone, and P-PRO Parks, Recreation, and Open Space zone.

10-5.1111 Additional land use regulations, P Public and Institutional zones.

10-5.1112 Development standards: P-CIV Civic Center zone.

10-5.1113 Development standards: P-RVP Riviera Village Parking zone.

10-5.1114 Development standards: P-GP Generating Plant zone.

10-5.1115 Development standards: P-ROW Right-of-Way zone.

10-5.1116 Development standards: P-CF Community Facility zone.

10-5.1117 Development standards: P-PRO Parks, Recreation, and Open Space zone."

SECTION 10. Sections 10-5.1110 and 10-5.1111 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Sections 10-5.1114 through 10-5.1115 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF community facility zone, and P-PRO parks, recreation, and open space zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	P-CIV	P-RVP	<u>P-GP</u>	<u>P-ROW</u>	P-CF	P-PRO	Additional Regulations See Section:
Public and Other Uses							
Parks, parkettes, open space, recreational facilities, beaches, and coastal bluffs	P	P	<u>P</u>	<u>P</u>	P	P	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Public buildings in parks, recreation areas, open space areas, and beaches	C	C	<u>C</u>	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Adult education centers	--	---	===	===	C	---	
Agricultural and horticultural uses	C	---	===	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Child day care centers	C	---	===	===	C	C	10-5.1111(a) 10-5.1111(c)
Community centers	C	---	===	===	C	C	10-5.1111(a) 10-5.1111(c)
Cultural institutions	C	---	===	===	C	C	10-5.1111(a) 10-5.1111(c)
Government maintenance facilities	C	---	===	===	C	C	10-5.1111(a)
Government offices	C	---	===	===	C	C	10-5.1111(a) 10-5.1111(c)

Use Classifications	P-CIV	P-RVP	<u>P- GP</u>	<u>P- ROW</u>	P- CF	P-PRO	Additional Regulations See Section:
Public gymnasiums and athletic clubs	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Hospitals	--	---	---	---	C	---	
Medical offices and health-related facilities	--	---	---	---	C	---	
Nurseries, wholesale and retail	C	---	---	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Performance art facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Parking lots	C	C	---	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Public safety facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Public utility facilities	C	C	<u>C</u>	<u>C</u>	C	C	10-5.1614 10-5.1111(a) 10-5.1111(c)
Schools, public and private	---	---	---	---	C	---	
Accessory uses/structures	P	P	---	<u>P</u>	P	P	10-5.1111(b) 10-5.1111(c)

10-5.1111 Additional land use regulations, P public and institutional zones.

(a) **Recreation and Parks Commission Review, P-PRO zone.** In the P-PRO parks, recreation, and open space zone, all applications for uses and development shall be referred to the Recreation and Parks Commission for its study and recommendations before submission to the appropriate decision-making body.

(b) **Recreational uses, P-ROW zone.** In the P-ROW right-of-way zone, recreational uses shall be limited to only passive type uses.

(c) **Accessory uses and structures.**

(1) **Development standards.** Permitted accessory uses and structures, including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, rest rooms, flag poles, and concession stands, shall be subject to the height, setback, and floor area ratio standards of the zone in which it is located, except that height and setback standards may be modified subject to Planning Commission Design Review. In zones where no height standard is specified, permitted accessory uses and structures exceeding a height of thirty (30) feet shall be subject to Planning Commission Design Review, except that flag poles, lighting fixtures, and similar structures which do not contain floor area and which exceed a height of thirty (30) feet may be approved by the Planning Director. In zones where no maximum floor area ratio is specified, any building exceeding 1,000 square feet shall be subject to Planning Commission Design Review.

(d) **Preservation of public beach.** The beach and coastal bluffs south of Torrance Boulevard and west of Esplanade shall be maintained and preserved for public beach, open space and public recreational use. Notwithstanding Section 10-5.1110, the beach and coastal bluffs shall not be permitted to be developed with any of the uses listed other than beaches,

coastal bluffs, and accessory uses and structures as listed in subsection (b) of Section 10-5.1110. The existing beach parking lot west of Esplanade at the southerly boundary of the City shall also be retained.

10-5.1114 Development standards: P-GP generating plant zone.

- (a) Floor area ratio.** The floor area ratio shall be determined subject to Planning Commission Review.
- (b) Building height.** Height of buildings or structures shall be determined subject to Planning Commission Review.
- (c) Stories.** The number of stories of any building shall be determined subject to Planning Commission Review.
- (d) Setbacks.** Setbacks shall be determined subject to Planning Commission Review.
- (e) General regulations.** See Article 3 of this chapter.
- (f) Parking regulations.** See Article 5 of this chapter.
- (g) Sign regulations.** See Article 6 of this chapter.
- (h) Landscaping regulations.** See Article 7 of this chapter.
- (i) Coastal Development Permits.** See Article 10 of this chapter.
- (j) Procedures.** See Article 12 of this chapter.
- (k) Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.1115 Development standards: P-ROW right-of-way zone.

- (a) Floor area ratio.** The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.1 (see definition of floor area ratio in Section 10-2.402).
- (b) Building height.** No building or structure shall exceed a height of fifteen (15) feet (see definition of building height in Section 10-2.402).
- (c) Stories.** No building shall exceed one story (see definition of story in Section 10-2.402).
- (d) Setbacks.**
 - (1)** There shall be a minimum setback of twenty (20) feet from any property line abutting a street.
 - (2)** There shall be a minimum setback of five (5) feet from any property line not abutting a street.
- (e) General regulations.** See Article 3 of this chapter.
- (f) Parking regulations.** See Article 5 of this chapter.
- (g) Sign regulations.** See Article 6 of this chapter.
- (h) Landscaping regulations.** See Article 7 of this chapter.
- (i) Coastal Development Permits.** See Article 10 of this chapter.
- (j) Procedures.** See Article 12 of this chapter.
- (k) Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

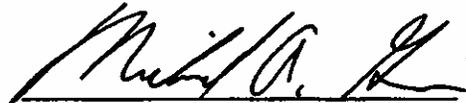
SECTION 11. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 12. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance 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 ordinance. The City Council hereby declares that it would have passed this ordinance 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.

SECTION 13. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED THIS 2nd DAY OF August, 2005.


Mike Gin, Mayor

ATTEST:

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

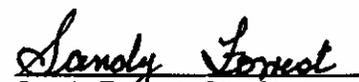
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2971-05 was duly introduced at a regular meeting of the City Council held on the 19th day of July, 2005, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 2nd day of August, 2005, by the following vote:

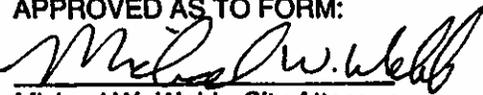
AYES: Cagle, Szerlip, Diels, Parsons

NOES: None

ABSENT: Aspel

ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

ORDINANCE NO. 2972-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE ZONING MAP FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

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

SECTION 1. FINDINGS.

- A. The amendments to the Zoning Map re-establish zoning designations that existed prior to the adoption of the "Heart of the City Specific Plan" in March 2002, consistent with the General Plan Land Use Map designations.
- B. The amendments to the Zoning Map are consistent with the certified Coastal Land Use Plan.
- C. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 2005-05-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. AMENDMENT OF THE ZONING MAP. The zoning map is hereby amended for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street as shown in the following map and as listed Table 1 below.

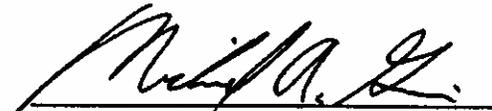
TABLE 1 PROPOSED AMENDMENTS TO THE ZONING MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	ZONING
7503001800			P-ROW
7503013003	125	W BERYL ST	MU-2
7503013011			C-5A
7503013013			C-3A
7503013014			P-GP
7503013015	1100	N HARBOR DR	P-GP
7503013815			C-5A
7503013819	1100	N HARBOR DR	P-GP
7503013820			P-GP
7503013901	400	N HARBOR DR	C-3A
7503014010			I-2A
7503014011	1217	N CATALINA AVE	C-5A
7503014013			I-2A
7503014014			I-2A
7503014015			I-2A
7503014803			P-ROW
7503014805			P-ROW
7503014902	1231	N CATALINA AVE	C-5A
7503021019			C-5A
7503021020			C-5A
7503021021	612	N FRANCISCA AVE	C-5A
7503021022	610	N FRANCISCA AVE	C-5A
7503021023	606	N FRANCISCA AVE	C-5A
7503021024	604	N FRANCISCA AVE	C-5A
7503021028			C-5A
7503021029			C-5A
7503021030			C-5A
7503021035	811	N CATALINA AVE	C-5A
7503021036			C-5A

SECTION 3. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 4. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance 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 ordinance. The City Council hereby declares that it would have passed this ordinance 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.

SECTION 5. PUBLICATION AND EFFECTIVE DATE. This Ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED THIS 2nd DAY OF August, 2005.


Mike Gin, Mayor

ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2972-05 was duly introduced at a regular meeting of the City Council held on the 19th day of July, 2005, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 2nd day of August, 2005, by the following vote:

AYES: Cagle, Szerlip, Diels, Parsons

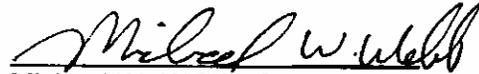
NOES: None

ABSENT: Aspel

ABSTAIN: None

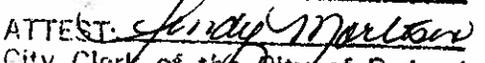

Sandy Forrest, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

This is certified to be a true and correct copy of the original on file in this office.

DATED: 11-08-10

 ATTEST: 
City Clerk of the City of Redondo Beach, State of California

ORDINANCE NO. 2972-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE ZONING MAP FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

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

SECTION 1. FINDINGS.

- A. The amendments to the Zoning Map re-establish zoning designations that existed prior to the adoption of the "Heart of the City Specific Plan" in March 2002, consistent with the General Plan Land Use Map designations.
- B. The amendments to the Zoning Map are consistent with the certified Coastal Land Use Plan.
- C. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 2005-05-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. AMENDMENT OF THE ZONING MAP. The zoning map is hereby amended for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street as shown in the following map and as listed Table 1 below.

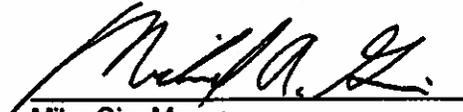
TABLE 1 PROPOSED AMENDMENTS TO THE ZONING MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	ZONING
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7503013011			C-5A
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7503014010			I-2A
7503014011	1217	N CATALINA AVE	C-5A
7503014013			I-2A
7503014014			I-2A
7503014015			I-2A
7503014803			P-ROW
7503014805			P-ROW
7503014802	1231	N CATALINA AVE	C-5A
7503021019			C-5A
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7503021028			C-5A
7503021029			C-5A
7503021030			C-5A
7503021035	811	N CATALINA AVE	C-5A
7503021036			C-5A

SECTION 3. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 4. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance 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 ordinance. The City Council hereby declares that it would have passed this ordinance 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.

SECTION 5. PUBLICATION AND EFFECTIVE DATE. This Ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED THIS 2nd DAY OF August, 2005.

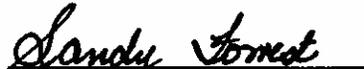

Mike Gin, Mayor

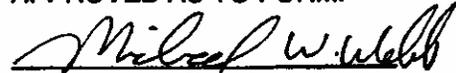
ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2972-05 was duly introduced at a regular meeting of the City Council held on the 19th day of July, 2005, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 2nd day of August, 2005, by the following vote:

- AYES: Cagle, Szerlip, Diels, Parsons
- NOES: None
- ABSENT: Aspel
- ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

ORDINANCE NO. 2972-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE ZONING MAP FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

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

SECTION 1. FINDINGS.

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- B. The amendments to the Zoning Map are consistent with the certified Coastal Land Use Plan.
- C. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 2005-05-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. AMENDMENT OF THE ZONING MAP. The zoning map is hereby amended for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street as shown in the following map and as listed Table 1 below.

TABLE 1 PROPOSED AMENDMENTS TO THE ZONING MAP			
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7503014013			I-2A
7503014014			I-2A
7503014015			I-2A
7503014803			P-ROW
7503014805			P-ROW
7503014902	1231	N CATALINA AVE	C-5A
7503021019			C-5A
7503021020			C-5A
7503021021	612	N FRANCISCA AVE	C-5A
7503021022	610	N FRANCISCA AVE	C-5A
7503021023	606	N FRANCISCA AVE	C-5A
7503021024	604	N FRANCISCA AVE	C-5A
7503021028			C-5A
7503021029			C-5A
7503021030			C-5A
7503021035	811	N CATALINA AVE	C-5A
7503021036			C-5A

SECTION 3. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 4. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance 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 ordinance. The City Council hereby declares that it would have passed this ordinance 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.

SECTION 5. PUBLICATION AND EFFECTIVE DATE. This Ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED THIS _____ DAY OF _____, 2005.

Mike Gin, Mayor

ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2972-05 was duly introduced at a regular meeting of the City Council held on the 19th day of July, 2005, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the _____ day of _____, 2005, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sandy Forrest, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

RESOLUTION NO. CC-0508-83

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

WHEREAS, on March 8, 2005 an advisory vote was held on two community-proposed visions for the area including the AES Generating Plant site and other properties west of Catalina Avenue and east of the power plant, and the vision proposing parks and open space for this area gained the majority of the votes; and

WHEREAS, the City is currently investigating funding options for development of parks and open space on the properties in response to the advisory vote; and

WHEREAS, parks, recreation, and open space are not currently listed as permitted uses for the power generating plant site and other commercial and industrial areas west of Catalina Avenue; and

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on June 16, 2005 and adopted Resolution No. 2005-06-PCR-047 recommending approval of the proposed amendments to the Coastal Land Use Plan (LUP), Coastal Zoning Ordinance, Land Use Element of the General Plan and Harbor/Civic Center Specific Plan, relating to land use and development standards for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street; and

WHEREAS, the City Council held a public hearing on July 19, 2005 to consider the proposed amendments to the LUP, Coastal Zoning Ordinance, General Plan, and Harbor/Civic Center Specific Plan.

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

SECTION 1. FINDINGS:

- A. The amendments to the LUP are consistent with the land use and development standards that existed prior to the adoption of the "Heart of the City Specific Plan" in March 2002, with the addition of parks, recreation, and open space as permitted uses for the power generating plant site and other commercial and industrial areas west of Catalina Avenue;
- B. The amendments to the LUP are consistent with concurrent amendments to the Coastal Zoning Ordinance;
- C. The proposed Local Coastal Program is intended to be carried out in a manner that is fully in conformity with the Coastal Act;
- D. The proposed amendments to the LUP meet the requirements of and are in conformity with the policies of Chapter 3 of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the

marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.

- E. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 2005-05-IES-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment;
- F. The proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. The City Council hereby amends the introduction of subsection C of Section VI of the Coastal Land Use Plan to read as follows.

"C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards.

The Coastal Commission certified the implementation section of the City of Redondo Beach LCP in 2003 for Area 1 of the Coastal Zone (including the entire Coastal Zone except for the AES Generating Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor between Beryl Street and North Pacific Coast Highway which comprise Area 2 of the Coastal Zone). Development of the implementation section for Area 2 of the Coastal Zone is expected to be completed by 2006."

SECTION 3. The City Council hereby amends the "Commercial" subsection of subsection C of Section VI of the Coastal Land Use Plan to read as follows.

Commercial

The C-2, C-3, C-4, and C-5 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

In addition to the above commercial uses, the C-5 district shall permit parks and open space. In this district, light industrial uses, automobile and marine-related repair, boat storage, and wholesale uses may be permitted subject to standards in the zoning ordinance to prevent adverse visual impacts along the street frontage.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

**City of Redondo Beach
Harbor/Civic Center Specific Plan**

CITY OF REDONDO BEACH HARBOR/CIVIC CENTER SPECIFIC PLAN

1.0 BACKGROUND

1.1 EVOLUTION OF THE HARBOR/CIVIC CENTER SPECIFIC PLAN

In early 1988, the City of Redondo Beach, in an effort to account for and reflect the changes in its physical, economic, social, and political character, formally initiated the process of updating and revising its adopted 1964 comprehensive General Plan. In recognition of the critical importance and significance of the Harbor/Civic Center area relative to the City's physical and economic future, the Redondo Beach City Council directed that a separate specific plan be conducted, to more precisely determine and protect the future function and character of this area, in conjunction with the general plan planning process. This specific plan is the result of that directive.

The City's goal in initiating both of these efforts was to undertake and successfully carry out an inclusive planning process that would: 1) define and analyze the conditions and issues currently facing the community; 2) integrate these issues with goals, objectives, and concerns expressed by local citizens, business people, and public administrators; and 3) generate a comprehensive updated General Plan and Harbor/Civic Center Specific Plan that would guide local development, policy, and resource management into the twenty-first century.

To assist them in this endeavor, the City of Redondo Beach, through its Community Development (Planning) Department, retained the services of a team of expert urban planning, transportation, economics, and environmental consultants. The consultant team was charged with the responsibility of: 1) providing technical assistance and guidance to the City of Redondo Beach in the formulation of these plans; 2) facilitating the community participation/input and review process; and 3) preparing the revised City of Redondo Beach General Plan and Harbor/Civic Center Specific Plan documents and accompanying Environmental Impact Report (EIR).

1.2 LOCATION AND GEOGRAPHIC BOUNDARIES OF THE SPECIFIC PLAN PLANNING AREA

The City of Redondo Beach is a "Charter City" originally incorporated in April of 1892. The City of Redondo Beach is located in the southwestern Los Angeles Basin area of southern California, within Los Angeles County, approximately 21 miles southwest of the City of Los Angeles Civic Center, at the southern edge of Santa Monica Bay.

The City is situated approximately seven miles due south of the Los Angeles International Airport (LAX), and is bounded by and shares common borders with five separate municipalities/communities, including: the City of Hawthorne to the north, the Cities of Lawndale and Torrance to the east, the City of Torrance and the Palos Verdes Peninsula to the south, and the Cities of Manhattan Beach and Hermosa Beach and the Pacific Ocean (Santa Monica Bay) to the west (see **Figure 1**).

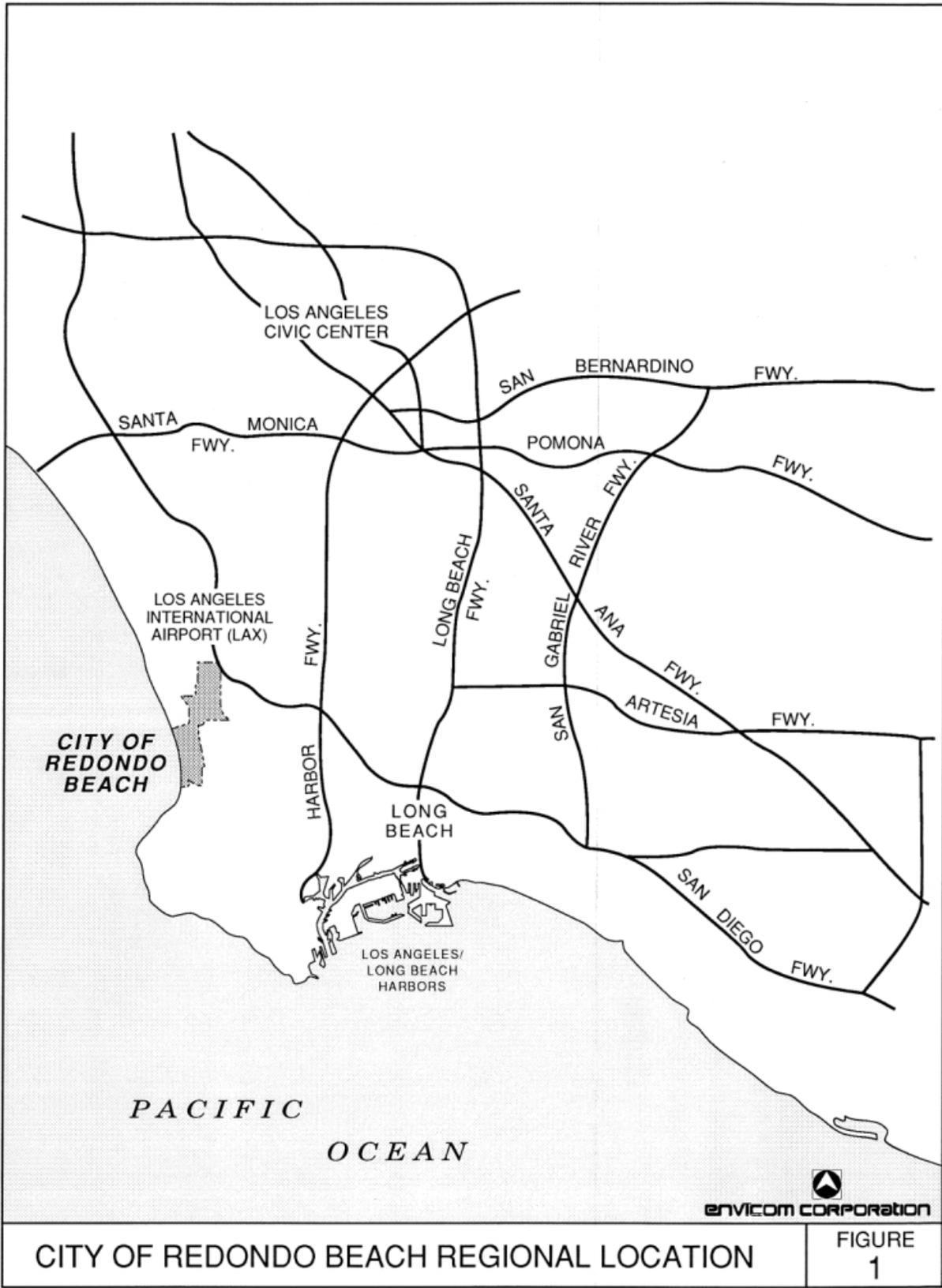
The City of Redondo Beach has an irregular, offset, elongated rectangular shape (approximately 5.25 miles long running north-to-south by approximately 1.5 miles wide running east-to-west) configured into two distinctly definable areas (North Redondo and South Redondo) which are bisected by Anita Street/190th Street running east and west through the City (see **Figure 2**). The City of Redondo Beach has a total geographic land area of approximately 3,970 acres (6.2 square miles).

The Harbor/Civic Center Specific Plan Planning Area includes approximately 355.4 acres of land area (representing approximately nine percent of the total land area of the City of Redondo Beach as a whole). This Harbor/Civic Center Specific Plan project planning area is located at the northern center of South Redondo Beach, roughly bounded by Herondo Street (to the north), the rear of lots containing existing commercial uses fronting onto Pacific Coast Highway (to the east), Pearl Street (to the south), and the breakwater structure extending out into Santa Monica Bay and the Pacific Ocean to the west (**Figure 3**).

1.3 ROLE OF THE HARBOR/CIVIC CENTER SPECIFIC PLAN

The City of Redondo Beach Harbor/Civic Center Specific Plan is the fundamental community development policy document that will govern and determine the future development and character of the Harbor/Pier and Civic Center areas of the City of Redondo Beach. The specific plan will serve to clarify the city's goals, objectives, and expectations for the future of the area with respect to and in the context of the rights and overall expectations of the local resident and business community, local private property owners, and general public.

The City of Redondo Beach Harbor/Civic Center Specific Plan will serve as a supplemental policy and planning document to the City of Redondo Beach General Plan and Local Coastal Program, both of which are undergoing updates that are being processed and adopted concurrently to this document. The specific plan will further refine the goals, objectives, and policies contained therein, and will direct and enhance their implementation based on a more detailed planning process and study.



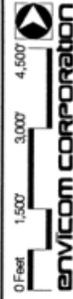
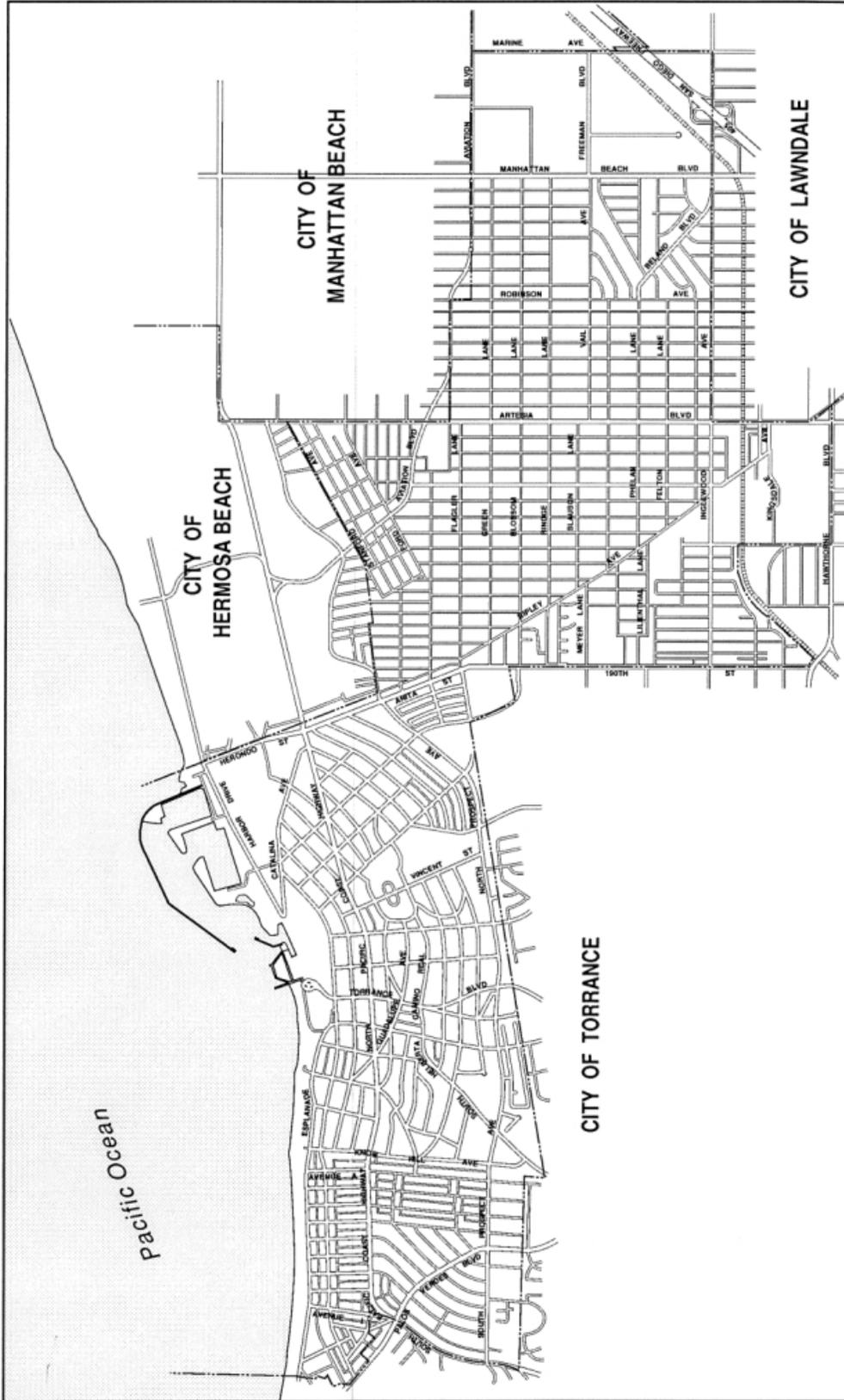


FIGURE
2

CITY OF REDONDO BEACH GEOGRAPHIC BOUNDARIES

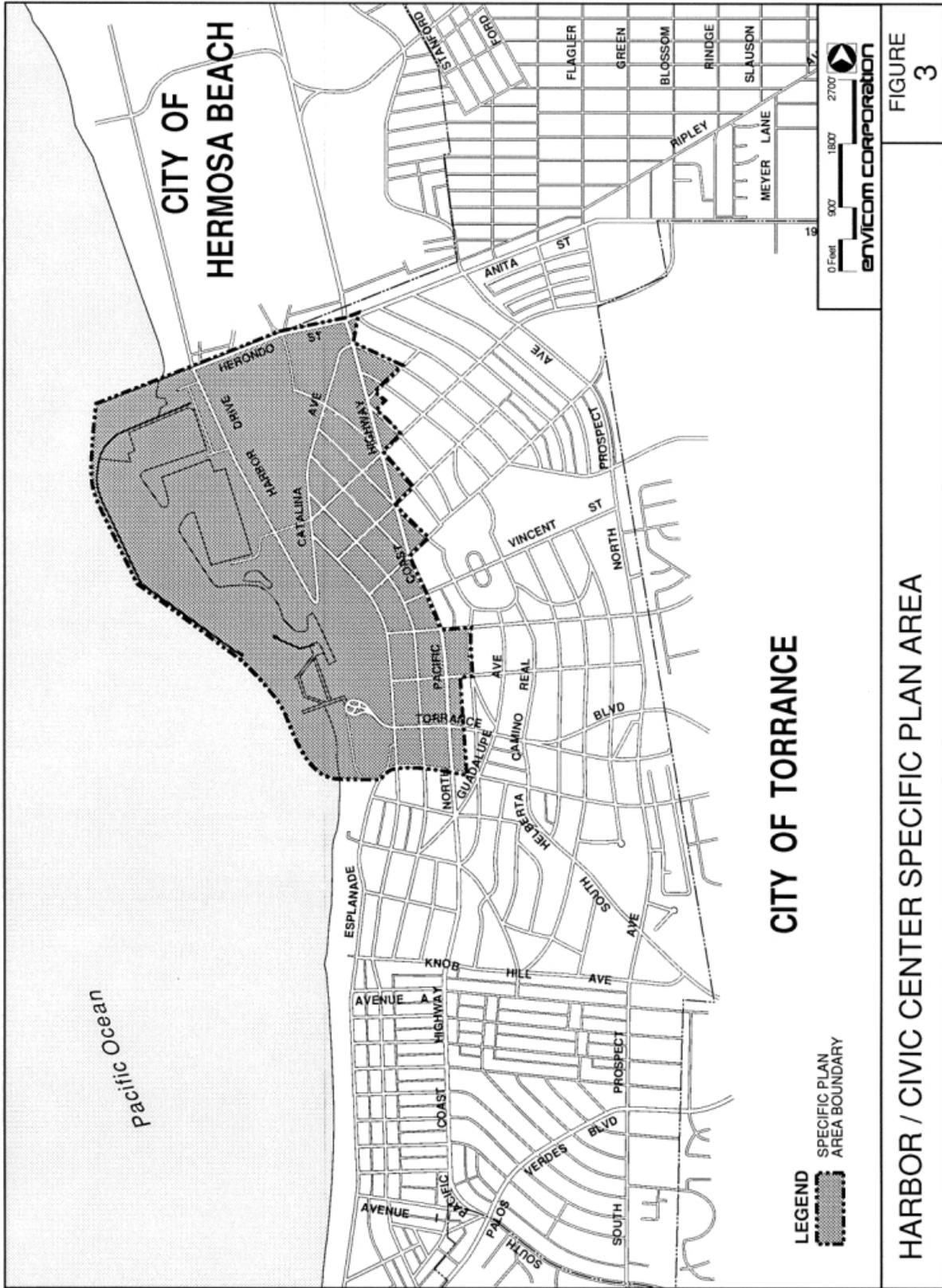


FIGURE 3

HARBOR / CIVIC CENTER SPECIFIC PLAN AREA

1.4 COMMUNITY PARTICIPATION IN THE SPECIFIC PLAN PLANNING PROCESS

In order to promote greater community awareness and ensure proper public input during the creation, review, and approval of both the General Plan and the Harbor/Civic Center Specific Plan and in order to meet state guidelines for citizen participation in formulating such plans, the Redondo Beach City Council appointed a thirty-three (33) member General Plan Advisory Committee (GPAC).

This group represented a varied cross section of the business, government, and resident population of the city (a list of the General Plan Advisory Committee members is provided at the front of this document).

This diverse volunteer group of local citizens and civic leaders was asked to convene regular formal public meetings with the consultant team and city planning officials, to discuss and advise them on issues and policies to be addressed in both plans, to assist in formulating and drafting the plans, and to participate actively in the review and eventual adoption of the completed Harbor/Civic Center Specific Plan.

This dedicated volunteer group, with assistance from the consultant team and City of Redondo Beach staff, conducted a series of over fifty (50) public forums during the formulation of the proposed plans, in order to ensure that all aspects of the General Plan Update and the Harbor/Civic Center Specific Plan and their related issues were adequately disclosed to and discussed by the members of the community.

These meetings, generally conducted on alternating Thursday evenings at the City of Redondo Beach Community Resources Center (the former Patterson School), were widely noticed in the local print and television media, and were broadcast (in their entirety) on the local cable television government access channel.

The vast majority of the policies and programs contained in the Specific Plan have been endorsed (through formal motions and votes) by the General Plan Advisory Committee. In a limited number of cases, the policies and programs endorsed by the Committee differed from those proposed by the consultant team. These differences are clearly delineated and indicated as such in the text, and are highlighted in italic print, directly below the consultant-proposed policy or program.

In addition to the ongoing General Plan Advisory Committee forum of community participation, a range of related mechanisms promoting public input into the Harbor/Civic Center Specific Plan planning process were provided. These included:

- (1) A city-wide workshop, held at the commencement of the planning process, in order to elicit suggestions as to the identity and direction of the primary issues and

goals/objectives of the community relative to the General Plan Update and the Harbor/Civic Center Specific Plan; and

- (2) A series of five separate community workshops (one in each of the five City Council Districts), to elicit suggestions, comments, and discussion relative to the “preferred” land use recommendations and policies proposed by local community members.

This intentional focus on providing opportunities for community participation in the Harbor/Civic Center Specific Plan planning process was continued and further supplemented throughout the review and approval process of the plan.

The public review process was culminated by a series of formal and statutorily-mandated public review and approval hearings, conducted (first) by the City Planning Commission (who suggested modifications to the proposed plan and then recommended it to the City Council), and (second) by the City Council (who recommended further modifications to the proposed plan, and certified the project environmental impact report as adequate and approved/adopted the final version of the Harbor/Civic Center Specific Plan).

This entire process was open to and directed towards eliciting a maximum of testimony and input on the proposed Harbor/Civic Center Specific Plan and its environmental impact report from all segments of the community (residents, business people, property owners, employees, visitors, etc.).

2.0 INTRODUCTION

2.1 STRUCTURE AND FORMAT OF THE HARBOR/CIVIC CENTER SPECIFIC PLAN DOCUMENT

The City of Redondo Beach Harbor/Civic Center Specific Plan document has been structured into five basic sections:

- (1) Introduction;
- (2) Specific Plan Planning Area Existing Conditions;
- (3) Specific Plan Discussion Issues and Land Use Concept Summary;
- (4) Specific Plan Goals, Objectives, and Policies;
- (5) An estimate of the Maximum Potential Buildout and Resident/Employee Populations within the Specific Plan Planning Area; and

2.2 FUNCTIONAL INTENT, SCOPE, AND DETAIL OF SPECIFIC PLANS

A specific plan, in its most basic practical function and form, is a plan (document) that encompasses a smaller and more specific geographic focus and contains a greater level of detail relative to the location and range of permitted land uses, allowable building densities, related development standards, recommended architectural design guidelines, and necessary transportation and circulation systems, and infrastructure systems than are generally provided, or are legally required, within a general plan.

Once adopted, pending a finding by the local governing agency (in this case the City of Redondo Beach Council) that the plan is not inconsistent with the goals, objectives, and policies contained within the adopted general plan for the area, the land use designations and policies within the specific plan become the primary means of regulating and directing land use planning and development for that area.

2.3 LEGAL AUTHORIZATION AND GOVERNANCE OF SPECIFIC PLANS

The legislative and legal authorization governing the jurisdictional responsibility, preparation, mandated and/or recommended contents, adoption/amendment, and implementation procedures of specific plans in the State of California are (like those governing general plans) contained within the State of California Government Code (Planning, Zoning, and Development Laws) Section 65450-65457.

2.4 RELATIONSHIP OF THE HARBOR/CIVIC CENTER SPECIFIC PLAN TO THE LOCAL GENERAL PLAN

Under State of California Government Code (Planning, Zoning, and Development Laws) Section 65451, the goals, objectives, and policies contained within a specific plan must be found to be consistent with the goals, objectives, and policies of the adopted general plan of the city or county in which the specific plan planning area falls.

Because the Harbor/Civic Center Specific Plan has been created and discussed concurrently with the update of the City of Redondo Beach General Plan, the goals, objectives, and policies of the respective plans are highly-related. In fact, because of this concurrent process, the land use sections of the respective plans contain the exact same land use designations and foundations.

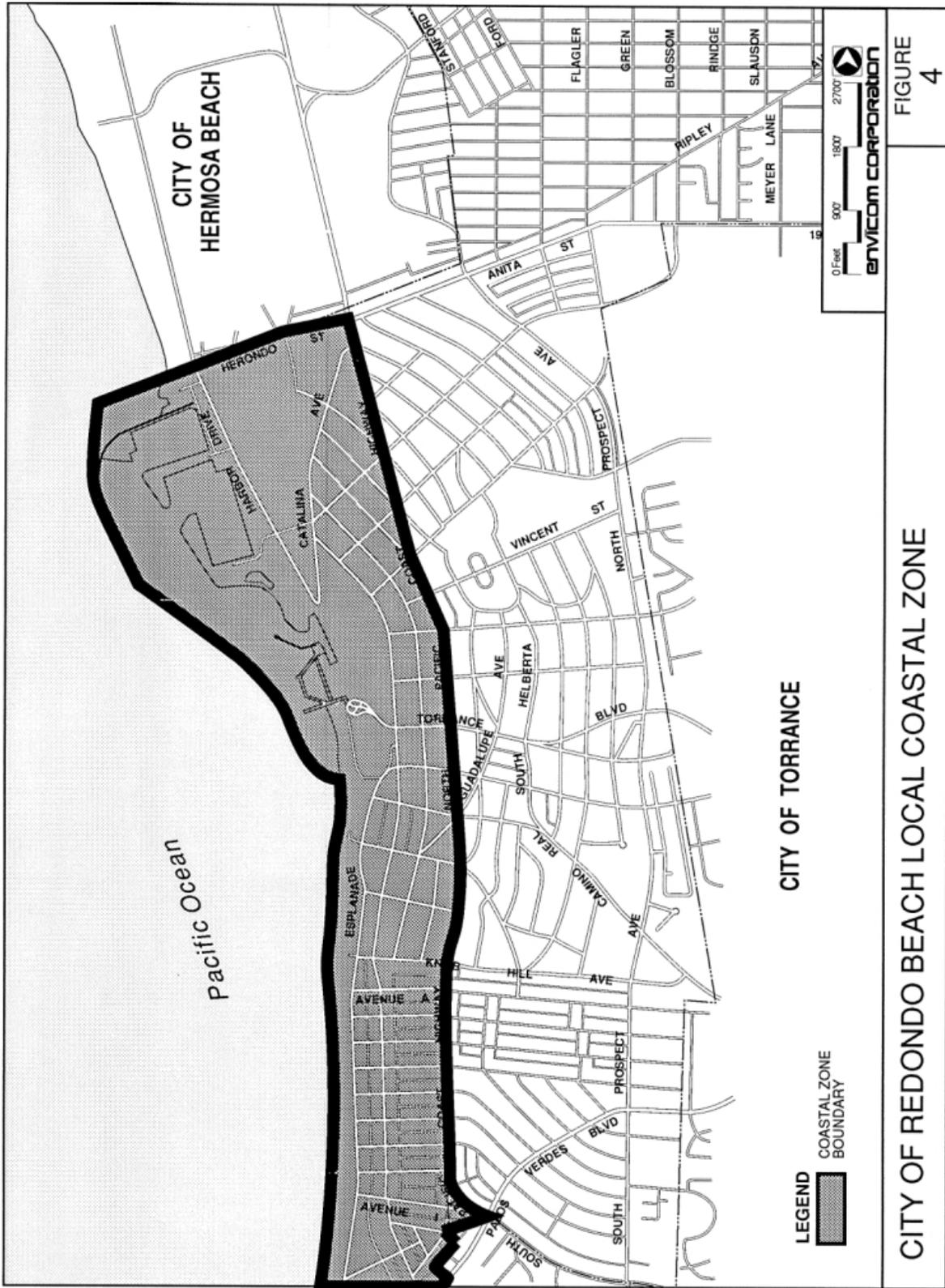
For these very reasons, the legally-required finding of consistency between the Harbor/Civic Center Specific Plan and the updated General Plan by the City of Redondo Beach Planning Commission and Redondo Beach City Council should not be an issue.

2.5 RELATIONSHIP OF THE HARBOR/CIVIC CENTER SPECIFIC PLAN TO THE LOCAL COASTAL PLAN

The vast majority of the geographic area within the Harbor/Civic Center Specific Plan Planning Area (except for those areas in the Specific Plan Planning Area located east of Pacific Coast Highway) is also within the boundaries of the City of Redondo Beach Coastal Zone. This fact necessitates a discussion and finding of the specific plan's relationship to and consistency with the City of Redondo Beach Local Coastal Plan.

The California Coastal Act, originally enacted by the state legislature in 1976, requires all cities and counties along the State of California coast to prepare a Local Coastal Program (or LCP). The Local Coastal Plan, as defined by the California Coastal Act, includes a local government's land use plan, zoning ordinances, zoning maps, and other implementing actions or policies applicable to the Coastal Zone. The Local Coastal Plan must reflect the coastal issues and concerns of its specific area, such as the City of Redondo Beach, but must also be consistent with the overall (state-wide) goals, objectives, and policies of the California Coastal Act.

The Local Coastal Zone includes approximately 595.2 acres of land area (25.93 million square feet or 0.93 square miles), and encompasses the entire western one-third of South Redondo Beach, bounded by Herondo Street to the north, Pacific Coast Highway to the east, the City of Torrance municipal boundary (Palos Verdes Boulevard) to the south, and the Pacific Ocean (Santa Monica Bay) to the west (**Figure 4**).



The Local Coastal Plan was adopted by the Redondo Beach City Council, and published in June of 1980. The Coastal Land Use Plan was subsequently certified (with conditions) by the California Coastal Commission in 1982. Implementation procedures, (Phase III of the plan) consisted of a series of amendments to the City of Redondo Beach Zoning Code (Title 10 of the City of Redondo Beach Municipal Code), and a series of implementing ordinances adopted by the Redondo Beach City Council. Because of a number of minor unresolved policy interpretations, the implementing ordinances have not yet been formally certified by the Coastal Commission. For the purposes of this analysis, the adopted Coastal Land Use Plan has been incorporated by reference in its entirety.

A review of the Land Use Plan of the adopted City of Redondo Beach Coastal Plan was included within the consultant team's work scope for the General Plan Update. This review indicated a close similarity between the goals, objectives, and policies of the City of Redondo Beach Local Coastal Plan, the updated City of Redondo Beach General Plan and the attached City of Redondo Beach Harbor/Civic Center Specific Plan. For these reasons, the legally-required finding of consistency between the Harbor/Civic Center Specific Plan and the Local Coastal Plan by the City of Redondo Beach Planning Commission and Redondo Beach City Council should not be an issue.

In fact, a good number of the specific goals, objectives, and policies contained within the updated General Plan and Harbor/Civic Center Specific Plan reinforce and build upon those contained within the adopted Local Coastal Plan. These include policies promoting and ensuring enhanced and continued public physical and visual access to the coast (through the provision and maintenance of public walkways and bikeways, urban design features, public transit, and sufficient public parking); policies promoting expanded public recreational opportunities and facilities in the coastal area (focusing on boating and fishing related uses); policies promoting the development of coastal-dependent or coastal-related land uses in the coastal area; and policies promoting the provision of additional amenities and design features in coastal area development.

Following completion of the original public review and comment process on the Harbor/Civic Center Specific Plan at the local level, the document will be submitted to the California Coastal Commission for their formal review and comment. Following adoption of the updated General Plan and Harbor/Civic Center Specific Plan by the Redondo Beach City Council, the existing Local Coastal Plan will be revised and updated to ensure precise consistency between all three plans. This revision of the Local Coastal Plan will be carried out in consultation with California Coastal Commission staff, with the revised plan document eventually being submitted to the Commission for formal review, approval, and adoption.

3.0 SPECIFIC PLAN PLANNING AREA EXISTING CONDITIONS

3.1 SPECIFIC PLAN PLANNING AREA EXISTING LAND USE CONDITIONS

The Redondo Beach Harbor/Civic Center Specific Plan Planning Area encompasses approximately 15,481,413 square feet (355.4 acres) (0.56 square miles) of land area (including all public street area, but not including water area). The area extends approximately 1.1 linear miles long (north to south) and approximately 0.6 linear miles wide (east to west).

This land area total of the Specific Plan Area equates to approximately 9.0 percent of the City's 172.9 million square feet of land area, and approximately 20 percent of South Redondo Beach's 76.2 million square feet of land area. The Specific Plan Area contains approximately 521 legally separate assessing parcels (public streets are not parcelized), and encompasses approximately 38 city blocks (quantifying the entirety of the harbor/pier area as one large block).

In practical terms, the Harbor/Civic Center Specific Plan Area, as its name would logically infer, includes all of the harbor and pier land area of the City, the entire Civic Center complex, significant portions of two of the major commercial corridors in the City (the Catalina Avenue commercial corridor and Pacific Coast Highway commercial corridor), the entirety of the Southern California Edison Plant, the "Village" mixed-density residential complex, and a mixture of commercial, residential, industrial, and institutional uses located in the areas that connect these major components to each other.

For the purposes of this analysis, the existing land uses located within the Specific Plan Area have been classified into eight primary land use categories (commercial, residential, industrial, institutional, public streets, utility, public open space, and vacant) (see detailed descriptions below). Two of the primary land use categories (residential and commercial) have been further classified into sub-land use categories, to allow for a more effective analysis. Each of the primary land use and sub-land use categories have been compiled and quantified relative to number of parcels and land area square footage within the Specific Plan Area (**Table 1**). A color-coded map depicts the exact geographic location and patterns of the different land uses located within the Specific Plan Area (**Figure 5**).

Commercial Land Uses

Commercial land use (including hotel, marina, office, retail, and auto uses) is the single largest primary land use occurring within the Specific Plan Area, occupying approximately 157 of the 521 assessing parcels in the Specific Plan Area (30 percent of all parcels), and totaling 3,727,414 square feet (85.6 acres) of land area, accounting for approximately 24 percent of all land area within the Specific Plan Area.

TABLE 1

Harbor/Civic Center Specific Plan Area
Existing Land Use Characteristics

Primary Land Use Categories

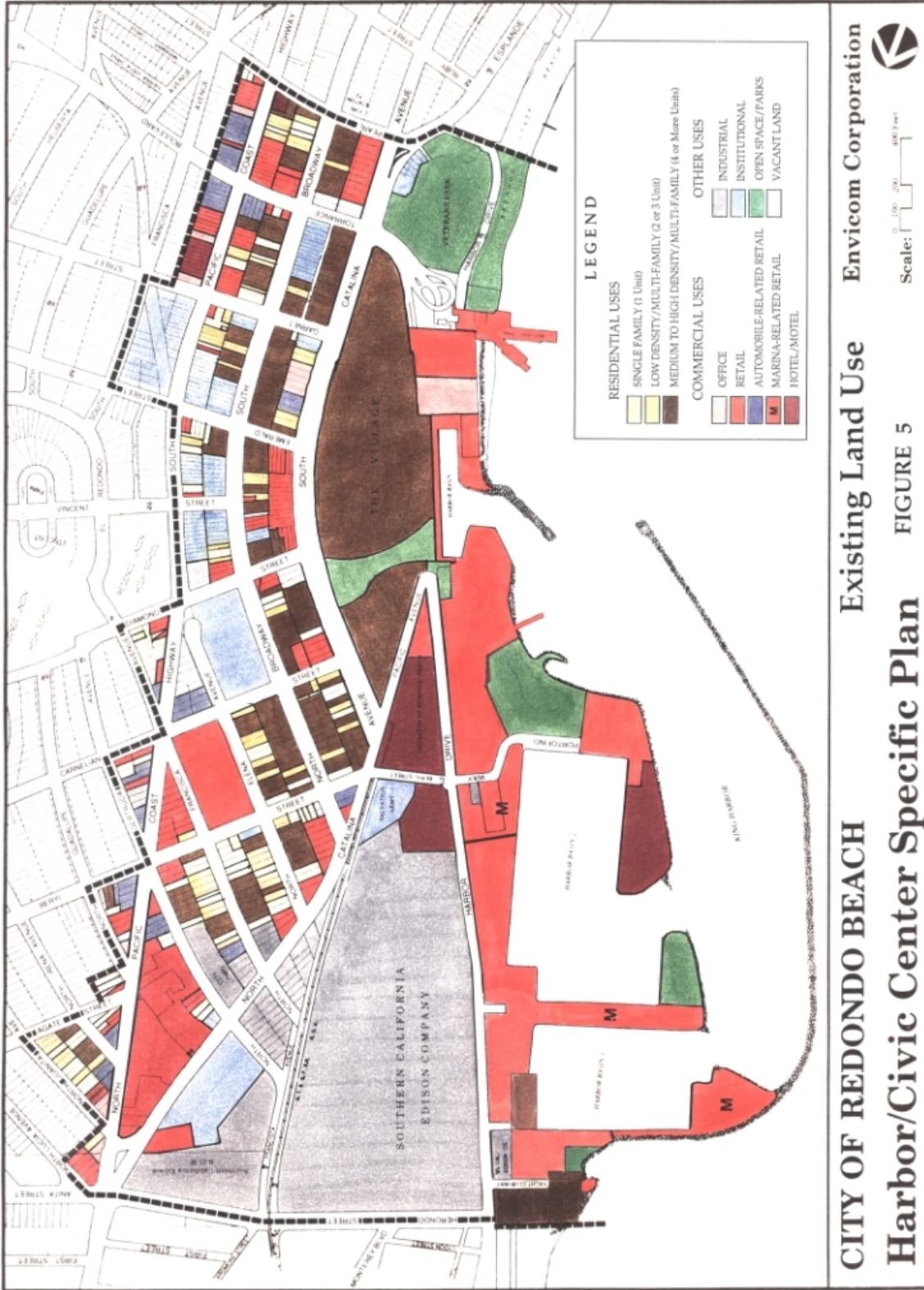
Primary Land Use	Total Assessing Parcels	Total Land Area (in sq. ft.)	Total Land Area (in acres)	Percentage of Land Area
Commercial	157	3,727,414	85.6	24.1%
Residential	293	3,161,406	72.6	20.4%
Industrial	21	606,980	13.9	3.9%
Institutional	24	940,507	21.6	6.1%
Public Streets	n/a	3,555,000	81.6	23.0%
Utility	5	2,406,502	55.3	15.5%
Open Space	7	956,311	21.9	6.2%
Vacant	14	127,293	2.9	0.8%
Total of Specific Plan Area	521	15,481,413	355.4	100.0%

Secondary Land Use Categories

COMMERCIAL					
Land Use Category	Total Parcels	Total Land Area (in sq. ft.)	Sub Land Use Land Area (in sq. ft.)	Percent of Primary Land Use Total	Misc. Notes
Commercial	157	3,727,414	n/a	n/a	n/a
Hotel	5	n/a	432,521	11.6%	656 Rooms
Marina	5	n/a	430,260	11.5%	1,500 Slips
Office	16	n/a	357,859	9.6%	n/a
Retail	108	n/a	2,273,763	61.0%	n/a
Retail-Auto	23	n/a	233,012	6.3%	n/a

RESIDENTIAL				
Land Use Category	Total Units	Total Land Area (in sq. ft.)	Sub Land Use Land Area (in sq. ft.)	Percent of Primary Land Use Total
Residential	2,622	3,161,406	n/a	n/a
Single Family (One Unit)	68	n/a	276,755	8.8%
Medium Density (2-3 Units)	253	n/a	641,921	20.3%
Higher Density (4 or More Units)	2,301	n/a	2,242,730	70.9%

Source: See General Plan Land Use Table.



Taken in proportion, this percentage is significantly greater than the City's as a whole, whose total land area includes only 7.5 percent commercial uses (indicating the significant concentration of commercial land uses existing within the Specific Plan Area).

In order to allow for a more effective and comprehensive analysis, the primary commercial land use category has been further classified into five sub-land use categories:

- (1) Hotel/Motel - Hotel/Motel land uses occupy a total of approximately 432,521 square feet (9.9 acres) of land area, translating to approximately 12 percent of all commercial land area and approximately 2.8 percent of all land area within the Specific Plan Area.
- (2) Marina-Related - Marina-related land uses occupy a total of approximately 358,822 square feet (8.2 acres) of land area, translating to approximately 9.6 percent of all commercial land area and approximately 2.3 percent of all land area within the Specific Plan Area.
- (3) Professional Office - Professional office uses occupy a total of approximately 357,859 square feet (8.2 acres) of land area, translating to approximately 9.6 percent of all commercial land area and approximately 2.3 percent of all land area within the Specific Plan Area.
- (4) Retail - Retail land uses occupy a total of approximately 2,273,763 square feet (52.2 acres) of land area, translating to approximately 61 percent of all commercial land area and approximately 14.7 percent of all land area within the Specific Plan Area.
- (5) Auto-Related Retail - Auto-related retail land uses occupy approximately 233,012 square feet (5.4 acres) of land area, translating to approximately 6.3 percent of all commercial land area and approximately 1.5 percent of all land area within the Specific Plan Area.

Public Streets

Public streets is the second largest primary land use occurring within the Specific Plan Area, occupying approximately 3,555,000 square feet (81.6 acres) of land area, accounting for approximately 23.0 percent of all land area within the Specific Plan Area. Taken in proportion, this percentage is relatively equal to the City's as a whole, whose total land area includes 26.4 percent public streets.

Residential Land Uses

Residential land use (including single-family and multi-family densities, fee-simple owned units, condominium units, and rental apartment units) is the third largest primary land use occurring within the Specific Plan Area, occupying approximately 293 of the 521 parcels

(56.2 percent of all parcels), and totaling 3,161,406 square feet (72.6 acres) of land area, accounting for approximately 20.4 percent of all land area within the Specific Plan Area. Taken in proportion, this percentage is significantly lower than the City's as a whole, whose total land area includes 45.8 percent residential uses (indicating the relative dominance of commercial land uses within the Specific Plan Area).

In order to allow for a more effective and comprehensive analysis, the primary residential land use category has been further classified into three sub-land use categories: 1) single-family units; 2) low to medium-density multi-family units (containing from 2 to 3 dwelling units); and 3) higher-density multi-family units (containing four or more dwelling units).

A total of approximately 276,755 square feet (6.4 acres) of land area in the Specific Plan Area contain single-family residential uses, representing approximately 8.8 percent of the residential land area within the Specific Plan Area and approximately 1.8 percent of all land area within the Specific Plan Area. The vast majority of these single-family residential units are concentrated in the northern half of the Specific Plan Area (north of Diamond Street).

A total of 253 of approximately 641,921 square feet (14.7 acres) of land area in the Specific Plan Area contain low to medium-density multi-family residential units [containing 2 or 3 units], representing approximately 20.3 percent of the residential land area within the Specific Plan Area and approximately 4.1 percent of all land area within the Specific Plan Area. These units are spread throughout the Specific Plan Area, in no basic concentration or pattern; the majority of these units are contained within relatively new two-unit condominium structures.

A total of approximately 2,242,730 square feet (51.5 acres) of land area in the Specific Plan Area contain higher-density multi-family residential uses [containing 4 units or more], representing approximately 70.9 percent of the residential land area within the Specific Plan Area and approximately 14.5 percent of all land area within the Specific Plan Area.

These units are spread throughout the Specific Plan Area, with 1,121 of these units located within the aforementioned "Village" residential complex (which itself alone represents approximately 49 percent of all higher-density residential units within the Specific Plan Area and approximately 43 percent of all residential units within the Specific Plan Area).

The vast majority (98 percent) of higher-density residential units are located within complexes containing from 4 to 8 total units, only 30 complexes exist within the Specific Plan Area that contain more than 8 residential units. Only 6 complexes exist within the Specific Plan Area that contain more than 100 residential units (all six of these complexes are located within the "Village" residential complex).

Public Utility Land Uses

Public utility land use is the fourth largest primary land use occurring within the Specific Plan Area, occupying 5 of the 521 parcels in the Specific Plan Area (1.0 percent of all parcels) and approximately 2,406,502 square feet (55.2 acres) of land area, accounting for approximately 15.5 percent of all land area within the Specific Plan Area. Taken in proportion, this percentage is significantly greater than the City's as a whole, whose total land area includes a total of only 3.3 percent public utilities.

This disproportionately large percentage is reflective of the presence of two large public utility uses within the Specific Plan Area: 1) the 48.6-acre Southern California Edison Plant, representing approximately 88 percent of the utility uses within the Specific Plan Area and approximately 13.3 percent of all land area within the Specific Plan Area; and 2) the 5.7-acre portion of the Southern California Edison elevated transmission line right of way, representing approximately 10.3 of all public utility land uses within the Specific Plan Area.

Public Open Space Land Uses

Public open space land use is the fifth largest primary land use occurring within the Specific Plan Area, occupying 8 of the 521 parcels in the Specific Plan Area (1.5 percent of all parcels) and approximately 1,027,749 square feet (23.6 acres) of land area, accounting for approximately 6.6 percent of all land area within the Specific Plan Area. Taken in proportion, this percentage is significantly greater than the City's as a whole, whose total land area includes a total of only 2.8 percent public open space. The five significant public open space uses within the Specific Plan Area include:

- (1) the 2.1 acre-sized Czuleger Park (formerly Plaza Park) within the “Village” residential complex;
- (2) the 0.7 acre-sized beachfront area south of the existing Chart House restaurant at the northern edge of the Harbor/Pier complex;
- (3) the 6.3 acre-sized Veteran's Park at the intersection of Catalina Avenue and Torrance Boulevard;
- (4) the 4.5 acre-sized County of Los Angeles beach area at the southern edge of the Harbor/Pier area within the Specific Plan area; and
- (5) the 1.64 acre-sized Moonstone Park area at the southwestern end of Mole “B”.

Institutional Land Uses

Institutional land use is the sixth largest primary land use occurring within the Specific Plan Area, occupying approximately 24 of the 521 parcels (4.6 percent of all parcels), and totaling 940,507 square feet (21.6 acres), accounting for approximately 6.1 percent of all land area within the Specific Plan Area. Taken in proportion, this percentage is relatively equal with the City's as a whole, whose total land area includes 6.5 percent institutional land uses.

Industrial Land Uses

Industrial land use is the seventh largest primary land use occurring within the Specific Plan Area, occupying approximately 21 of the 521 parcels in the Specific Plan Area (4.0 percent of all parcels), and totaling 606,980 square feet (13.9 acres), accounting for approximately 3.9 percent of all land area within the Specific Plan Area. Taken in proportion, this percentage is significantly lower than the City's as a whole, whose total land area includes 7.2 percent industrial land uses (this disproportionate result is a reflection of the concentration of the city's industrial land uses within North Redondo Beach, particularly within the TRW Corporation Space Park complex in far northern Redondo Beach).

Vacant Land Uses

Vacant land use is the eighth largest (or smallest) primary land use occurring within the Specific Plan Area, occupying only 14 of the 521 assessing parcels within the Specific Plan Area (2.7 percent of all parcels) and totaling 127,293 square feet (2.9 acres), accounting for approximately 0.8 percent of all land area within the Specific Plan Area. Taken in proportion, this percentage is relatively equal to the City's as a whole, whose total land area includes 0.5 percent vacant land (indicating the extreme scarcity of vacant land remaining in all areas of the city).

3.2 SPECIFIC PLAN PLANNING AREA EXISTING DEVELOPMENT BUILDOUT

In addition to the previously-detailed existing land area land use conditions, the existing commercial and residential development buildout of the Harbor/Civic Center Specific Plan Area have been researched and compiled. These buildout totals are based on unit numbers and square footages contained within City of Redondo Beach Building Department file records, information interpolated (measured) from City of Redondo Beach Department of Public Works aerial photographs, and confirmed through Envicom Corporation staff field surveys.

Residential Buildout

A total of 2,622 existing residential units are located within the Harbor/Civic Center Specific Plan, representing approximately 9.3 percent of the 28,220 total existing residential units located in the City of Redondo Beach and approximately 18.9 percent of the 13,855 total existing residential units located in South Redondo Beach.

A total of 68 of the 2,622 units (or 2.6 percent) are single-family residential units, a significantly lower percentage than the entire City of Redondo Beach, where a total of approximately 32.8 percent of all existing residential units are single-family residential units. As previously mentioned, these single-family units are not clustered in either one or a few small areas; the vast majority are, however, located in the northeastern portion of the Specific Plan Area (north of Carnelian Street and east of Catalina Avenue).

A total of 253 of the 2,622 units (or 9.6 percent) are low to medium-density multi-family residential units (consisting of 2 or 3 units). These units are scattered throughout the Specific Plan Area, with no obvious or significant geographic concentration or clustering.

A total of 2,301 of the 2,622 units (or 87.8 percent) are higher-density multi-family residential units (consisting of 4 or more units). Unlike the single-family residential units and the low to medium-density multi-family residential units, a significant number of the higher-density multi-family residential units are concentrated in four portions of the Specific Plan Area.

A total of 1,121 of the units (48.7 percent of all higher-density units) are located within the “Village” residential complex, 410 of the units (17.8 percent of all higher-density units) are located within the Harbor/Pier area, 102 of the units (4.4 percent of all higher-density units) are located within the city block bounded by Catalina Avenue, Garnet Street, Broadway, and Torrance Boulevard, and 101 of the units (4.4 percent of all higher-density units) are located within the city block bounded by Catalina Avenue, Beryl Street, Broadway, and Carnelian Street.

Commercial Buildout

A total of 1,556,450 square feet of existing developed commercial space is located within the Harbor/Civic Center Specific Plan Area, constituting approximately 25.5 percent of the total 6.1 million square feet of existing commercial square footage in the City of Redondo Beach, and approximately 45.2 percent of the total 3.5 million square feet of existing commercial square footage in South Redondo Beach. For the purposes of the existing buildout inventory, all existing retail, office, hotel/motel, industrial and institutional development in the Harbor/Civic Center Specific Plan Area has been included in the single commercial category.

3.3 SPECIFIC PLAN PLANNING AREA EXISTING ZONING

Existing zoning within the Specific Plan Area (and the entire City) is set forth in the Precise Land Use Plan of the City of Redondo Beach Zoning Code (Title 10 of the City of Redondo Beach Municipal Code). Land area in the Harbor/Civic Center Specific Plan Area is contained within ten different zoning districts, arranged in logical geographic and functional patterns relative to existing land uses (**Figure 6**) [Existing City of Redondo Beach Precise Plan-Zoning Map].

The existing zoning districts include the following: three commercial districts (General Commercial [GC], Planned Development Commercial [PDC], and Commercial Recreational [C-R]); two residential districts (Medium Density Multiple Residential [R-3] and Medium Density Residential [MDR]); and five special districts.

The five special zoning districts include: Civic Center District [C-C], Community Improvement District [C-I], Planned Industrial [P-I], Parks, Recreation, and Open Space District [P-R-O], and the Planned Development District [P-D].

3.4 SPECIFIC PLAN PLANNING AREA EXISTING TRANSPORTATION AND CIRCULATION SYSTEMS

Although the Harbor/Civic Center Specific Plan Area represents and contains only a small percentage of the total land area (and hence total transportation and circulation systems) of the City of Redondo Beach as a whole, its strategic location causes its importance and role relative to transportation and circulation to be decidedly and proportionately more significant. The following section provides a variety of specific information and data related to the transportation and circulation systems within the Harbor/Civic Center Specific Plan Area.

Although every effort has been taken to summarize all of the most pertinent information within this document, more comprehensive and detailed information regarding transportation and circulation conditions in the City of Redondo Beach (including the Harbor/Civic Center Specific Plan) is contained within the Section 3.1 Transportation and Circulation of the City of Redondo Beach General Plan. The reader is directed to that document to ascertain more comprehensive information and a better understanding of overall local transportation and circulation conditions (including on street parking, public transportation, truck routes, bikeways, and pedestrian circulation).

Existing Thoroughfares and Intersections

The Harbor/Civic Center Specific Plan Area is located at the northern edge and western central portion of South Redondo Beach, within the primary north-to-south vehicular transportation corridor for both local and regional (commuter) traffic. In fact, the Harbor/Civic Center Specific Plan Area contains a number of the more important and heavily-traveled thoroughfares

and intersections in the City of Redondo Beach and the entire South Bay. These include: Pacific Coast Highway (State Route #1); Catalina Avenue; Torrance Boulevard; Beryl Street; Harbor Drive; and Herondo Street.

Existing Traffic Control Devices

The Harbor/Civic Center Specific Plan Area contains a number of traffic control devices, including 46 stop signs and 22 automated traffic signals. The geographic locations of these traffic control devices are shown (**Figure 7**). No new traffic control devices (or changes to the existing system of devices) are specifically proposed within the policies contained within the Harbor/Civic Center Specific Plan.

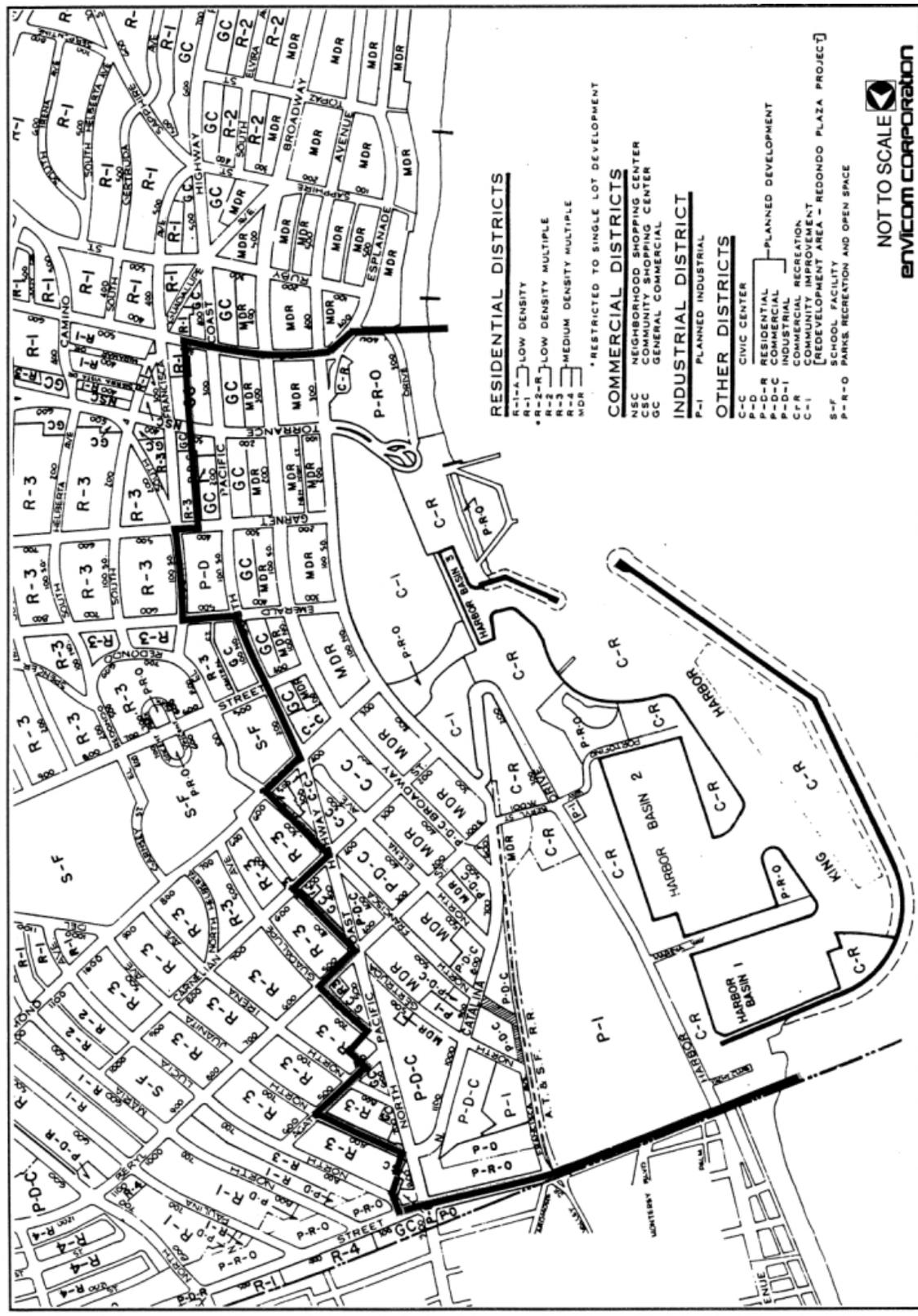
Existing Traffic Volumes and Operating Conditions

Existing daily traffic counts for key streets in the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) were obtained from the City of Redondo Beach Department of Public Works Engineering Division. Daily traffic volumes along Pacific Coast Highway were obtained from the State of California Department of Transportation (CALTRANS).

To the extent which recent data was available, the daily traffic volumes along the key streets in the Harbor/Civic Center Specific Plan Area have been summarized (**Figure 8**), (**Figure 9**). These figures indicate average daily traffic volumes, as well as traffic volumes observed during the afternoon peak hour of the day, which occurs between 5:00 and 6:00 p.m. (generally observed and understood to be the “worst-case” time period for local traffic conditions).

The reader should be aware that the existing traffic counts and volumes utilized in the City of Redondo Beach General Plan and Harbor/Civic Center Specific Plan were originally collected and analyzed in 1988, at the time that the General Plan update process began. Since that time, local and regional economic and real estate development conditions have changed (i.e., the national and regional economies fell into a major recession in 1991), and additional operational and capital transportation and circulation improvements have been implemented (primarily operational improvements that have lessened the amount of commuter traffic encroachment into the residential areas of North Redondo Beach). These factors have resulted in slight changes and impacts on the “base” traffic volumes and traffic distribution patterns in the South Bay and in the City of Redondo Beach (including the Harbor/Civic Center Specific Plan Area).

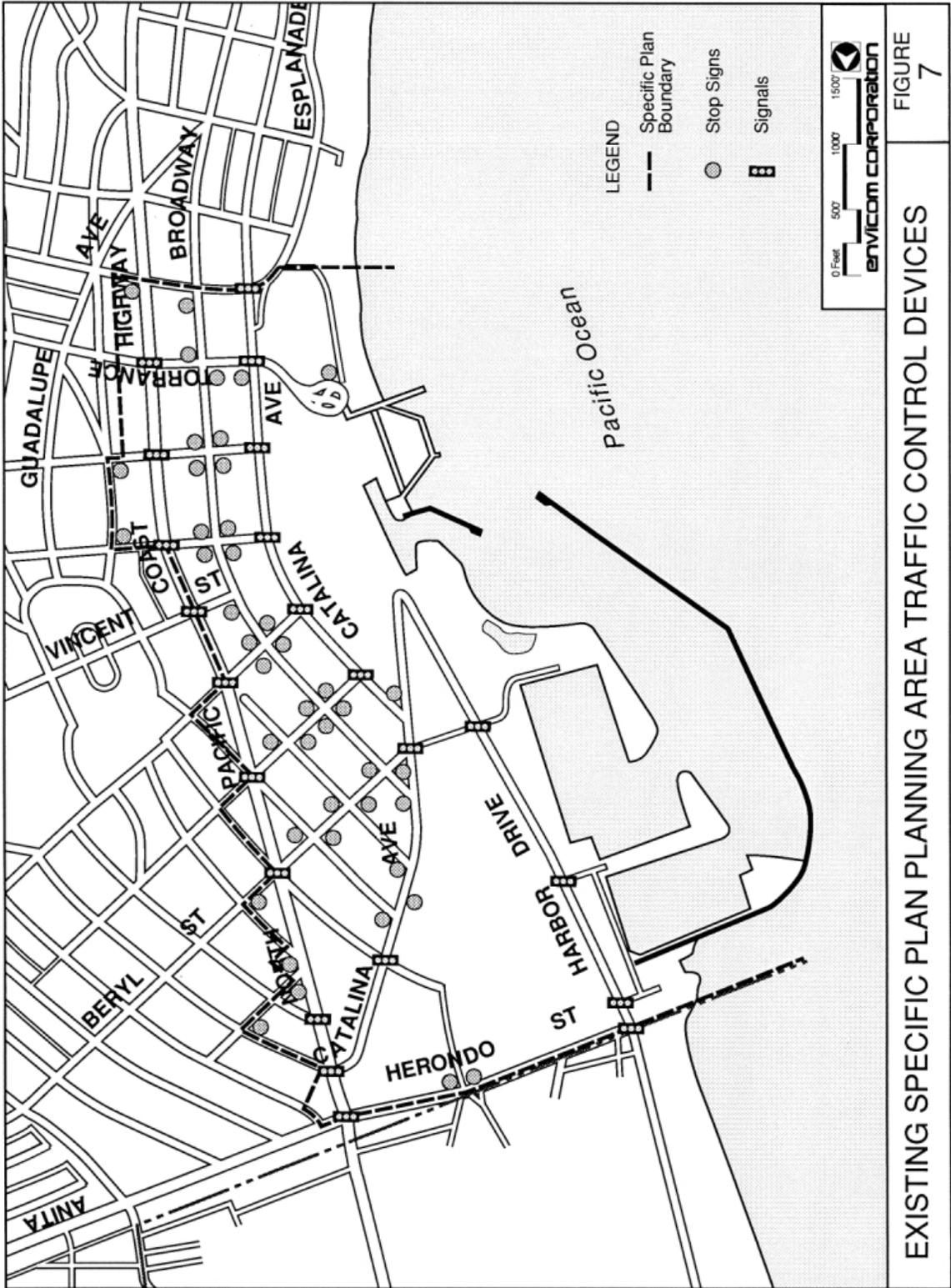
For a number of reasons, a specific adjustment to the original existing traffic conditions data base has been determined to be unnecessary and infeasible. The reasons and factors surrounding this decision are presented in their entirety within the Transportation and Circulation Section of the General Plan.



NOT TO SCALE
 ENVICOM CORPORATION

FIGURE 6

HARBOR /CIVIC CENTER SPECIFIC PLAN AREA EXISTING ZONING



EXISTING SPECIFIC PLAN PLANNING AREA TRAFFIC CONTROL DEVICES

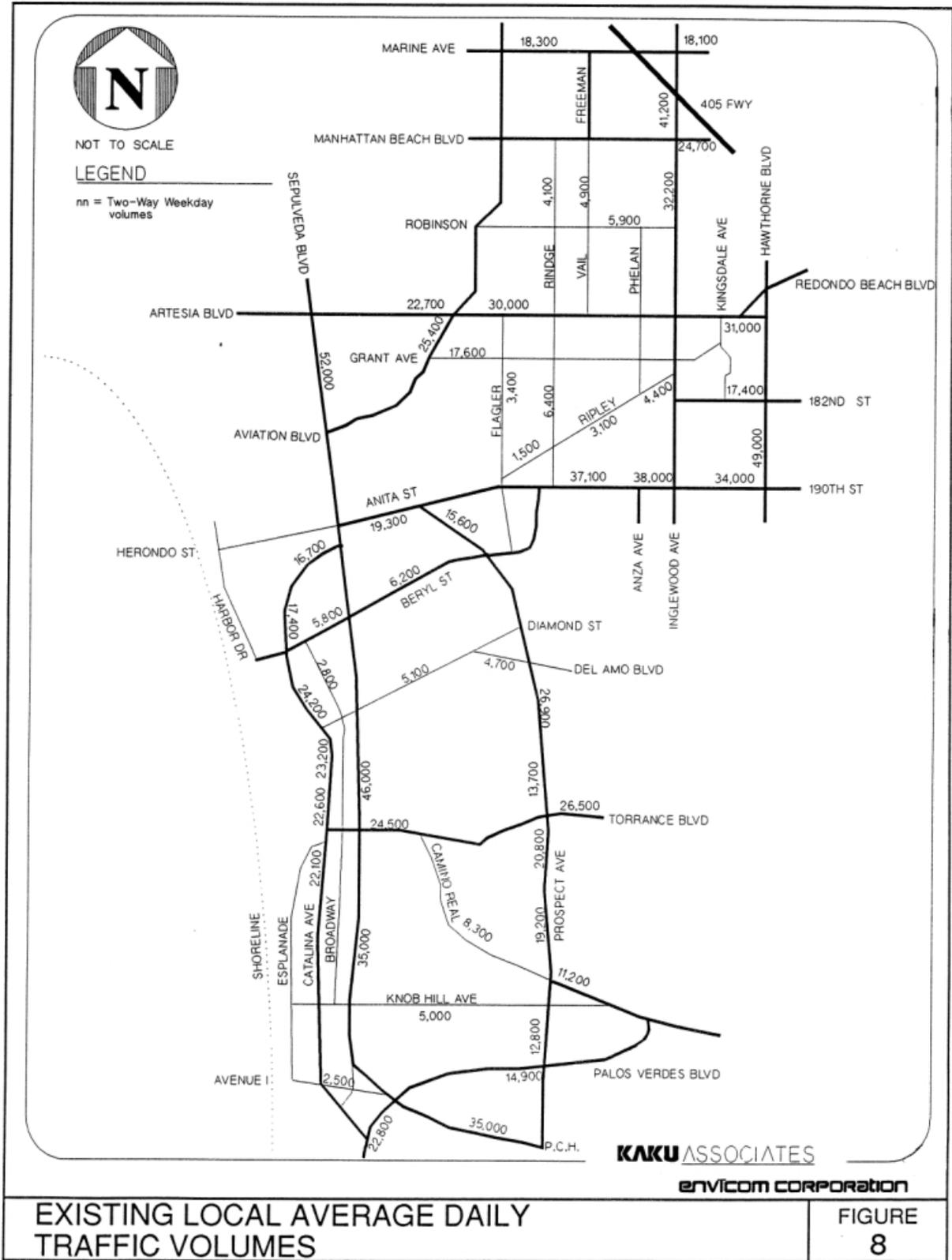
FIGURE 7



NOT TO SCALE

LEGEND

nn = Two-Way Weekday
volumes



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EXISTING LOCAL AVERAGE DAILY TRAFFIC VOLUMES

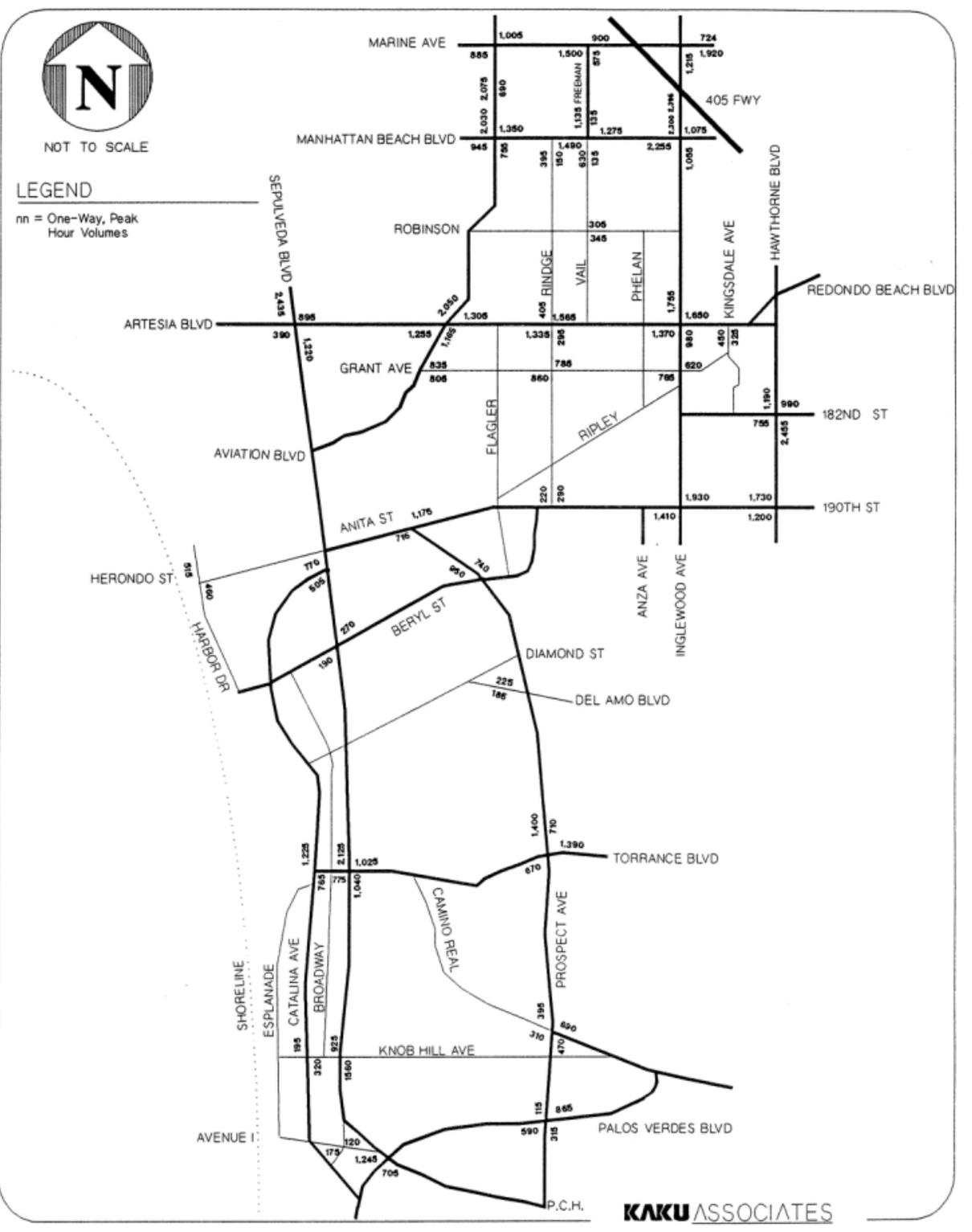
FIGURE 8



NOT TO SCALE

LEGEND

nn = One-Way, Peak Hour Volumes



KAKU ASSOCIATES
envicom CORPORATION

EXISTING LOCAL P.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 9

The peak hour traffic volumes shown in **Figure 9** indicate the major travel patterns in the Harbor/Civic Center during the afternoon (P.M.) peak period. Examination of the traffic volumes on north-south streets shows the heavy southbound traffic flow in the evening. Travel patterns on east-west streets are much less distinct; in the southern part of the City (including the Harbor/Civic Center Specific Plan) westbound volumes are higher, in the northern section, traffic flows are mixed. This southbound travel pattern is generally mirrored, though not as greatly, during the morning (A.M.) peak period. These morning and evening peaks reflect travel demands during dominant commuter periods.

Existing Levels of Service

Level of service, or LOS, is a qualitative measure used across the traffic engineering and transportation industry to describe the condition of traffic flow within a specified segment of roadway or at an intersection, ranging from excellent conditions (LOS) A to overloaded conditions (LOS F). Level of Service definitions for urban street segments are provided in **Table 2**. Level of Service D is generally accepted as a realistic design objective in urban areas.

Table 3 provides details on the volume-to-capacity analysis of major streets in the Harbor/Civic Center Specific Plan Area. **Figure 10** indicates those locations in the Harbor/Civic Center Specific Plan Area which, based on the analysis, show peak hour traffic volumes at or near capacity.

Additional examination and analysis of the land use designations, configurations, and maximum permitted building densities contained within the Harbor/Civic Center Specific Plan Area (above and beyond the analysis conducted by the consultant team during the original City-wide transportation and circulation analysis carried out for the update of the General Plan), have yielded a number of specific conclusions relative to the transportation and circulation conditions that would be expected to occur upon full build-out of the Harbor/Civic Center Specific Plan Area. A discussion of the findings of this analysis and the necessary policies and actions suggested to mitigate or eliminate the impacts follow.

Future Traffic Volumes and Circulation Patterns

Because the specific land use designations and building densities contained within the Harbor/Civic Center Specific Plan do not, except in several isolated instances, differ from those originally examined during the transportation analysis of the land use element of the updated General Plan, the resultant traffic volumes, circulation patterns, and levels of service remain essentially unchanged from those generated during that original analysis (the details and findings of this analysis are presented within the Transportation and Circulation Section of the General Plan).

TABLE 2

Level of Service Descriptions for Urban Streets

Level of Service	Volume/Capacity Ratio	Description
A	0.00-0.60	EXCELLENT. Primarily free flow-operations at average travel speeds usually about 90 percent of the free flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream.
B	0.61-0.70	VERY GOOD. Reasonably unimpeded operations at average travel speeds usually about 70 percent of the free flow speed. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.
C	0.71-0.80	GOOD. Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues may contribute to lower average travel speeds of about 50 percent of the average free flow speed.
D	0.81-0.90	FAIR. Borders on a range on which small increases in traffic volumes may cause substantial increase in approach delay and, hence, decreases in speed. Average travel speeds are about 40 percent of free flow speed.
E	0.91-1.00	POOR. Significant approach delays and average travel speeds of one-third the free flow speed or lower. Poor progression among signalized intersections and extensive queuing is likely.
F	> 1.0	FAILURE. Extremely low speeds below one-third to one-quarter of the free flow speed. Congestion is likely at critical signalized intersections, with high approach delays resulting. Adverse progression frequently contributes to this condition.

Source: Transportation Research Board, Highway Capacity Manual, Special Report Number 209, 1985.

TABLE 3

Harbor/Civic Center Specific Plan Area
Existing Street Segment Levels of Service - PM Peak Hour

NORTH-SOUTH STREETS		<u>Northbound</u>				<u>Southbound</u>			
<u>Screenline: Street</u>	<u>Function</u> *	No. of		V/C		No. of		LOS	
		<u>Volume</u>	<u>Lanes</u>	<u>V/C</u>	<u>LOS</u>	<u>Volume</u>	<u>Lanes</u>	<u>V/C</u>	<u>LOS</u>
At Herondo/Anita/190th:									
Harbor	C	460	2	0.36	A	515	2	0.40	A
Prospect (n/o Beryl)	M	740	2	0.41	A	950	2	0.53	A
At Torrance:									
Catalina	S	765	2	0.55	A	1,225	2	0.88	D
PCH	M	1,040	2	0.58	A	2,125	2	1.18	F
Prospect (n/o)	M	710	2	0.39	A	1,400	2	0.78	C
At Knob Hill:									
Catalina	S	320	2	0.23	A	195	2	0.14	A
PCH (s/o)	M	610	2	0.34	A	1,560	2	0.87	D
EAST-WEST STREETS									
<u>Screenline: Street</u>	<u>Function</u>	<u>Eastbound</u>				<u>Westbound</u>			
		No. of		V/C		No. of		LOS	
		<u>Volume</u>	<u>Lanes</u>	<u>V/C</u>	<u>LOS</u>	<u>Volume</u>	<u>Lanes</u>	<u>V/C</u>	<u>LOS</u>
At Pacific Coast Highway:									
Artesia/Gould	M	390	2	0.22	A	895	2	0.50	A
Catalina (w/o)	S	505	2	0.36	A	770	2	0.55	A
Beryl	S	190	2	0.14	A	270	2	0.19	A
Torrance	S	775	2	0.55	A	1,025	2	0.73	C
<hr/> Capacities <hr/>									
Major		900 vphpl							
Secondary		700 vphpl							
Collector		650 vphpl							

Source: Kaku Associates, 1988

* Due to unique local traffic operational conditions, some streets functioning as major arterials, secondary arterials, or collector streets may not be classified as such.

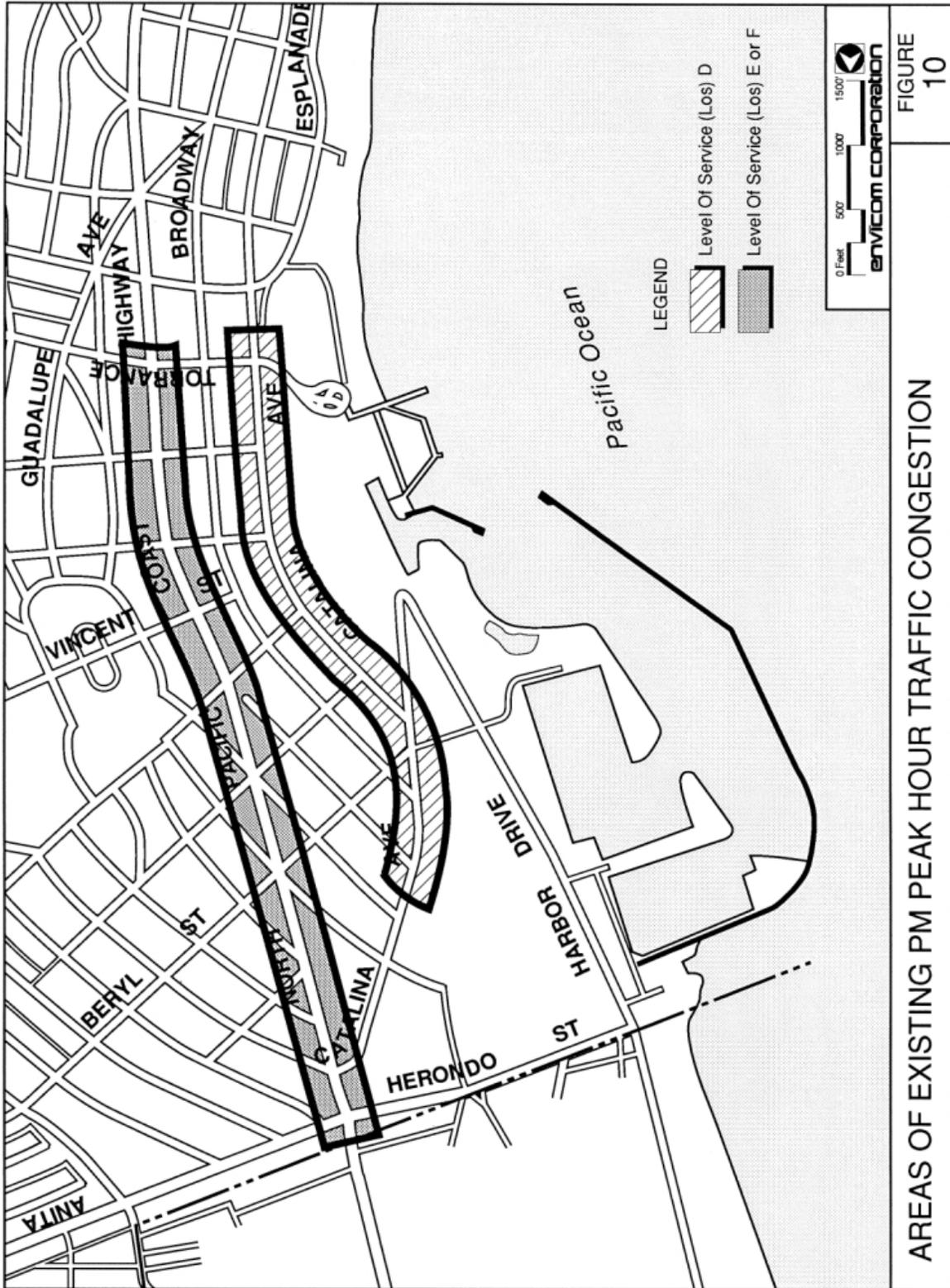


FIGURE 10

AREAS OF EXISTING PM PEAK HOUR TRAFFIC CONGESTION

This fact is particularly true because no measurable density increases have been proposed for the harbor/pier area; this was the geographic area in the Harbor/Civic Center Specific Plan Area with the greatest potential to impact traffic operational conditions (and was an area not previously discussed at any level of detail during the land use element portion of the General Plan update).

Conclusions

No significant traffic generation or circulation impacts are expected to be created by the policies contained within the Harbor/Civic Center Specific Plan Area, above and beyond those previously analyzed and mitigated by the policies contained in the land use plan of the updated General Plan (i.e., no additional lane widening, traffic signalization, street directional modifications, cul-de-sacs, turn lanes, turn pockets, etc., above and beyond those already suggested in the updated General Plan).

In addition to the information and analysis presented above, a number of traffic or circulation related factors do have to be considered as “statements of fact” and must be reviewed and taken into consideration in analyzing and understanding the projected future transportation and circulation conditions that are expected to be experienced upon the eventual full build-out (to year 2010) of the Harbor/Civic Center Specific Plan Area and the updated General Plan. These factors include:

- Without a series of overly extensive and most likely financially “infeasible” improvements and major physical modifications to the street system and vehicular circulation system of the harbor/pier area, the area will still be crowded and “backed-up” during weekends and peak periods in the visitor/tourist and summer season.

This situation is similar to that experienced in Hermosa Beach, where Kaku Associates (the General Plan and Specific Plan transportation subconsultant) recently conducted an extensive analysis of the traffic generation and circulation conditions surrounding their harbor/beach area.

The basic conclusion derived (one that would also be expected to result in Redondo Beach) was that the enormity of the improvements (in terms of both physical construction and cost) cannot be justified relative to the time they are actually needed (a 3 month period and mostly on weekends) and for the amount of disruption they would otherwise create on the residents of the area and the remainder of the community.

- The realization of the “likelihood”, either with or without cooperation from the City of Redondo Beach and/or the individual property owners of the area, that the State of California Department of Transportation (Caltrans) will (because of the cumulative

increase in traffic volumes) be forced to widen Pacific Coast Highway to six lanes total (three lanes in each direction) and remove all existing off-street parking (sometime between 1993 and 2010).

- The realization that future traffic volume increases (most likely sometime around the year 2000) will necessitate that Beryl Street be increased from two lanes total (one lane in each direction with a center turning lane) to four lanes total (two lanes in each direction with a center turning lane) at least in the segment that runs between Pacific Coast Highway and Harbor Drive and most likely in the segment that runs between Prospect Avenue and Pacific Coast Highway.
- The realization that allowing commercial and retail uses as the dominant and permitted land use within the northeastern Pacific Coast Highway Corridor (between Anita Street/Herondo Street and Diamond Street) will create the potential for some additional encroachment of commercial user traffic and off-street parking into the residential neighborhoods to the east of Pacific Coast Highway in that area.

Because the local off-street parking requirements in the Redondo Beach Municipal Code for residential uses are adequate, and because many of these residents will be working during the primary hours of use of the commercial areas (and will not overlap), the “actual” impacts created by these uses and experienced by these residents should not be overly significant.

Based on the previously detailed factors and conditions, a number of supplemental transportation/circulation policies have been proposed to achieve the stated goals and objectives of the City of Redondo Beach Harbor/Civic Center Specific Plan Area. These are contained within the policy portion of the Specific Plan (Section 5.0 of this document). Because no major operational or capital improvements have been suggested or proposed, these supplemental policies focus on increasing the perception, efficiency, and use of the pedestrian circulation system of the area and public transit system of the area.

3.5 SPECIFIC PLAN PLANNING AREA EXISTING INFRASTRUCTURE

A key component in planning for the successful future development and growth of the Harbor/Civic Center Specific Plan area (as well as with the City of Redondo Beach as a whole) is ensuring that the various infrastructure systems (primarily public and private utilities) operating in the local area and region are capable of providing services at the levels and in the locations necessary to support the demand generated by future land uses and activities.

The following section inventories/describes the existing jurisdictions, facilities, and operation of the critical infrastructure (i.e., sanitary sewer, storm drainage, water, electricity,

natural gas, and telecommunications) that are provided within the Harbor/Civic Center Specific Plan Area of the City of Redondo Beach.

The section also includes a discussion of petroleum pipeline facilities, an infrastructure component that is not relevant in most communities, but is important in the Harbor/Civic Center Specific Plan Area and the City of Redondo Beach.

3.5.1 Sanitary Sewer Service

Sanitary sewer service within the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) is provided through a coordinated multi-jurisdictional system, a portion of which is operated/maintained by the City of Redondo Beach Public Works Department and a portion of which is operated and maintained by the County of Los Angeles Sanitation Districts.

Sewage is collected through the network of City and County sewer mains located below virtually every street in the City and Harbor/Civic Center Specific Plan Area, and pumped towards the east through pump stations into centralized larger “trunk lines” to be treated at the Joint Water Pollution Control Plant (part of the County's Joint Outfall System, which consists of six treatment plants and four submarine outfalls). Additional information on local sanitary sewer facilities and operations is contained within the General Plan.

3.5.2 Storm Drainage Service

Storm drainage service within the Harbor/Civic Center Specific Plan Area (as well as the City of Redondo Beach as a whole) is provided through a cooperative multi-jurisdictional system with different facilities, some of which are operated and maintained by the City of Redondo Beach Public Works Department, and some of which are maintained by the County of Los Angeles Department of Public Works Flood Control District.

In general, the storm drainage pattern of the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) includes a network of storm drainage catch basins at street level and pipes under streets that collect and carry storm and excess water from the City.

The majority of the storm drains are located in North Redondo Beach; the elevated topography of portions of South Redondo Beach is such that the eastern half of that area of the city has better natural drainage, and is not as intensely served by storm drainage infrastructure. The Harbor/Civic Center Specific Plan Area is, however, located in the more lower-lying and flat area of South Redondo, and has a greater need for storm drainage facilities than the vast majority of South Redondo.

In addition to the inland storm drainage system, the harbor and harbor basin area of the City are protected from coastal flooding and damage related to storm-generated flooding by a large rock/stone material rip-rap breakwater wall.

Additional information on the local storm drainage system is contained within the General Plan.

3.5.3 Water Service

The Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) receives its water service from the California Water Service Company (CWSC). For operational and maintenance purposes, the City of Redondo Beach is classified within the Hermosa-Redondo District, an area containing all of the City of Hermosa Beach, all of the City of Redondo Beach, and an 800-acre portion of the City of Torrance located directly south and southwest of the City of Redondo Beach.

The California Water Service Company reports that it is presently meeting all of the districts existing water service needs, and expects to fully meet these needs in the future. Additional information on the local water system is contained within the General Plan.

3.5.4 Electricity Service

Electric service to the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) is provided exclusively by the Southern California Edison Company (SCE). For operational and maintenance purposes, the City of Redondo Beach is classified within the South Bay District, an area which contains the entirety of the City of Redondo Beach, the Palos Verdes peninsula, the City of Torrance, the City of Manhattan Beach, the City of Gardena, the City of Lomita, and an unincorporated area of Los Angeles County located due north of the San Pedro District of the City of Los Angeles.

The primary existing Southern California Edison Company facility located within the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) is the main regional power generation plant located on a 41-acre parcel roughly bounded by Harbor Drive to the west, Herondo Street to the north, the abandoned railroad right-of-way due west of Francisca Avenue and North Catalina Avenue to the east, and Beryl Street to the south. The plant is currently operating at approximately 30 percent capacity, with only four of the eight generators “on-line.”

The City of Redondo Beach Public Works Department is now requiring that new commercial and multi-family residential projects built in the city provide underground electrical utility service to their sites. This incremental process will, over time, significantly increase the amount of the city that is served by underground utilities and relieved of the

visual blight of above ground poles and wires. Additional information regarding the local electricity system is contained within the General Plan.

3.5.5 Natural Gas Service

Natural gas service to the Harbor/Civic Center Specific Plan (and the City of Redondo Beach as a whole) is provided exclusively by the Southern California Gas Company. For operational, maintenance, and planning purposes, the City of Redondo Beach is classified within the South Coastal Division, which includes all communities west of the Harbor (110) Freeway from San Pedro north to the Ventura County line. The city is further classified into the 182nd Street Division, whose jurisdiction includes all of the City of Redondo Beach and the City of Torrance.

The vast majority of natural gas infrastructure and facilities within the City of Redondo Beach are the series and networks of underground pipelines that distribute the gas to the various residential, commercial, and industrial land uses throughout the area.

At this time, the Southern California Gas Company reports that the infrastructure and supply system serving natural gas to the City of Redondo Beach is in good working order and has the capability to serve the city's future needs relative to natural gas supply and capacity. For these reasons, no major improvements or upgrades, above those normally scheduled under the gas company's ongoing plan for the replacement of older infrastructure are presently scheduled for the system. Additional information regarding the local natural gas system and services is provided within the General Plan.

3.5.6 Telecommunications Services

As with most urbanized areas, the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) is fully served by modern telecommunications services. Telecommunications services available within the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole) fall into two general categories: 1) telephone service; and 2) cable television service. Both services are available and provided within the City of Redondo Beach; additional information and details regarding these services is contained within the General Plan.

3.5.7 Petroleum Extraction/Pipeline Operations

Petroleum extraction has declined markedly over time in the South Bay and the City of Redondo Beach, the few wells remaining in the City are all in the process of being closed and removed.

Several large, underground petroleum pipelines do still bisect the Harbor/Civic Center Specific Plan Area (and the City of Redondo Beach as a whole). Although these facilities,

overall, have operated and continue to operate safely and “trouble-free” their long-term monitoring and maintenance (relative to pressure levels, leaks, etc.) continues to be a relevant concern. Additional information regarding these facilities, and suggestions to further the efficiency and safety of their operation, are contained within the General Plan.

3.5.8 Summary/Conclusions

The Harbor/Civic Center Specific Plan Area (and City of Redondo Beach as a whole) is well-served by a comprehensive and adequately operating system of modern infrastructure (utilities). Excepting for the few outstanding issues and necessary improvements that have been identified during the General Plan and Specific Plan planning process and provided for in the various goals, objectives, policies, and implementation programs contained within these two documents, no major problems should be encountered relative to the local infrastructure system that could adversely impact the successful development of and future planning for the area.

4.0 SPECIFIC PLAN DISCUSSION ISSUES AND LAND USE CONCEPTS

4.1 SUMMARY OF SPECIFIC PLAN DISCUSSION ISSUES

The following is a summary of the major land use, circulation, and urban design related issues and subjects that were presented and considered during preliminary discussions regarding the City of Redondo Beach Harbor/Civic Center Specific Plan by the community-at-large, the General Plan Advisory Committee, the consultant team, and the City of Redondo Beach Community Development Department staff:

- (1) What should be the overall functions and roles of the major components or sub-areas of the Specific Plan Area (Pacific Coast Highway Corridor [retail, institutional], Catalina Avenue Corridor, Civic Center Complex, Harbor/Pier Area, Torrance Boulevard Corridor, and Residential Infill Area); how or should they combine, relate, or complement each other?
- (2) What impacts (physical, aesthetic, functional, economic) will the potential future expansion of the existing Civic Center complex (library, city hall, police department) have on the area; how or should the expansion occur; where should the expansion be focused; should mixed-use (i.e., non-government or non-public land uses) be allowed or encouraged within the Civic Center complex?
- (3) Should existing residential uses along Pacific Coast Highway (particularly older single-family residential uses) or new residential uses be allowed or encouraged to continue, or should the corridor evolve (through rezoning) to be exclusively commercial and institutional?
- (4) What can be done (i.e., relative to land use, urban design, circulation changes) to more fully “activate” the harbor/pier area and to better link the various centers of activity and use within the harbor/pier area? (signage, paving, lighting elements, etc.)?
- (5) Should additional residential uses or increased densities be encouraged in the harbor/pier and civic center area to add to the residential population base and “after five o’clock” activity of the Specific Plan Area? If so, where should these be focused, where should they be discouraged?
- (6) What specific capital or operational circulation improvements or changes (lane additions, directionality of streets, cul-de-sacs), if any, should be made in the Specific Plan Area to improve its intended function?
- (7) What specific options or tools are available to the City with the use or future development of their own properties within the Specific Plan Area (Civic Center property, City of Redondo Beach Maintenance Yard property, former McCandless School site,

underutilized harbor/pier areas) to serve as catalysts or examples of preferred development in the area?

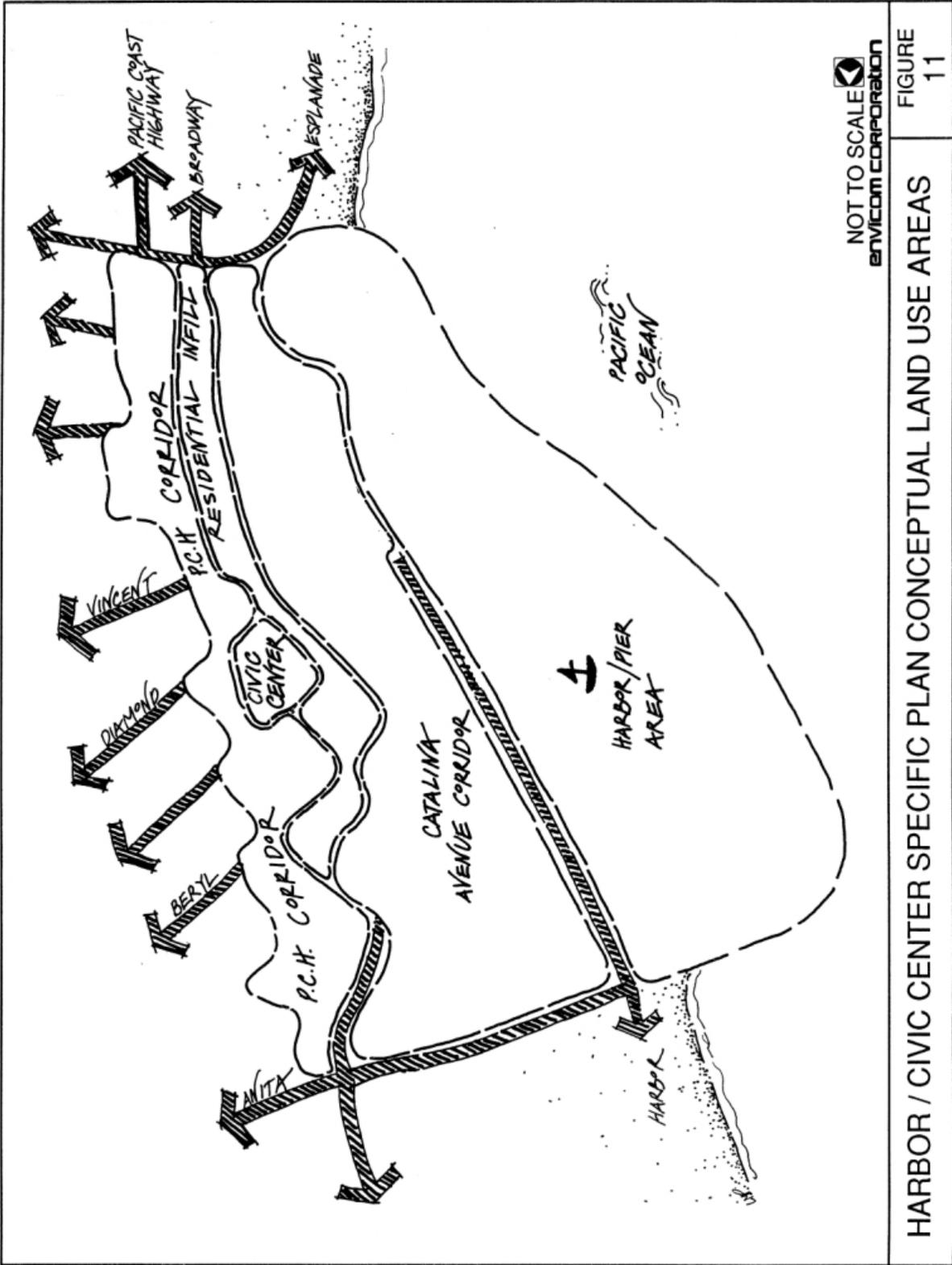
- (8) Are there any particular land uses or particular land uses or densities at certain sites within the Specific Plan Area that should be changed; if so, what land uses or densities should they be replaced with?

4.2 SUMMARY OF SPECIFIC PLAN LAND USE CONCEPTS AND DESIGNATIONS

The land use designations, permitted building densities, and urban design standards and requirements that will be established through the Harbor/Civic Center Specific Plan document will be those that govern the eventual development of the entire Specific Plan Area. Because the Harbor/Civic Center Specific Plan and the updated General Plan have been prepared and are being published concurrently, these land use designations, permitted building densities, and urban design standards and requirements are the same as those that are contained within the General Plan.

Because of their specific and well-defined identity, land use function, and economic function, the Harbor/Civic Center Specific Plan Area has been conceptually structured and organized into five major geographic sub-areas (**Figure 11**). These major geographic sub-areas include:

- (1) The Pacific Coast Highway Corridor, between Anita/Herondo Streets [to the north] and Pearl Street [to the south] (including the intersection of Pacific Coast Highway and Torrance Boulevard);
- (2) The Civic Center Complex, including the entirety of the area bounded by Pacific Coast Highway [to the east], Diamond Street [to the south], Broadway [to the west], and Carnelian Street [to the north];
- (3) The Harbor/Pier Area, including all area west of Harbor Drive and the “Village” residential complex between Herondo Street [to the north] and Torrance Boulevard [to the south];
- (4) The Catalina Avenue Corridor, between Pacific Coast Highway [to the north] and Pearl Street [to the south] (including the entirety of the “Village” residential complex); and
- (5) The Residential Infill Area, including the remainder of the area not included within the other four geographic zones (primarily including the residential areas located both east and west of Broadway, between Beryl Street [to the north] and Pearl Street [to the south]).



NOT TO SCALE
 envicom corporation

FIGURE
 11

HARBOR / CIVIC CENTER SPECIFIC PLAN CONCEPTUAL LAND USE AREAS

Three underlying concepts were consistently retained by the consultant team and the General Plan Advisory Committee in the development of the land use plan for the Harbor/Civic Center Specific Plan. These concepts included:

- Recall and continue to capitalize upon (where appropriate) the genesis and evolution of the area as the City of Redondo Beach's original center for historic, governmental, recreational, and residential uses.
- Recognize and acknowledge the significance and contribution of the area relative to the entire City of Redondo Beach's geographic, economic, and visual function and image.
- Recognize, acknowledge, and capitalize upon the importance of the successful interrelationships between the major geographic areas in the specific plan area, while also recognizing and ensuring the continued successful independent function and appearance of these areas individually.

Overview of Harbor/Civic Center Specific Plan Land Use Concept

The overall land use plan and pattern proposed for the Harbor/Civic Center Specific Plan Area seeks to retain and build upon the unique, productive, and attractive features of the five individual geographic sub areas within the entire area, while coordinating their roles and functions through new land use policies and creative common urban design elements to achieve a formerly unattainable "synergy" of economic development and physical/aesthetic appearance. Great care was taken, however, to not force a "dominant" theme onto the area that, over time, would most likely evolve to become "contrived" or physically and functionally obsolete.

The intent in this approach was to allow each of the individual geographic sub areas to continue to flourish "internally" or "on their own" while, at the same time, the overall area evolves to exhibit an underlying unified image as a distinct major district. In this manner, the Harbor/Civic Center area will continue to represent, symbolize, and contribute to the interrelated and diverse economic and physical character of the City of Redondo Beach, as a balanced and attractive mix of commercial, residential, and recreational land uses.

Summaries of the land use concepts proposed for the major geographic areas of the Harbor/Civic Center Specific Plan Area include the following. The exact land use designations, urban/architectural design standards, transportation/circulation policies, and infrastructure/utilities policies are contained within the actual Specific Plan goals, objectives, and policies presented in the following section of this document (Section 5.0).

Harbor/Pier Area

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.

The LUP also allows for harbor-related office uses. It is necessary to permit additional office uses in the harbor area in order to provide a year-round day-time population to help make additional visitor-serving uses feasible. Such offices are to be limited in location and floor area to ensure that they are supplementary uses that do not replace the primary regional-serving public and commercial recreational uses.

Over time, as property leases expire or are renegotiated, the Plan encourages a more efficient use and consolidation of structures and building densities in the Harbor/Pier Area into a unified "village-like" character. In addition, specific aesthetic and streetscape improvements are proposed in the Plan, in order to improve the areas' sense and character as a unique and special place in the community and the overall Southern California coastal corridor.

Civic Center Complex

The Plan allows for the continued use of the Civic Center area as the physical and functional center of local government and police services. The Plan provides for the potential "master-planned" expansion or renovation of the facility as demand for space and fiscal conditions allow. The Plan also provides for the construction of the new Main City Library facility, presently planned for the parcel located due east of the existing City Hall structure, between North Elena Street and Pacific Coast Highway.

The Plan includes the installation of several specific design elements which will increase the symbolic visibility of the complex and improve its overall aesthetic appearance and architectural function. In this manner, the Civic Center will also be more directly linked (through design elements and visual/pedestrian corridors to the adjacent sub areas of the Harbor/Civic Center Specific Plan Area.

Pacific Coast Highway Corridor

The Pacific Coast Highway Corridor will be retained as a primary center of local-serving commercial activity and associated residential/institutional uses. In order to increase the vitality and character of the corridor, the Plan provides for the development of a number of distinct “nodes” and sub-districts through land use diversity and urban design/architectural elements and improvements. These "nodes" and sub-districts include the following:

- Community-oriented commercial uses will be continued on parcels on the east side of Pacific Coast Highway, between Anita/190th Street and Diamond Street.
- Higher density residential uses will be permitted between Garnet and Vincent Streets to break up the continuity/linearity of the commercial corridor (thereby enhancing the overall economic vitality of the commercial districts) and provide opportunities for additional housing in the community. Pertinent siting and design improvements will be required to mitigate the impacts of traffic and noise along the highway.
- Higher intensity pedestrian-oriented centers will be permitted and encouraged to develop between Garnet Street and Pearl Street and at the northeastern intersection of Pacific Coast Highway and Diamond Street. These areas may contain exclusively commercial uses or may be developed as mixed-use structures, integrating residential on floors above commercial uses.

Catalina Avenue Corridor

The Catalina Corridor, between Pacific Coast Highway and Beryl Street (North Catalina Avenue), will be encouraged to recycle and upgrade from its present mixed industrial/older commercial area to a more attractive community and marine-oriented commercial area. The rear of sites adjacent to the Southern California Edison facility may be developed for commercial storage and other buffering uses.

Parcels on the east side of Catalina Avenue between Diamond Street and Garnet Street currently occupied by a mix of commercial and residential structures will be encouraged to redevelop to medium-density multi-family residential units. Parcels between Torrance Boulevard and Pearl Street, except for the corner adjacent to Torrance Boulevard, will be designated for community-serving commercial uses in accordance with existing land uses.

Residential Infill Area

In general, the Plan provides for the retention of existing patterns and densities of residential development in the areas dominated by these uses between the commercial and recreational areas outlined above, with selected opportunities for density intensification. Consistent, yet internally flexible design element policies (heights, setbacks, landscaping, etc.) are provided to set an overall framework or standard for design and aesthetic appearance, in order to retain the existing high quality and well-maintained nature of the area.

The majority of the area was historically zoned R-3 and M-D-R, and will be permitted to develop to a maximum of 17.5 units per acre (generally two units per lot except on larger parcels where three units may be achieved).

5.0 HARBOR/CIVIC CENTER SPECIFIC PLAN

5.1 FORMAT AND ORGANIZATION OF THE HARBOR/CIVIC CENTER SPECIFIC PLAN

The City of Redondo Beach Harbor/Civic Center Specific Plan has been structured and formatted to provide overall (specific plan area-wide) and more specific (geographic sub-area-wide) goals and objectives, with individual policies in the four following subject or topic areas:

- (1) Land Use/Development Policies (including permitted primary and alternative land uses, maximum allowable building densities, etc.);
- (2) Urban/Architectural Design Policies (including required building setbacks, maximum building heights, required/suggested structural massing and articulation, recommended building materials, signage regulations);
- (3) Transportation/Circulation Policies (including intended vehicular and pedestrian patterns, parking policies, and proposed capital/operational improvements); and
- (4) Infrastructure/Utilities Policies (including proposed services and capacities, proposed operational and design improvements).

The goals, objectives and policies of the City of Redondo Beach Harbor/Civic Center Specific Plan have been separated into six different categories (one specific plan area-wide and five smaller geographic sub-areas). The six total categories include:

- (1) Specific Plan Area-Wide;
- (2) Pacific Coast Highway Corridor Sub-Area;
- (3) Civic Center Sub-Area;
- (4) Harbor/Pier Sub-Area;
- (5) Catalina Avenue Corridor Sub-Area; and
- (6) Residential Infill Sub-Area.

Each of the six listed categories within the Specific Plan have goals, objectives, and policies proposed for their respective geographic area, under each of the five subject area headings. In addition, a number of the five geographic sub-areas have been further broken down into smaller geographic zones which, due to a stated similarity or specified reason, will be subject to the same policies, and as such, have been assembled and organized accordingly.

5.2 SPECIFIC PLAN AREA-WIDE GOALS, OBJECTIVES AND POLICIES

5.2.1 Goals and Objectives

The preparation and adoption of the City of Redondo Beach Harbor/Civic Center Specific Plan is intended to accomplish the following goals and objectives for this portion of the City:

- Create a Specific Plan for the area that will further refine and build upon the goals, objectives, and policies proposed for the area under the General Plan Update, and will determine the future, function, development, and character of this important area of the community;
- Provide a clear policy mechanism to set out and clarify the goals and expectations of the City of Redondo Beach relative to the future of this area to the local resident and business communities, local private property owners and developers, and the general public;
- Serve as a “catalyst” which will enhance and direct the successful short-term and long-term future economic activity and physical development of the Harbor/Civic Center area of the City.
- Achieve the formation and continuation of a unique, identifiable, and attractive local economic and physical center that provides basic thematic and physical unity and coordination, and takes advantage of the area's central location within the community as a whole and strategic regional position along the Santa Monica Bay/Pacific Ocean coastline;
- Establish and maintain land use patterns, development intensities, and urban design and development standards which will promote a healthful, aesthetically appealing, and safe environment accommodating a range and balance of residential, commercial, visitor-serving, and public/civic uses and services; and
- Retain the existing, compatible, and attractive low scale and limited building density of the area.

5.2.2 Policies

Unless specified within the remainder of the document, the following policies are intended to achieve the goals and objectives for the specific plan area listed above, and are intended to be applicable to the entirety of the Harbor/Civic Center Specific Plan area.

In addition, unless explicitly superseded by a specific goal, objective, or policy contained within the Harbor/Civic Center Specific Plan, all development within the Specific Plan

Planning Area must also conform to the overall goals, objectives, and policies contained within the updated City of Redondo Beach General Plan (particularly as they relate to the Urban & Architectural Design, Transportation & Circulation, and Infrastructure & Utility topics).

Although a specific review for consistency carried out in association with the Harbor/Civic Center Specific Plan planning process revealed no direct incongruities or conflicts between the two plans, the potential for duplication or overlap in some topic areas remains. If any such conflicts are uncovered, the more restrictive goal, objective, or policy shall apply, unless otherwise interpreted by the City of Redondo Beach Director of Community Development (in accordance with the provisions of State of California Planning, Zoning, and Development Law and the City of Redondo Beach Municipal Code).

Land Use/Development and Urban/Architectural Design Policies

Primary and Alternative Land Use Designations

The land use/development policies for most geographic sub-areas have been differentiated into primary land uses and alternative land uses. This separation has been made to distinguish intent (i.e., the allowed land uses which are most desired or most likely to reflect the character of the sub-area [primary land uses] from those which may be acceptable, but are not intended to be a predominant use within the sub-area [alternative land uses]).

In the development of implementing ordinances, the City may require additional review such as a Conditional Use Permit (CUP) process for various land uses identified under both the primary and alternative land use categories.

In addition the following overall policies shall apply:

- Require adherence to the policies for each zone prescribed in this Plan, except that minor deviations from numerical standards contained within the Specific Plan shall not be deemed to be inconsistent with the Specific 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.
- Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as commercial, and religious uses in areas classified as commercial and residential on the Land Use Plan map, provided that they are compatible with adjacent uses.

Transportation/Circulation Policies

- Require, as a condition of development approval, the provision of adequate rights of way (consistent with the General Plan) and/or the implementation of other mitigation improvements as needed, to maintain acceptable traffic operations, which may include the installation of turn lanes, signalization, and/or other appropriate traffic control. The determination of the specific locations and the appropriate mitigation measures and improvement shall be the responsibility of the City Department of Public Works.
- Support the efforts of the State of California Department of Transportation (Caltrans) to improve traffic operations along Pacific Coast Highway, to the extent that they are consistent with other expressed City of Redondo Beach goals, objectives, and policies.
- Require, where appropriate and consistent with anticipated demand, that new development proposals provide and construct public transportation facilities, such as bus shelters and bus turnouts, as a part of their project.
- Encourage the development and use of Torrance Boulevard as the primary regional and local mass transportation entrance to the harbor/pier area (both for local residents and for visitors).
- Continue to develop transportation services for the disabled and ensure that all public transportation facilities supported by or provided by the City of Redondo Beach do not discriminate against users with disabilities.
- Improve and/or modify the physical conditions and route of the existing shoreline bicycle path to maximize safety, functionality, and appearance, in order to further promote its use and attract additional riders.
- Encourage the provision and maintenance of bicycle facilities as a specific and required element of future Transportation Demand Management Programs (TDM).
- Ensure that safe pedestrian circulation is provided and maintained along all public rights of way, and require that private development encourage increased pedestrian access and use by means of site and building configuration, consistent with the potential demand expected for the site.
- Encourage development configuration and urban design improvements which will serve to promote pedestrian circulation and elevate the Diamond Street corridor as a major crossing east-to-west across Pacific Coast Highway and through to the harbor/pier area.

- Require that all new development provide for the adequate supply, management, and maintenance of off-street parking, in accordance with the applicable provisions of the City of Redondo Beach Municipal Code, to support the expected activity on each property.
- Promote joint-use parking facilities in locations where individual properties or parcels cannot feasibly provide adequate off-street parking supplies to meet the requirements of the City of Redondo Beach Municipal Code, or where a more efficient use of these facilities would be gained through a joint-use arrangement.

Infrastructure/Utilities Policies

- Services, meters, and utility-related structures or facilities (including ground level or roof-mounted free-standing air conditioning/heating units) that must be located on or within a use or parcel, should, as much as possible or feasible, be constructed, installed so as to be shielded and buffered from view. Shielding techniques may include but not be limited to the use of small planters, decorative fences, or walls, or the use of appropriate sizes and species of natural landscaping, etc.
- Storage and refuse areas related to commercial land uses shall be adequately shielded from view, physically separated, and protected (by fencing or structures) to lessen the potential adverse visual and environmental impacts of such activities.

5.3 PACIFIC COAST HIGHWAY CORRIDOR SUB-AREA GOALS, OBJECTIVES, AND POLICIES

5.3.1 Goals and Objectives

- Promote and encourage the integrated and improved physical development of the Pacific Coast Highway Corridor, in order to improve its present physical appearance and aesthetic character and preserve, guarantee, and enhance its function and economic position as an important local-serving mixed use area serving the community and the region.
- Acknowledge and make more effective and aggressive use, in terms of physical character and economic strategy/marketing, of the corridor's function, role, and position as a principal arterial running through the southern half of the City.
- Pursue an array of policy actions and capital improvements, in order to achieve the intended overall upgrading of the corridor; these actions and improvements shall include, but not be limited to the following:
 - (1) Upgrading and modernization of structural design characteristics of appropriate land uses (including but not limited to building design, signage, facade improvement, building materials, colors, landscaping, etc.);
 - (2) Overall recycling or replacement of inappropriate existing land uses or dilapidated structures;
 - (3) Improvement or modification of existing circulation patterns (including vehicular, bicycle, and pedestrian systems);
 - (4) Improvement in the availability of and access to off-street public parking along and adjacent to the corridor;
 - (5) Achieving a more effective “balance” and mix of residential, commercial office, local-serving retail, and institutional land uses; and
 - (6) Protecting existing lower-density residential land uses and other “sensitive” land uses abutting the corridor that may be adversely impacted by its activity and intensity of use.
- Achieve a more logical order/pattern and consistency of land use within the corridor itself (i.e., segments or areas with consistent groupings of functionally

and physically compatible uses as opposed to the existing uncoordinated “hodgepodge” of uses that presently exist).

- Establish a series or hierarchy of separate but potentially related “nodes” (including but not limited to a northern entry node (at the intersection of Catalina Avenue), a central node (at the Civic Center near Diamond Street), and a southern entry node (at the intersection of Torrance Boulevard) that due to their present or future intended land use, density, or design, stand out as particularly important, and assist in defining, reflecting, and improving the overall image and function of the corridor.
- Improve the physical and visual linkages and functional relationship between the Pacific Coast Highway Corridor and adjacent/surrounding sub-areas within the Specific Plan Area (Catalina Avenue Corridor, Civic Center Area, and Residential Infill Area) while still achieving and maintaining an overall compatibility of land use and design.
- Ensure that the overall mix of land uses and building intensity of specific land uses are consistent with the primary direction, capacity, and potential of the local and regional economy and marketplace, and will not create or be impacted by non-productive local or regional economic competition, or overbuilding of specific markets/land uses that would generate adverse short-term or long-term economic impacts.

5.3.2 Policies

For policy purposes, the Pacific Coast Highway Sub-Area of the Harbor/Civic Center Specific Plan has been further subdivided into five smaller geographic zones, with specific policies provided for each of the six individual zones (**Figure 12**).

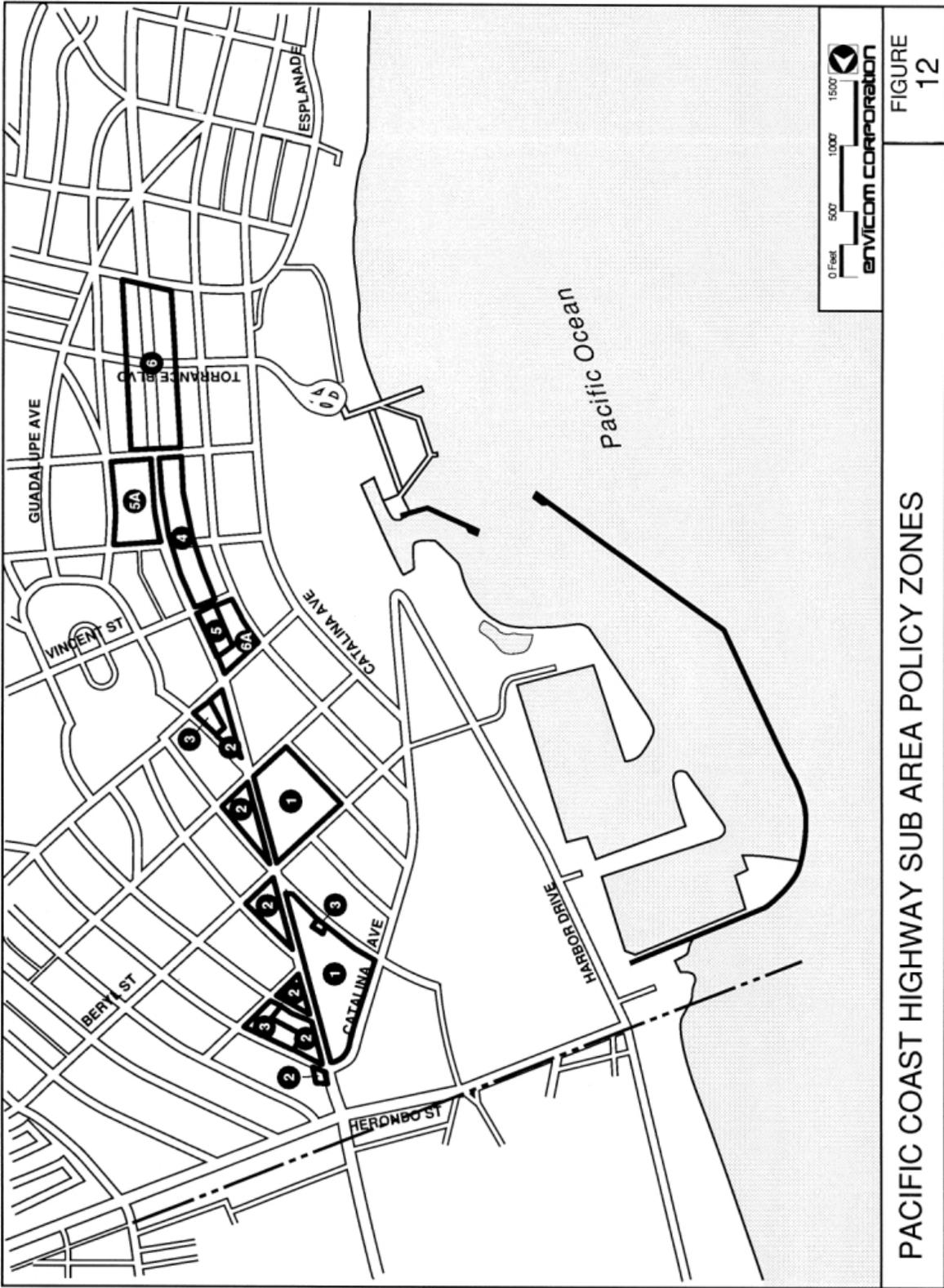
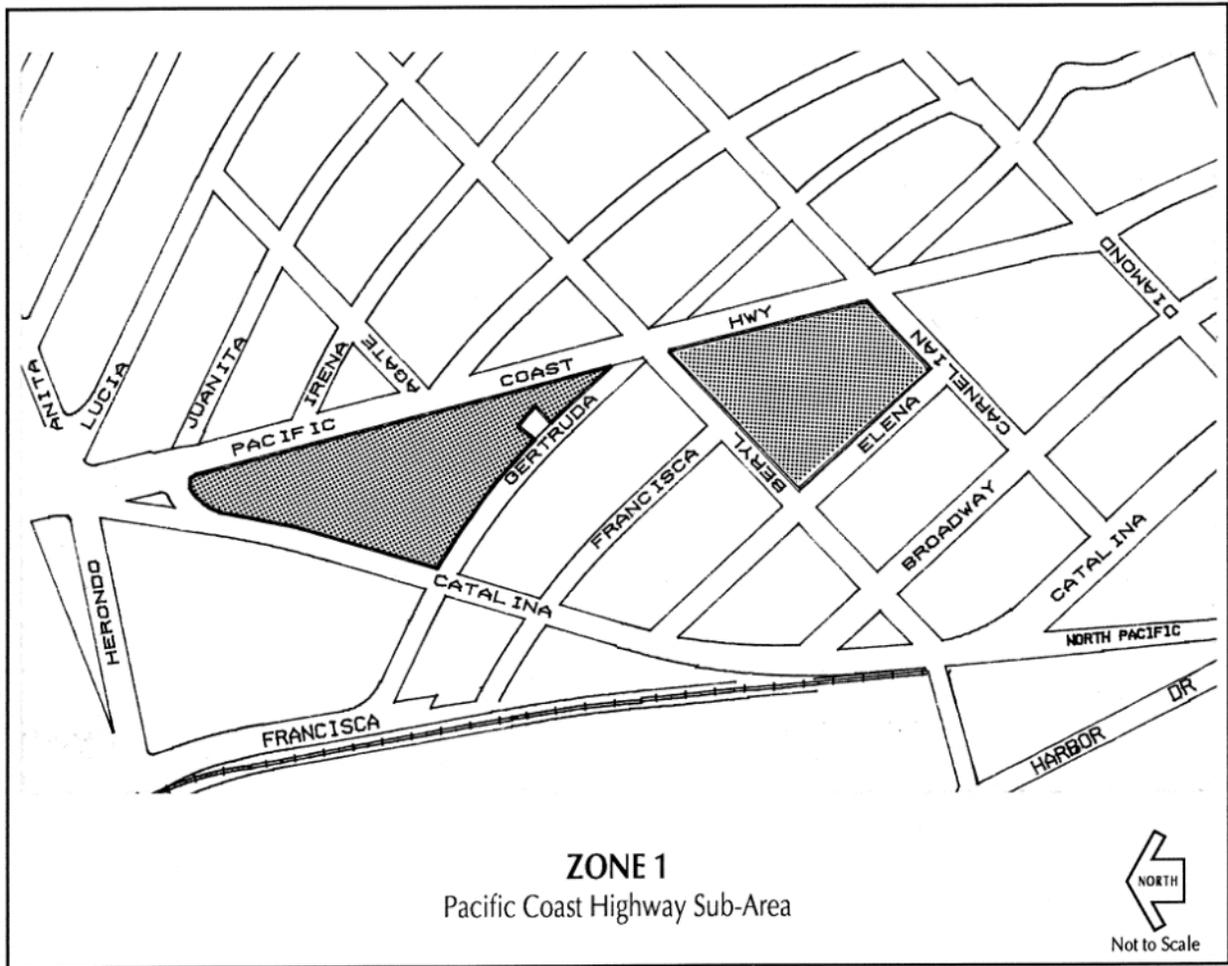


FIGURE
12

PACIFIC COAST HIGHWAY SUB AREA POLICY ZONES





Land Use/Development Policies

Primary Land Uses

- Local-Serving Retail Uses (excluding automobile repair, rental, or sales and gasoline/service stations)
- Personal Services Commercial Uses (barber/beauty shops, etc.)
- Restaurants
- Commercial Office Uses (professional, medical, etc.)
- Surface, Structured, or Subterranean Parking Facilities

Alternative Land Uses

- None.

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 0.50 Floor to Area Ratio

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet

Required Front Yard (Horizontal) Building Setbacks

- Minimum ten (10) feet from front facing property or parcel line.

Required (Vertical) Building Setbacks

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Massing/Articulation

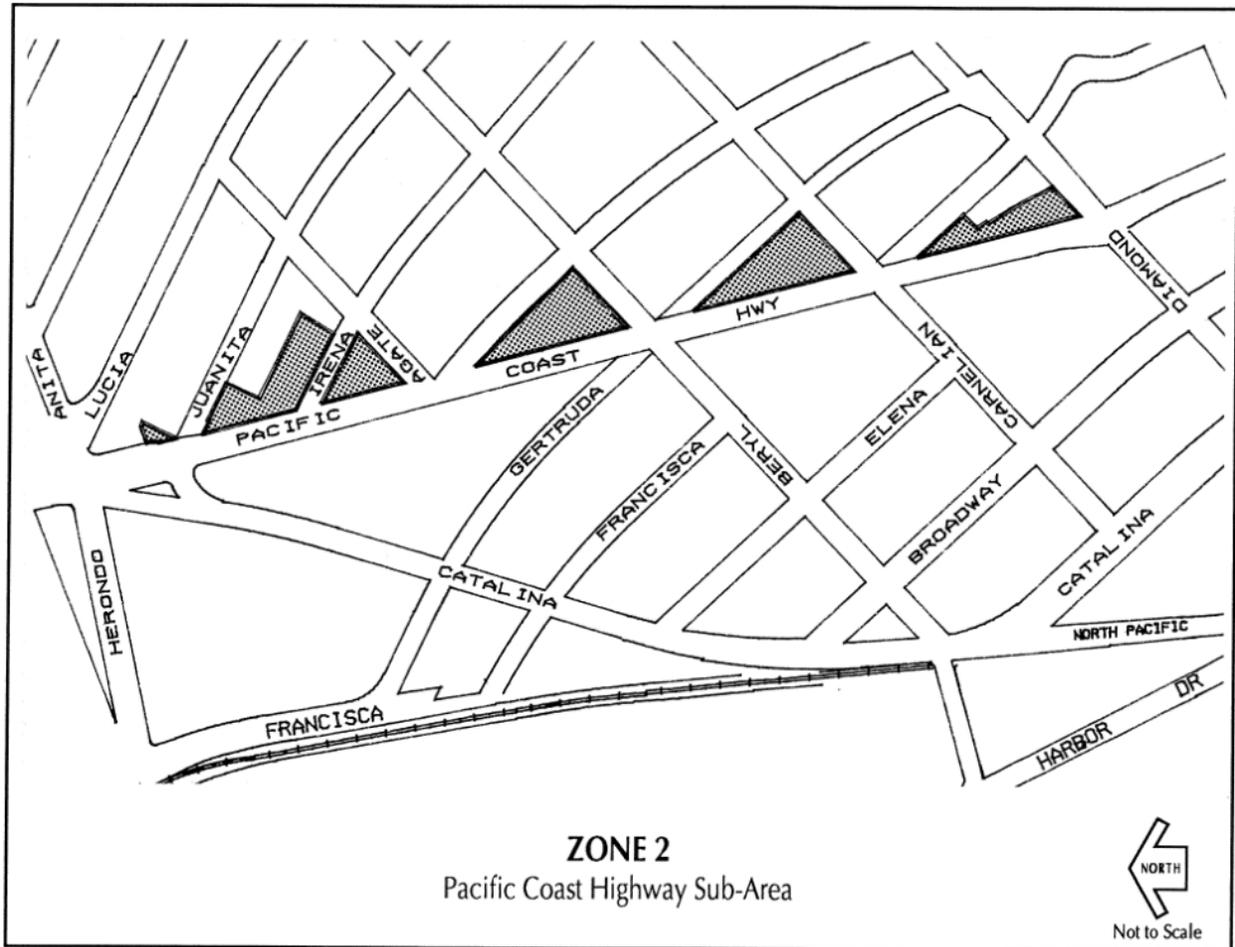
- Buildings (through the use of interesting yet compatible design styles and elements (facade design, window design, roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and inviting atmosphere for passing motorists, bicyclists, and pedestrians that will help to encourage and increase the overall use and activity of the corridor.
- Overall, buildings shall be concentrated and focused onto Pacific Coast Highway and not adjacent or side “collector” streets to maintain the basic linear character and integrity of the corridor and maintain design compatibility/lessen potential conflicts and adverse impacts that might otherwise be generated to adjacent and surrounding areas within the Specific Plan Area.

Supplemental Recommended Urban/Architectural Design Policies

- Vehicular access points to parking and circulation within Zone 1 of the Pacific Coast Highway Corridor shall be concentrated from and onto the collector streets serving the corridor (Beryl Street and Carnelian Street) and away from Pacific Coast Highway, wherever possible, to lessen any potential adverse circulation impacts and backups on the Highway and provide appropriate turning and queuing areas into and out of the complex.
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Infrastructure/Utilities Policies

No supplemental infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 1 of the Pacific Coast Highway Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Local-Serving Retail Uses (excluding gasoline/service stations)
- Personal Services Commercial Uses
- Restaurants
- Commercial Office Uses
- Surface, Structured, or Subterranean Parking Facilities

Alternative Land Uses

- Wholesale or Retail Plant Nurseries and Retail Plants and Landscaping/Equipment Sales
- Automobile Repair, Rentals, and Sales

Redevelopment shall be considered as a potential and feasible tool to be used in achieving the otherwise improbable or impossible assemblage of the various oddly shaped and sized parcels in this zone, in order to achieve the orderly, coordinated and successful development of this difficult area.

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 0.50 Floor to Area Ratio

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet

Required Front Yard (Horizontal) Building Setbacks

- Minimum five (5) feet from front facing property or parcel line.

Required (Vertical) Building Setbacks

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Massing/Articulation

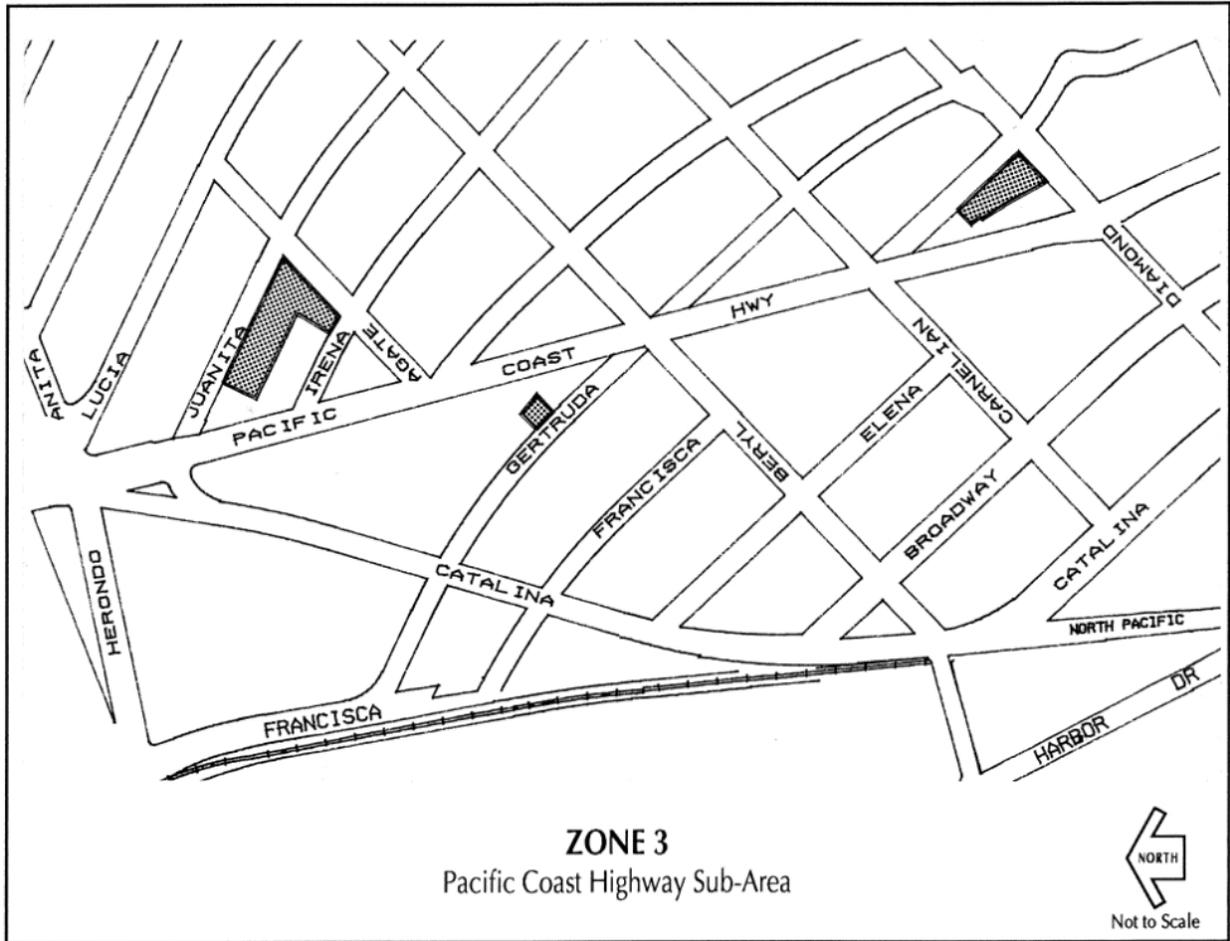
- Buildings (through the use of interesting yet compatible design styles and elements (facade design, window design, roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and inviting atmosphere for passing motorists, bicyclists, and pedestrians that will help to encourage and increase the overall use and activity of the corridor.
- Overall, buildings shall be concentrated and focused onto Pacific Coast Highway and not adjacent or side “collector” streets to maintain the basic linear character and integrity of the corridor and maintain design compatibility/lessen potential conflicts and adverse impacts that might otherwise be generated to adjacent and surrounding areas within the Specific Plan Area.

Supplemental Recommended Urban/Architectural Design Policies

- Vehicular access points to parking and circulation within Zone 2 of the Pacific Coast Highway Corridor shall be concentrated from and onto the collector streets serving the corridor (Beryl Street, Carnelian Street, and Diamond Street) away from Pacific Coast Highway, wherever possible, to lessen any potential adverse circulation impacts and backups on the Highway and provide appropriate turning and queuing areas into and out of the corridor., unless such entrances adversely impact adjacent residential uses.
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Infrastructure/Utilities Policies

No supplemental infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 2 of the Pacific Coast Highway Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Single-Family Detached Residential Uses (1 dwelling unit per legal lot)
- Multi-Family Detached or Attached Residential Uses
- Surface, Structured, or Subterranean Parking Facilities (as an accessory use supporting residential uses, not as a primary land use)

Alternative Land Uses

- Home or Family Child or Adult Day Care

Urban/Architectural Design Policies

Maximum Permitted Residential Building Density

- 17.5 Dwelling Units Per Acre

Maximum Permitted Residential Building Heights

- Two (2) Stories, Thirty (30) Feet

Required Front Yard (Horizontal) Building Setback

- Minimum of fourteen (14) feet and an average of eighteen (18) feet from the front facing property or parcel line.

Required Front Yard (Vertical) Building Setback

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Building Massing/Articulation

- Building volumes should be massed and designed as such to portray a lower-density appearance and character (including offsetting and articulation of facades walls and structural elements that are visible from the front or side yards of the structure, breaking up actual building volumes through the use of balconies, window treatments, atriums, breezeways, etc.).

Supplemental Recommended Urban/Architectural Design Policies (for non-residential land uses)

- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised City of Redondo Beach Municipal Code).

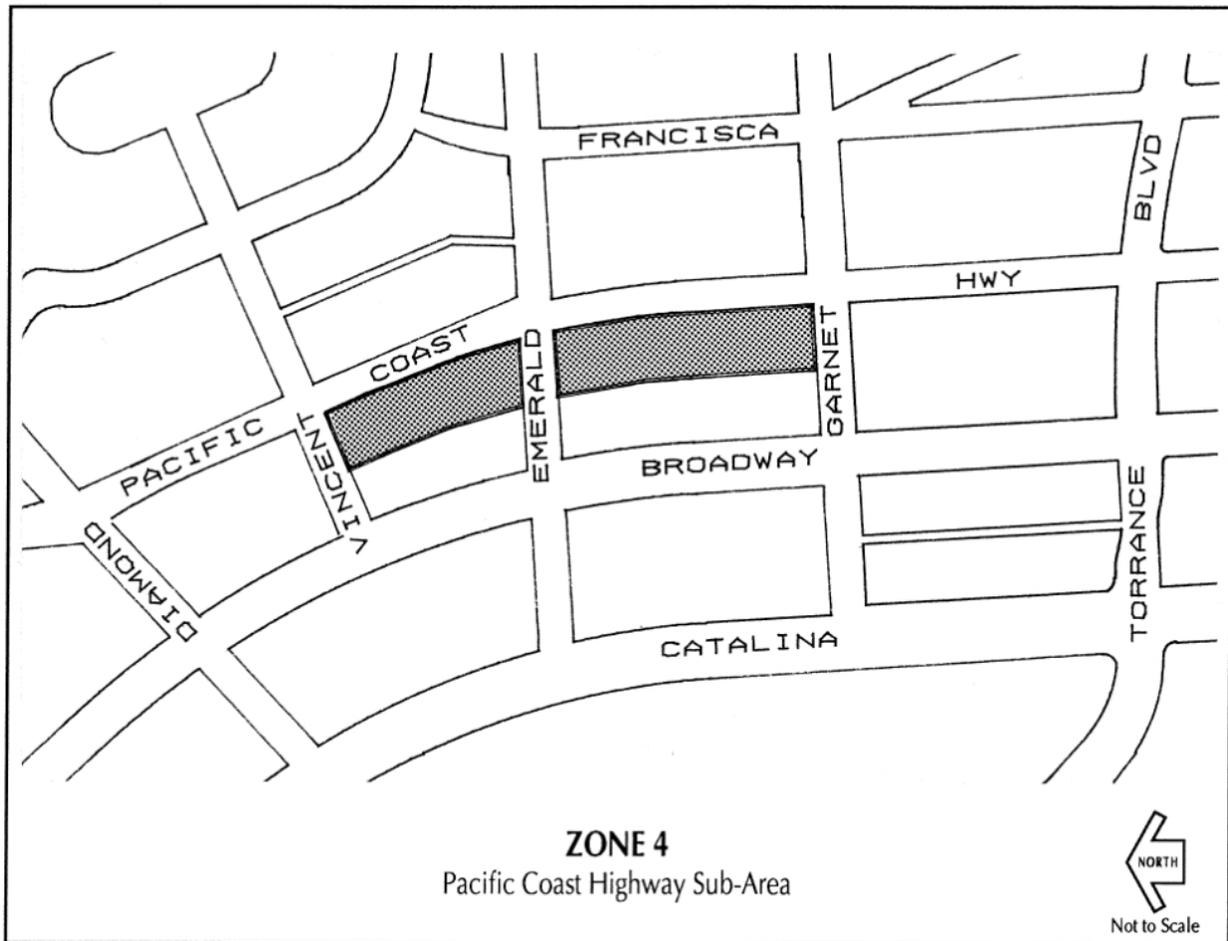
Supplemental Transportation/Circulation Policies

- Entrances, driveways, and gateways to structured (garaged or covered) or subterranean parking facilities should, as much as possible or feasible, be moved

away from the front yard or front of the parcel or structure and concentrated to the sides and/or rear of parcels, unless it adversely impacts adjacent residential areas.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 3 of the Pacific Coast Highway Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Single-Family Detached Residential Uses (1 dwelling unit per legal lot)
- Multi-Family Detached or Attached Residential Uses
- Surface, Structured, or Subterranean Parking Facilities (as an accessory use supporting residential uses, not as a primary land use)

Alternative Land Uses

- Home or Family Child or Adult Day Care

Urban/Architectural Design Policies

Maximum Permitted Residential Building Density

- 28.0 Dwelling Units Per Acre

Maximum Permitted Residential Building Heights

- Three (3) Stories, Thirty-Five (35) Feet

Required Front Yard (Horizontal) Building Setback

- Minimum ten (10) feet from front facing property or parcel line

Required Front Yard (Vertical) Building Setback

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Building Massing/Articulation

- Building volumes should be massed and designed as such to portray a lower-density appearance and character (including offsetting and articulation of facades walls and structural elements that are visible from the front or side yards of the structure, breaking up actual building volumes through the use of balconies, window treatments, atriums, breezeways, etc.).

Supplemental Recommended Urban/Architectural Design Policies (for non-residential land uses)

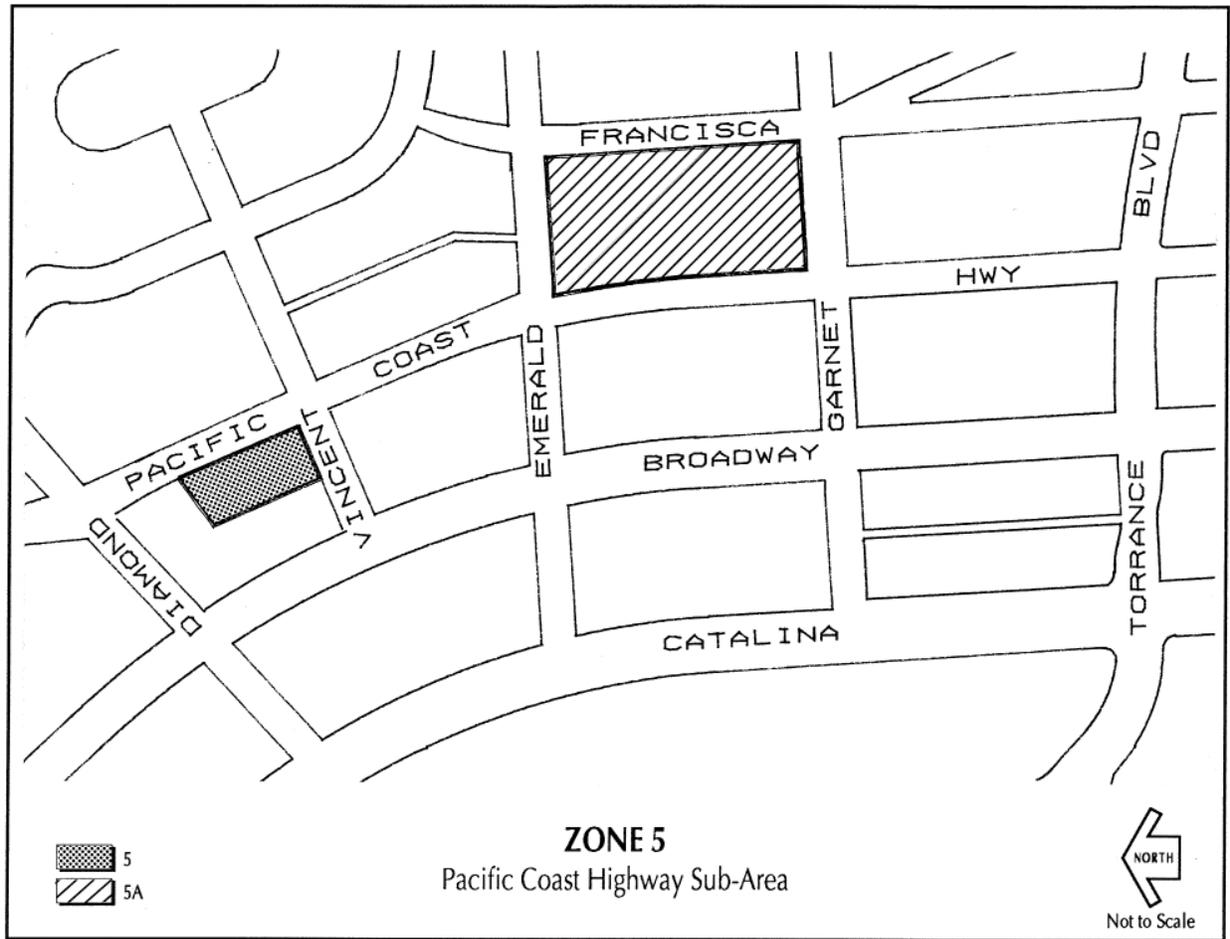
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).

Supplemental Transportation/Circulation Policies

- Entrances, driveways, and gateways to structured (garaged or covered) or subterranean parking facilities should, as much as possible or feasible, be moved away from the front yard or front of the parcel or structure and concentrated to the sides and/or rear of parcels, unless it adversely impacts adjacent residential areas.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 4 of the Pacific Coast Highway Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Local-Serving Retail Uses (excluding automobile repair, rental or sales, and gasoline/service stations).
- Personal Services Commercial Uses
- Restaurants (excluding fast-food establishments in Zone 5A)
- Hotels and Motels
- Commercial Office Uses
- Surface, Structured, or Subterranean Parking Facilities

- Multi-Family Detached or Attached Residential Uses (Zone 5A only) (see specific density below)

Alternative Land Uses

- Public and or Civic Uses (Zone 5A only)

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 0.70 Floor to Area Ratio (Commercial, Zone 5 only)
- 17.5 Dwelling Units Per Acre for the east half of the site adjacent to Francisca Avenue and 28.0 Dwelling Units Per Acre for the west half of the site adjacent to Pacific Coast Highway (Zone 5A only)
- 52.0 Dwelling Units Per Acre (Zone 5A only). For senior citizen, affordable housing or other low-moderate income housing only.

A 0.5 floor-to-area ratio commercial component may be permitted in Zone 5A on a maximum of 56,000 square feet of the site adjacent to Pacific Coast Highway, if residential use is not developed for the entire site.

Note: The land uses and building densities permitted within Zone 5A are those expressly allowed through an existing executed Development Agreement between the City of Redondo Beach School District and a prospective developer of the site. Because of the legal standing of this document, the land uses and building densities must be allowed to be constructed, unless the Development Agreement is otherwise modified or annulled.

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet except Three (3) Stories, Thirty-five (35) Feet for the western half of Zone 5A adjacent to Pacific Coast Highway.

Required Front Yard (Horizontal) Building Setbacks

- Minimum ten (10) feet from front facing property or parcel line.

Required (Vertical) Building Setbacks

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Massing/Articulation

- Buildings (through the use of interesting yet compatible design styles and elements (facade design, window design roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and inviting atmosphere for passing vehicles, bicycles, and pedestrians that will help to encourage and increase the overall use and activity of the corridor.
- Overall, buildings shall be concentrated and focused onto Pacific Coast Highway and not adjacent or side “collector” streets to maintain the basic linear character and integrity of the corridor and maintain design compatibility/lessen potential conflicts and adverse impacts that might otherwise be generated to adjacent and surrounding areas within the Specific Plan Area.
- Any commercial uses developed in Zone 5A should be located or oriented to portions of the parcel fronting onto or facing onto Pacific Coast Highway, and not to the rear or “deeper” sides of the site.

Supplemental Recommended Urban/Architectural Design Policies

- Vehicular access points to parking and circulation within Zone 5 of the Pacific Coast Highway Corridor shall be concentrated from and onto the collector streets serving the corridor (Vincent Street, Emerald Street, and Garnet Street) and away from Pacific Coast Highway wherever possible, to lessen any potential adverse circulation impacts and backups on the Highway and provide appropriate turning and queuing areas into and out of the area., unless it adversely impacts adjacent residential uses.
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be

designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

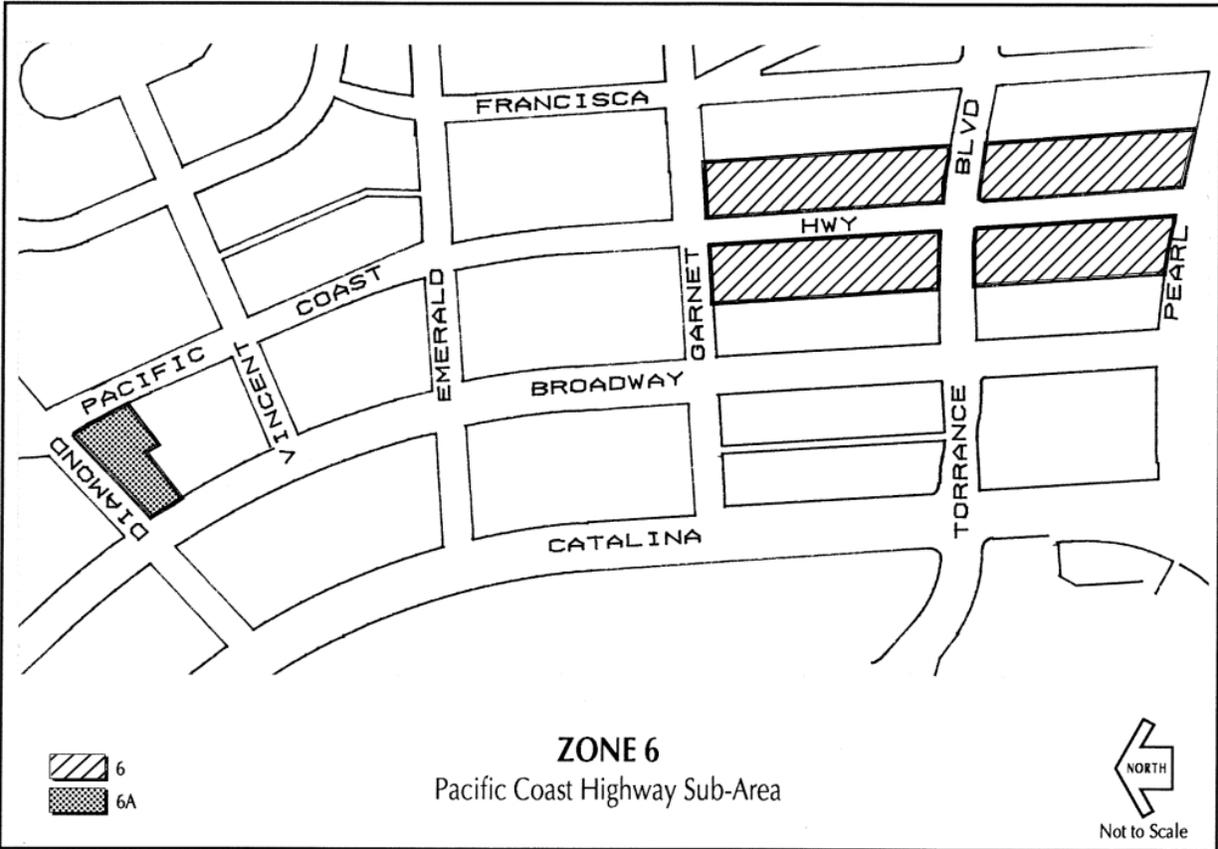
- Pedestrian-related urban design guidelines and improvements, as detailed in the updated General Plan, should be implemented, as feasible, to increase the intensity and quality of pedestrian use of this portion of the corridor.

Supplemental Transportation/Circulation Policies

- Entrances, driveways, and gateways to structured (garaged or covered) or subterranean parking facilities should, as much as possible or feasible, be moved away from the front yard or front of the parcel or structure and concentrated to the sides and/or rear of parcels, unless it adversely impacts adjacent residential areas.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 5 of the Pacific Coast Highway Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Local-Serving Retail Uses (including gasoline/service stations (in Zone 6 only), but excluding automobile repair, rental or sales)
- Personal Services Commercial Uses
- Restaurants
- Hotels and Motels
- Commercial Office Uses
- Surface, Structured, or Subterranean Parking Facilities

- Multi-Family Residential Uses (see specific density below) (residential allowed only on the second and/or third stories)

Mixed use between commercial uses (first story) and residential uses (second and/or third story) is strongly encouraged (but not mandated) in these zones (see specific mixed-use density allowances below)

Alternative Land Uses

- Public and or Civic Uses (Zone 6A only)

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 1.00 Floor to Area Ratio (commercial)
- The maximum allowable building density shall increase to a total floor to area ratio of 1.50, if at least fifty percent of the structure contains residential use.

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet (commercial)
- Three (3) Stories, Forty-Five (45) Feet if at least fifty percent (50%) of the structure includes residential use).

Required Front Yard (Horizontal) Building Setbacks

- Minimum ten (10) feet from front facing property or parcel line

Required (Vertical) Building Setbacks

Second Story

- Minimum eighteen (18) feet from any property line abutting a street.

Third Story

- Within the first thirty (30) feet of property depth, require that the third floor be set back from the second story street-facing facade.

Recommended Massing/Articulation

- Buildings (through the use of interesting yet compatible design styles and elements (facade design, window design roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and inviting atmosphere for passing vehicles, bicycles, and pedestrians that will help to encourage and increase the overall use and activity of the corridor.
- Overall, buildings shall be concentrated and focused onto Pacific Coast Highway and Torrance Boulevard and not adjacent or side “collector” streets to maintain the basic linear character and integrity of the corridor and maintain design compatibility/lessen potential conflicts and adverse impacts that might otherwise be generated to adjacent and surrounding areas within the Specific Plan Area.

Supplemental Recommended Urban/Architectural Design Policies

- Vehicular access points to parking and circulation within Zone 6 of the Pacific Coast Highway Corridor shall be concentrated from and onto the collector streets serving the site (Diamond Street, Garnet Street, and Pearl Street) and away from Pacific Coast Highway, wherever possible, to lessen any potential adverse circulation impacts and backups on the Highway and provide appropriate turning and queuing areas into and out of the area., unless it adversely impacts adjacent residential uses.
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Transportation/Circulation Policies

- Entrances, driveways, and gateways to structured (garaged or covered) or subterranean parking facilities should, as much as possible or feasible, be moved away from the front yard or front of the parcel or structure and concentrated to the sides and/or rear of parcels, unless it adversely impacts adjacent residential areas.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 6 of the Pacific Coast Highway Sub-Area.

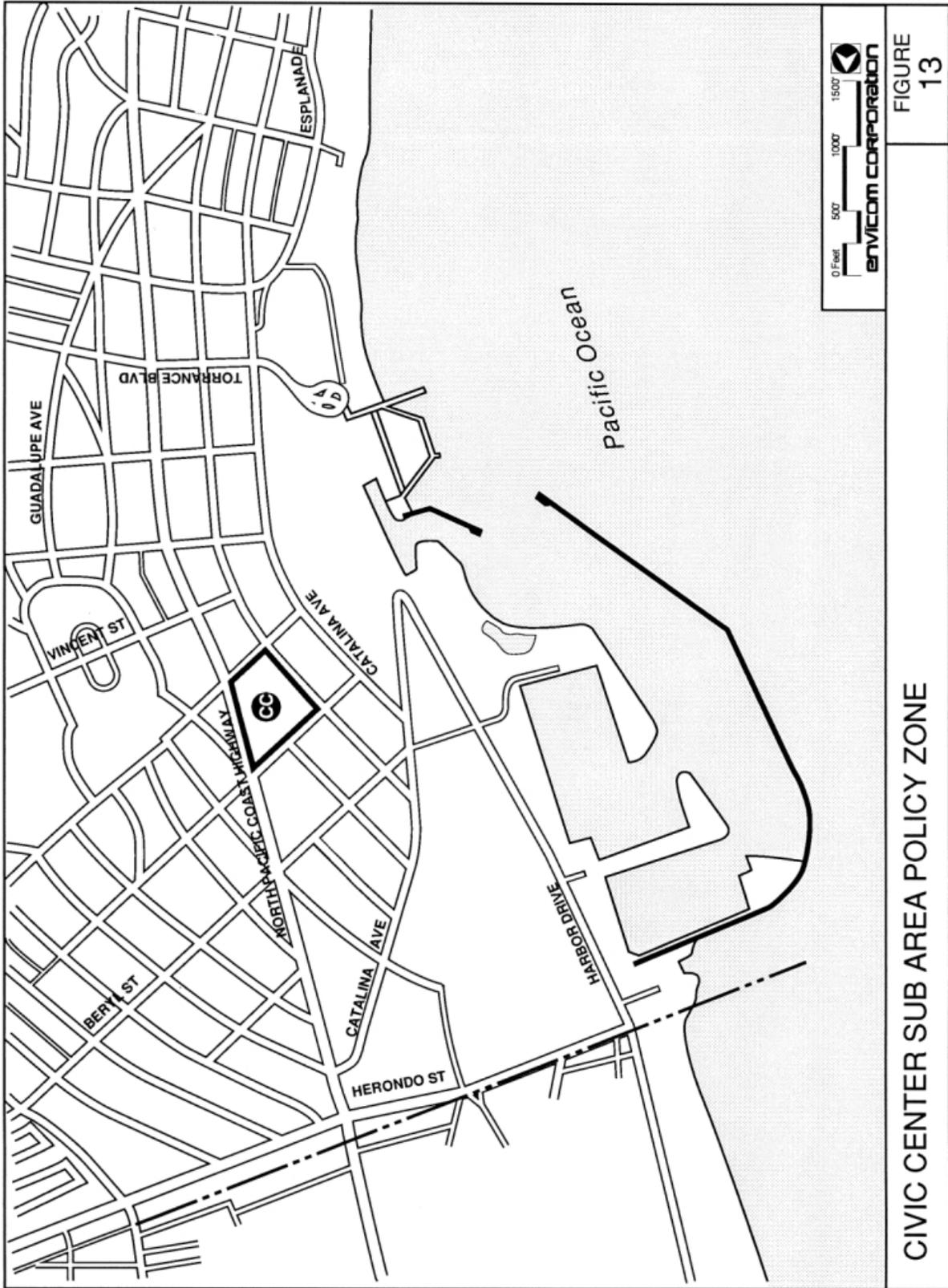
5.4 CIVIC CENTER SUB-AREA GOALS, OBJECTIVES, AND POLICIES

5.4.1 Goals and Objectives

- Promote and pursue the coordinated development of the Civic Center as a thriving and attractive area of the City that will serve as a true physical/symbolic and functional center of local government and public/civic activities. The overall goal is to create a facility that patrons and employees within the facility and the community-at-large can both make use of and be proud of.
- Actively pursue the construction and operation of new public/civic structures or facilities that will better serve the needs of the various municipal services departments and community and will further “activate” the Civic Center complex.
- Ensure that the uses, scale, building configuration, design, and circulation systems of any new construction or substantial rehabilitation of existing structures within the Civic Center are appropriate for that portion of the community and are compatible with surrounding land uses, particularly within the other various sub-areas of the Specific Plan Area.
- Attempt, where possible, in new construction within the Civic Center, to ensure the integration of “active” public uses and “people-intensive” civic and cultural uses (both daytime and evening) to make the most efficient use of the complex and promote its maximum potential use and enjoyment by the members of the community.
- Create and maintain an overall design “theme” and “style” that makes use of open courtyards and public gathering areas, attractive and functional pedestrian circulation systems, substantial and diverse landscaping areas, and public art and/or entertainment displays that will achieve and portray a “user friendly” and aesthetically appealing/inviting character.
- Consider the construction or installation of a unique, exciting and “locally-significant” design element(s) or feature(s) that will increase and better define the visual identity, function, and “image” of the Civic Center complex as an important place and a “true” center of local activity.

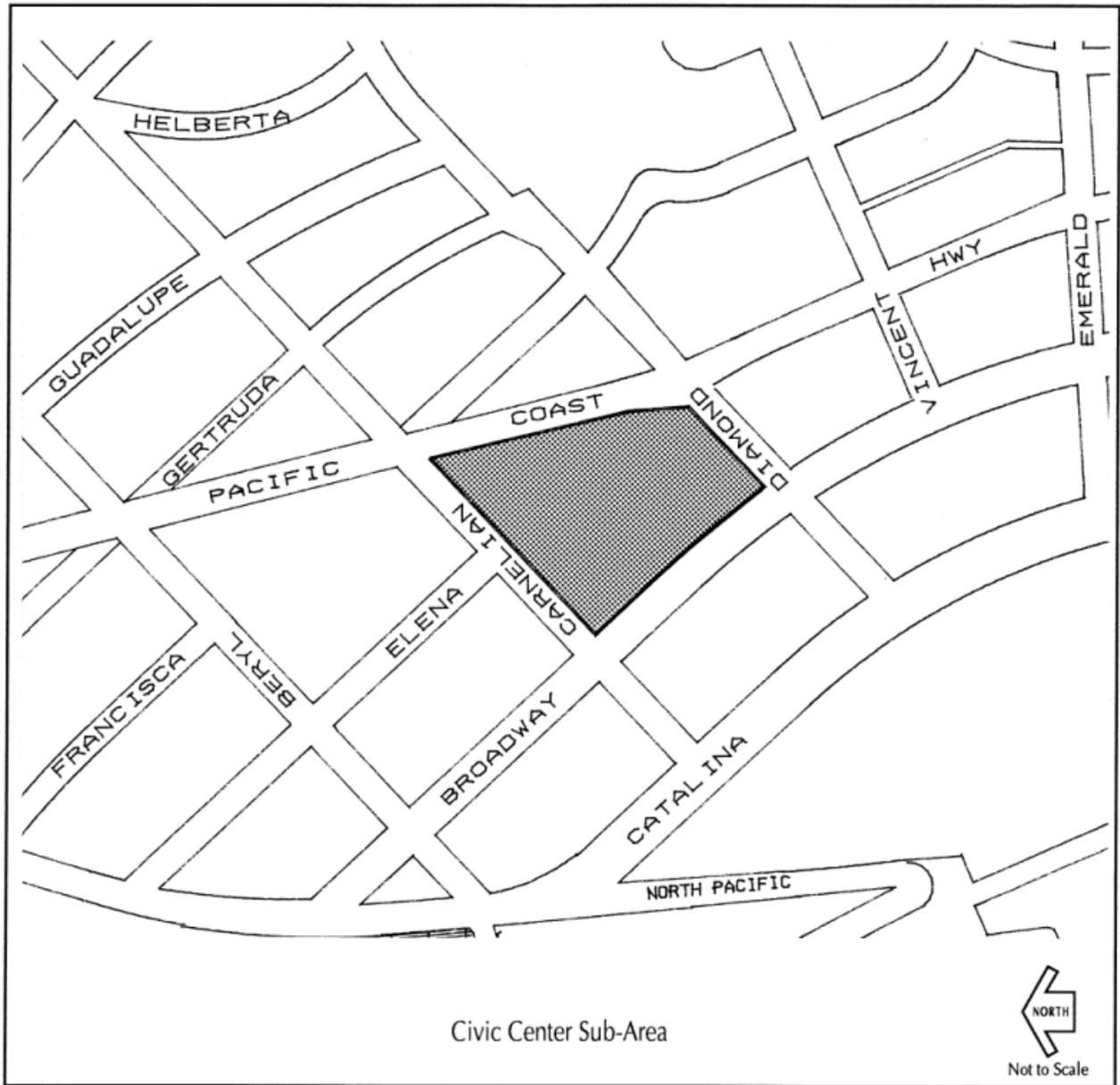
5.4.2 Policies

Because of its small overall size and unified nature (in relation to other geographic sub-areas), the Civic Center Sub-Area has not been further subdivided into sub zones for policy purposes, but has been treated as a single sub-area (**Figure 13**).



CIVIC CENTER SUB AREA POLICY ZONE

FIGURE 13



Land Use/Development Policies

Primary Land Uses

- Local Government, Public, or Civic Uses (including, but not limited to local government services [city hall, police department, etc.], libraries, museums, performance art facilities [excluding commercial cinemas or theaters]).
- Surface, Structured, or Subterranean Parking Facilities (see related design policies)

The City of Redondo Beach shall develop and adopt a Master Plan for the future development of the Civic Center. Said plan shall: 1) Identify projected building and space needs of all City functions to be accommodated within the Civic Center; 2) Establish a Master Site Plan to accommodate identified needs in accordance with established design standards and policies; 3) Establish a financing plan to identify preferred and alternative funding and phasing options.

Said master plan shall be completed and adopted within 24 months from the adoption of the revised City Zoning Code.

Alternative Land Uses

- None

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 1.25 Floor to Area Ratio .

Maximum Building Heights

- Three (3) Stories, Forty-Five (45) Feet

Required Building Setbacks

- Minimum ten (10) feet from Pacific Coast Highway, with a minimum of twenty (20) feet where the building height exceeds twenty (20) feet.
- Minimum ten (10) feet from Diamond Street, with a minimum of twenty (20) feet where the building height exceeds twenty (20) feet.
- Minimum of twenty (20) feet from Carnelian Street.
- Minimum of twenty (20) feet from Broadway

Recommended Massing/Articulation

- Building volumes should be configured and massed in such a way that major facades and structural walls facing out onto primary surrounding thoroughfares (Pacific Coast Highway, Carnelian Street, Diamond Street, and Broadway) and facing into courtyards or outdoor gathering areas within the complex be “broken up” into smaller, multiple components and/or articulated or offset to minimize the “wall-like” or institutional appearance of the area and enhance the sense of openness, light, and air in and around the complex.
- The overall configuration of the facility should present an open and inviting image, focused upon Pacific Coast Highway and the intersection of Pacific Coast Highway and Diamond Street as the main “front door” to users of the facilities and the community-at-large.
- Major public entrances to facilities should be located and configured prominently throughout the complex, enhanced, articulated, and clearly marked with design elements and signage to encourage and assist in achieving an efficient and “user-friendly” use of the complex.

Supplemental Recommended Urban/Architectural Design Policies

- Buildings within the Civic Center need not conform to a single uniform architectural style, but should be designed to be compatible in terms of architectural treatment massing and articulation and physical and visual interrelationships.
- Priority consideration should be given to the development of a well-defined pedestrian access and circulation system and usable outdoor activity and seating areas within the Civic Center. To the extent possible, this shall include siting buildings in a manner that will complement and enhance these functions.
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Vehicular access points to parking and circulation within the Civic Center shall be concentrated from and onto the collector streets serving the facility (Diamond Street, Carnelian Street, and Broadway) and away from Pacific Coast Highway, wherever possible, to lessen any potential adverse circulation impacts and backups on the Highway and provide appropriate turning and queuing areas into and out of the complex., unless it adversely impacts adjacent residential uses.

- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for the Civic Center Sub-Area.

Supplemental Infrastructure/Utilities Policies

- Infrastructure and utility components shall only be located within the Civic Center Area as necessary to support internal uses, unless the location of such facilities elsewhere (outside the Civic Center Area) is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses located within the Civic Center Area shall be placed below ground, unless such undergrounding is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses that must be located above ground within the Civic Center Area shall be screened or buffered, as possible, with appropriate landscaping or design features to decrease the adverse aesthetic impacts of such uses.

5.5 HARBOR/PIER SUB-AREA GOALS, OBJECTIVES, AND POLICIES

5.5.1 Goals and Objectives

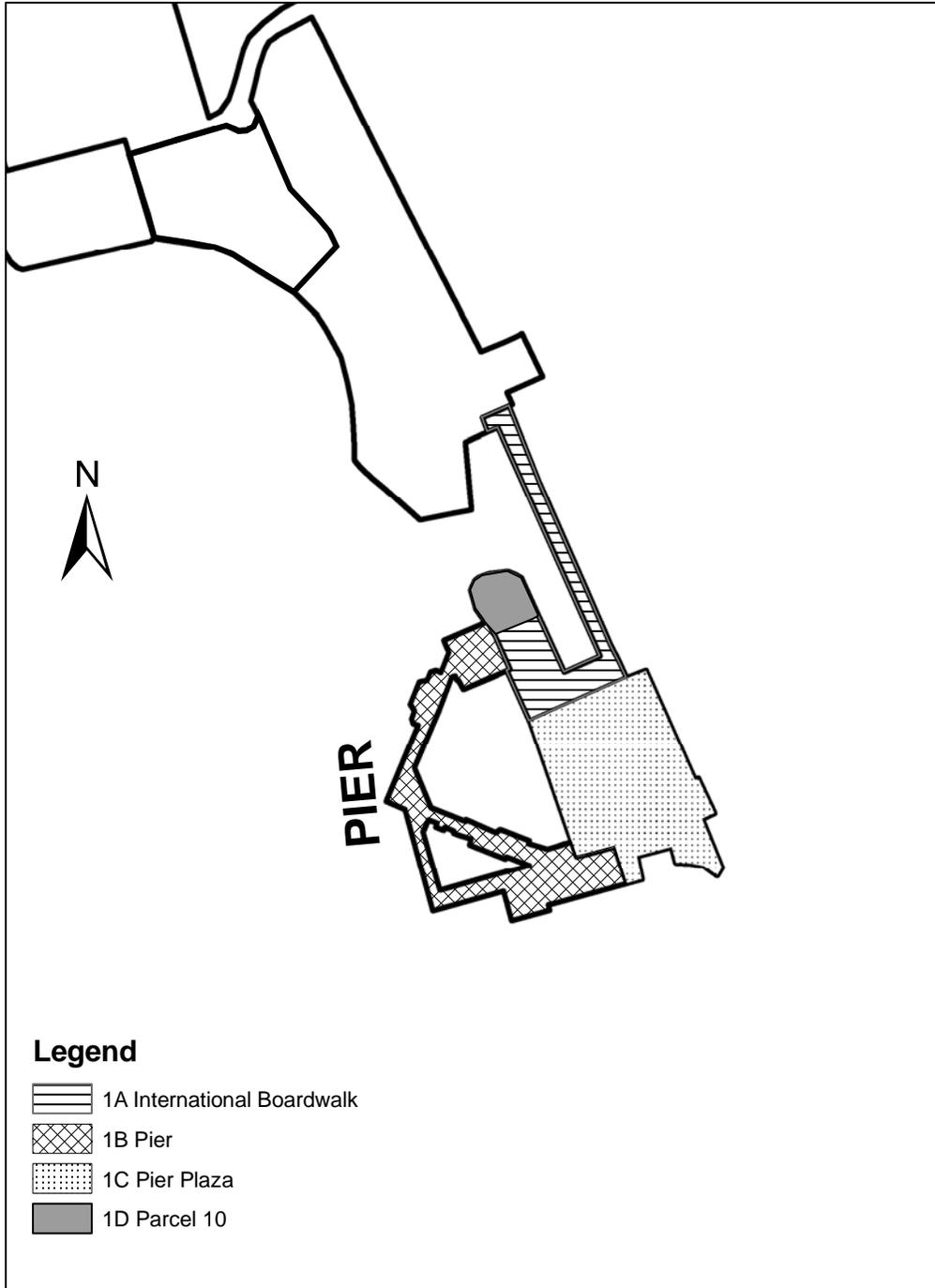
- To provide for the continued evolution, use, and self-sustaining nature and operation of the harbor area as a local-serving and sub-regional focal point and mix of local-serving and visitor-serving commercial uses (marine-related office, retail, hotel, restaurant) and recreational/entertainment uses (boating, marinas, fishing, strolling, etc.).
- To provide for increased physical and visual linkages (through the use and coordination of signage, building materials, etc.) between the harbor area (both water and land areas) and “upland” sub-areas of the Specific Plan Area (Catalina Avenue, Civic Center, Residential Infill Area, and Pacific Coast Highway Area) and remainder of the City, located eastward of the actual harbor area.
- To protect and improve the physical (vehicular, bicycle, and pedestrian) and visual public access to, through, and across the harbor area (both east/west and north/south) in order to maintain and enhance the continued use and enjoyment of this important regional and local natural resource, in accordance with and in support of the proposed General Plan Update, the adopted Local Coastal Plan, and the Tidelands Trust.
- To ensure that public access in the harbor area, shall, except where it is determined to be physically infeasible due to engineering and construction constraints or safety and emergency access concerns, be unrestricted to the physically-challenged.
- To improve/upgrade the physical attractiveness and aesthetic characteristics of the harbor area (on both public and private parcels), through additional physical and functional design improvements, and increased maintenance. Specific attention should be paid to the monitoring and improvement of water quality and aesthetic conditions relative to storm drainage and drainage outfalls.
- To preserve, protect, maintain, and expand (where possible and financially feasible) all public open space and recreational land and water areas and uses in the harbor area and recognize their importance as a limited and valuable resource to the community and the many users of and visitors to the harbor area.
- To allow for the continued existence and new development (through leasehold modification and consolidation and/or incremental commercial density increases) of a viable mix and balance of local and visitor-serving commercial, recreational, and public open space land uses in the harbor area.

- To ensure that the design and physical placement/construction of structures in the harbor area will not reduce or impede physical (pedestrian and bicycle) and visual public access to the waterfront and shoreline, and, wherever possible, will improve and enhance such access and opportunities to residents of and visitors to the City.

5.5.2 Policies

For policy purposes, the Harbor/Pier Sub-Area of the Harbor/Civic Center Specific Plan has been further subdivided into five smaller geographic zones, with policies provided for each of the five individual zones (**Figure 14**).

ZONE 1 Harbor/Pier Sub-Area



Land Use/Development Policies (the zoning ordinance will establish which uses are permitted and which uses are subject to a Conditional Use Permit)

Permitted Primary Land Uses

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels (Zone 1C only)
- Entertainment Clubs
- Public Open Space/Recreational Uses

Permitted Alternative Land Uses

- Marina-Related Facilities
- Amusement and Arcade Facilities
- Commercial Office Uses (Zone 1C only)
- Offices for the management and operation of on-site facilities (on the second floor of structures) [Zone 1B]
- Structured and Surface Parking (Zone 1C only)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

Maximum Building Density

- (Zone 1B, Municipal Pier); Equivalent to the total amount of leasable space provided for under the terms of the Pier Reconstruction Plan, as approved by the City of Redondo Beach City Council on September 3, 1991. Additional ancillary public facilities necessary for the continuing operation and maintenance of the pier facility may be allowed, as approved by the City of Redondo Beach City Council.
- (Zone 1A and 1D, International Boardwalk); The International Boardwalk is limited by consistency with the height standards and other development standards in the Zoning Ordinance.
- (Zone 1C, Pier Plaza and Public Parking Structure): The floor area ratio (FAR) of all buildings on the top deck shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to

occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.

- Cumulative development for Harbor/Pier sub-areas 1-3 shall not exceed the limits established in the Coastal Land Use Plan.

Urban/Architectural Design Policies

Maximum Building Heights

- Two Stories, 30 Feet, except two stories, 40 feet for Zone 1 D.

Recommended Massing/Articulation

- Buildings should be massed to be stepped or “terraced” up from seaward edges of parcels to avoid the “wall-like” effect imparted onto the water's edge.
- Building massing overall should be broken up both vertically and horizontally, with appropriate view corridors and spacing between structures to provide views to and through parcels (east to west) to the water's edge and harbor/horizon beyond (as feasible).

Recommended Supplemental Urban/Architectural Design Policies

- Design and aesthetic improvements (including paving/tile materials and patterns, public art (murals, sculptures) and painting design components shall be installed by the City of Redondo Beach (on public property) and encouraged to be installed by lessees or tenants (on private property).
- Elements shall be concentrated along key walkways, storefronts and areas of public access to visually “activate” and enhance the appearance and “image” of the harbor area.
- The identity and visual quality of bus loading, unloading and waiting areas in the sub-area shall be improved.
- The visual quality of the Pier Plaza complex shall be improved through the addition or modification of its architectural treatment, painting, themes, etc.).

Supplemental Transportation/Circulation Policies

- The location and time periods of buses either being stored or on breaks in and around the southern entrance to the harbor area and entrance to the main public parking garage

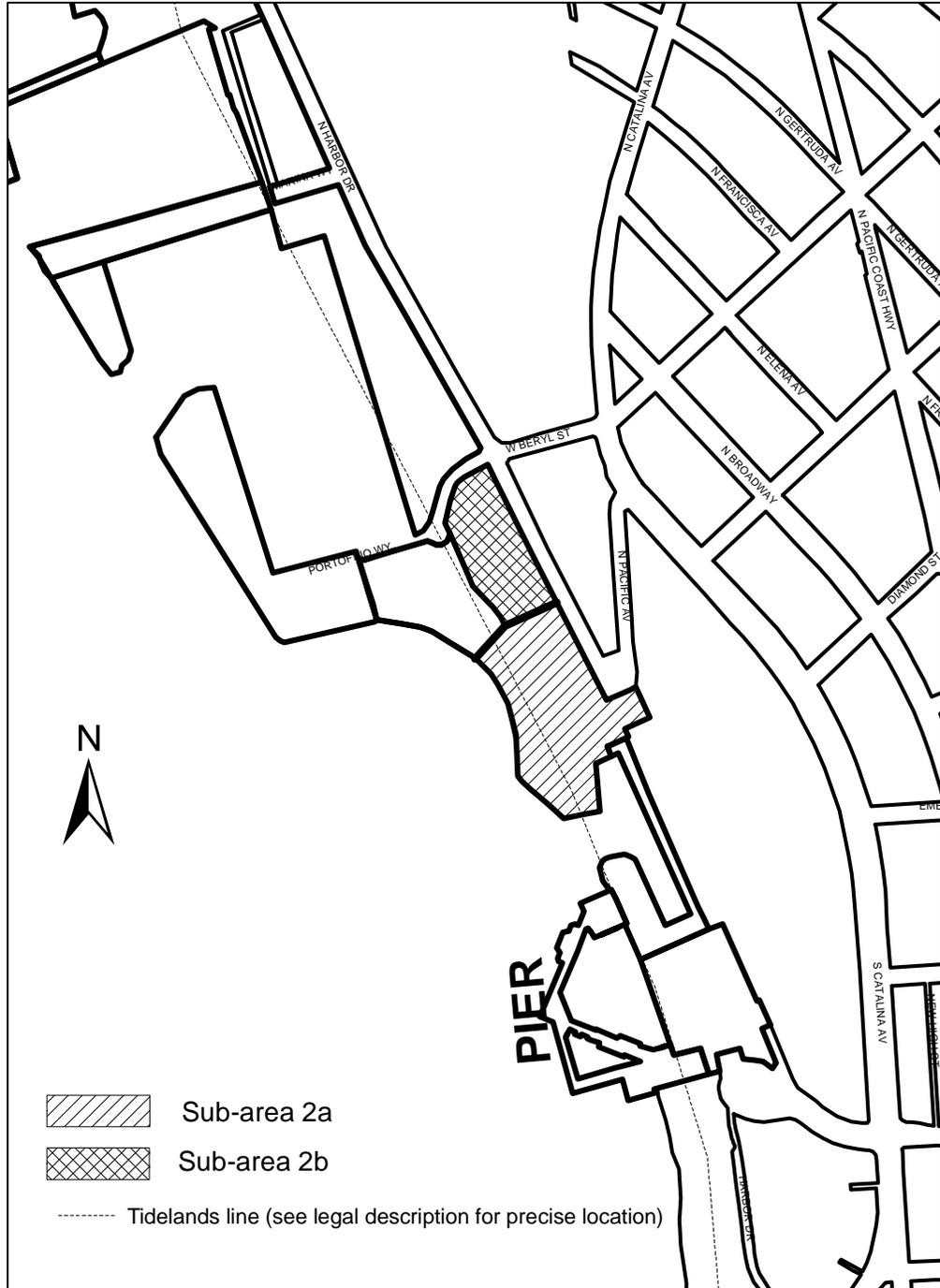
(Torrance Boulevard) shall be monitored and regulated to limit unnecessary vehicular congestion and visual clutter in and around Zone 1C of the Harbor/Pier area.

- Rerouting of the waterfront bikeway crossing through the public parking garage should be analyzed and implemented, if deemed feasible by the City of Redondo Beach, to improve the use, visibility, and safety of this portion of the facility.

Supplemental Infrastructure/Utilities Policies

- Infrastructure and utility components shall only be located within the Harbor Area as necessary to support such uses, or if the location of such facilities elsewhere (outside the Harbor Area) is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses located within the Harbor Area shall be placed below ground, unless such undergrounding is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses that must be located above ground within the Harbor Area shall be screened or buffered, as possible, with appropriate landscaping or design features to decrease the adverse aesthetic impacts of such uses.

ZONE 2 Harbor/Pier Sub-Area



Land Use/Development Policies (the zoning ordinance will establish which uses are permitted and which uses are subject to a Conditional Use Permit)

Permitted Primary Land Uses

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels
- Multi-Purpose Private Recreational Uses
- Marina and Marina-Related Facilities
- Entertainment Clubs
- Yachting and Boating Clubs
- Public Open Space/Recreational Uses

Permitted Alternative Land Uses

- Structured and Surface Parking Facilities (see design guidelines below)
- Commercial Office Land Uses (offices shall be located above the ground floor, except that marina-related offices, visitor serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor.)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

Maximum Building Density

- The floor area ratio (FAR) of all buildings in sub-area 2 shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- 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.
- Cumulative development for Harbor/Pier sub-areas 1-3 shall not exceed the limits established in the Coastal Land Use Plan.

Urban/Architectural Design Policies

Maximum Building Heights (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Sub-area 2a: Maximum of two stories, 37 feet and no more than 50% of the cumulative building footprint area shall exceed one story and 24 feet.
- Sub-area 2b: Maximum of three stories, 45 feet.

Recommended Massing/Articulation

- Buildings should be massed to be stepped or “terraced” up from seaward edges of parcels to lessen the “wall-like” effect imparted onto the water's edge.
- Building massing overall should be broken up both vertically and horizontally, with appropriate view corridors and spacing between structures to provide views to and through parcels (east to west) to the water's edge and harbor/horizon beyond (as feasible). Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.
- Between Harbor Drive (to the east) and the western bulkhead (to the west) any new structures shall, unless deemed to be infeasible by the City of Redondo Beach, be located in close proximity to the western edge of the bulkhead, to limit the potential for large expanses of asphalt and surface parking areas to be located close to the water's edge.
- The dedication and construction of public walkways along the waterside perimeter are mandated, in accordance with the Harbor/Pier Area-Wide Architectural and Urban Design policies listed in Section 5.5.3 below.

Supplemental Recommended Urban/Architectural Design Policies

- All surface parking structures must provide substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants.
- Design and aesthetic improvements (including paving/tile materials and patterns, public art (murals, sculptures) and painting/design components shall be encouraged to be installed in conjunction with new development and additions on master leasehold areas, or on sites that are not master leasehold areas, (as feasible and approved by the City of Redondo Beach) along key walkways, storefronts and areas of public access to visually “activate” and enhance the appearance and “image” of the harbor area.

- Parking structures shall be located to the rear of street-facing and seaward-facing commercial and/or other uses or may be permitted along the street frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Including retail or other commercial uses on the ground floor may also be required along other portions of the parking structure as determined appropriate to enhance the visual and pedestrian-oriented character of the area.
- Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Transportation/Circulation Policies

- Accessing and queuing to structured/surface parking facilities shall, except where deemed infeasible by the City of Redondo Beach, be focused on side or internal streets (Portofino Way) as opposed to major streets (Harbor Drive) to reduce the potentially adverse transportation/circulation impacts of such operations.

Supplemental Infrastructure/Utilities Policies

- Infrastructure and utility components shall only be located within the Harbor Area as necessary to support such uses, or if the location of such facilities elsewhere (outside the Harbor Area) is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses located within the Harbor Area shall be placed below ground, unless such undergrounding is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses that must be located above ground within the Harbor Area shall be screened or buffered, as possible, with appropriate landscaping or design features to decrease the adverse aesthetic impacts of such uses.

Land Use/Development Policies (the zoning ordinance will establish which uses are permitted and which uses are subject to a Conditional Use Permit)

Permitted Primary Land Uses, Zones 3a and 3c

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels
- Marina and Marina-Related Facilities
- Yacht or Boating Clubs
- Public Open Space/Recreational Uses

Permitted Alternative Land Uses, Zones 3a and 3c
(subject to the conditional use permit review and approval process)

- Entertainment Clubs
- Commercial Office Land Uses (Zone 3a) (offices shall be located above the ground floor, except that marine-related offices, visitor serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor.)
- Parking Facilities

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

Permitted Primary Land Uses, Zone 3b (Mole B)

- Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities
- Public Open Space/Recreational Uses

Permitted Alternative Land Uses, Zone 3b (Mole B)

- Other public uses supporting the primary permitted uses

Maximum Building Density

- The floor area ratio (FAR) on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in Zones 3a and 3c shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new

development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received. Notwithstanding the above, FAR shall not exceed 0.25 in Zone 3c.

- The floor area ratio (F.A.R.) shall not exceed 0.25 in subarea 3b (Mole B).
- 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.
- Cumulative development for Harbor/Pier sub-areas 1-3 shall not exceed the limits established in the Coastal Land Use Plan.

Urban/Architectural Design Policies

Maximum Building Heights (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Three Stories, 45 Feet (Zone 3a)
- Two Stories, 30 feet (Zones 3b and 3c)

Recommended Massing/Articulation

- Buildings should be massed to be stepped or “terraced” up from seaward edge of parcels to lessen the “wall-like” effect imparted onto the water's edge.
- Building massing overall should be broken up both vertically and horizontally, with appropriate view corridors and spacing between structures to provide views to and through parcels (east to west) to the water's edge and harbor/horizon beyond (as feasible).

Supplemental Recommended Urban/Architectural Design Policies

- All surface parking structures must provide substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants.
- Design and aesthetic improvements (including paving/tile materials and patterns, public art (murals, sculptures) and painting/design components shall be encouraged to be installed in conjunction with new development and additions on master leasehold areas, or on sites that are not master leasehold areas, (as feasible and approved by the City of Redondo Beach) along key walkways, storefronts and areas of public access to visually “activate” and enhance the appearance and “image” of the harbor area.

- Parking structures shall be located to the rear of street-facing and seaward-facing commercial and/or other uses or may be permitted along the street frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Including retail or other commercial uses on the ground floor may also be required along other portions of the parking structure as determined appropriate to enhance the visual and pedestrian-oriented character of the area.
- Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

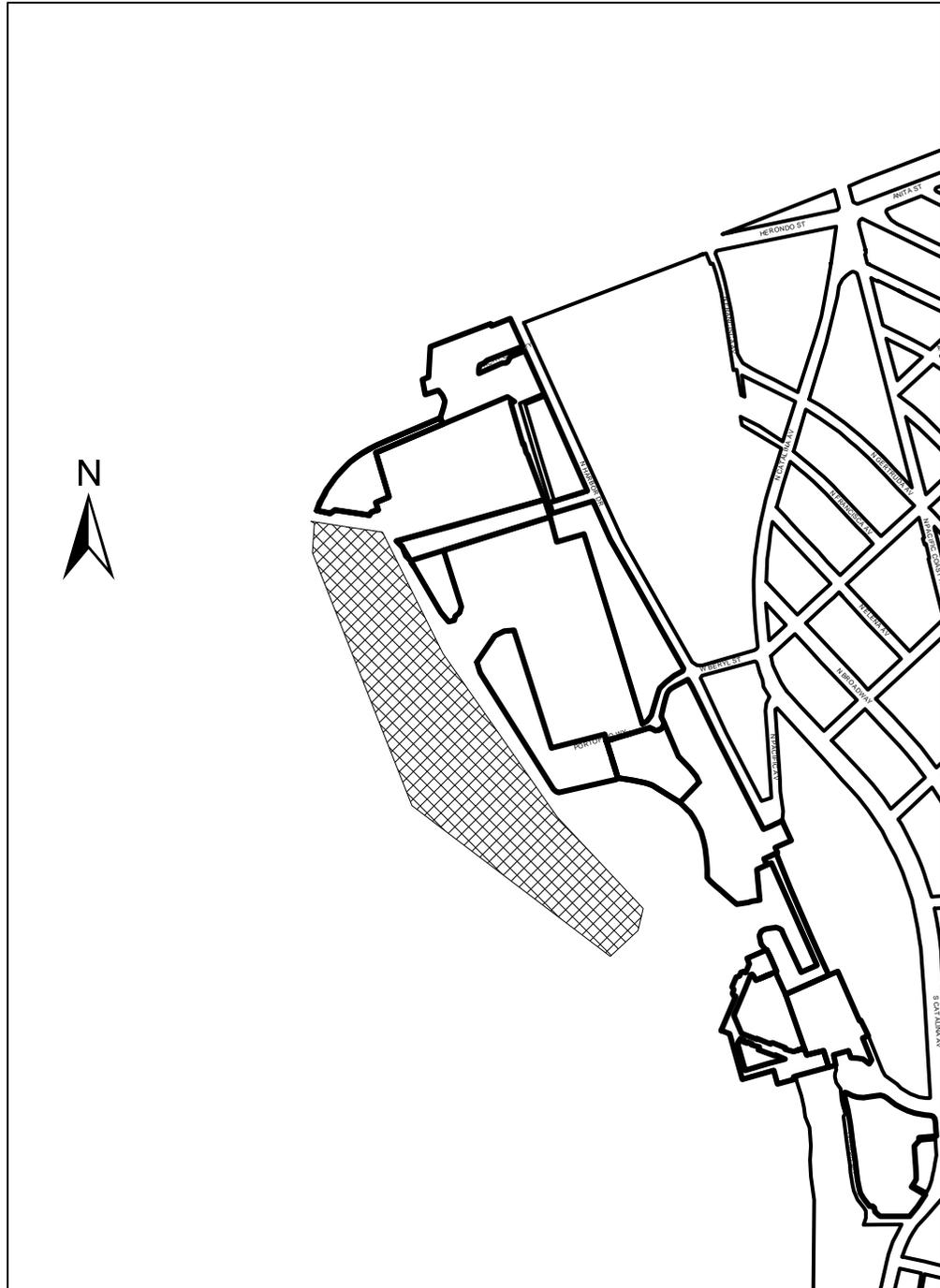
Supplemental Transportation/Circulation Policies

- Accessing and queuing to structured/surface parking facilities shall, except where deemed infeasible by the City of Redondo Beach, be focused on side or internal streets (Yacht Club Way, Marina Way, Portofino Way, etc.) as opposed to major streets (Harbor Drive) to reduce the potentially adverse transportation/circulation impacts of such operations. Where it is deemed infeasible to focus parking access on a side street, the number of driveways along Harbor Drive shall be minimized to improve traffic circulation and reduce conflicts with pedestrians and bicyclists along Harbor Drive, making use of tools such as shared parking and consolidating access for different parcels or leasehold areas as determined appropriate and feasible by the City.
- An adequate supply of marina parking shall be maintained and located to enable boat owners to load and unload cargo.

Supplemental Infrastructure/Utilities Policies

- Infrastructure and utility components shall only be located within the Harbor Area as necessary to support such uses, or if the location of such facilities elsewhere (outside the Harbor Area) is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses located within the Harbor Area shall be placed below ground, unless such undergrounding is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses that must be located above ground within the Harbor Area shall be screened or buffered, as possible, with appropriate landscaping or design features to decrease the adverse aesthetic impacts of such uses.

ZONE 4 Harbor/Pier Sub-Area



Land Use/Development Policies

Primary Land Uses

(subject to the conditional use permit review and approval process)

- Seasonal or transient mooring of vessels

Alternative Land Uses

(subject to the conditional use permit review and approval process)

- None

Maximum Building Density

(Maximum number of moorings allowed to accommodate “live-aboards”)

- As determined and allowed by the City of Redondo Beach

Urban/Architectural Design Policies

Maximum Vessel Size

- As allowed by City of Redondo Beach under master lease agreements with marina operators

Recommended Massing/Articulation

- None

Supplemental Transportation/Circulation Policies

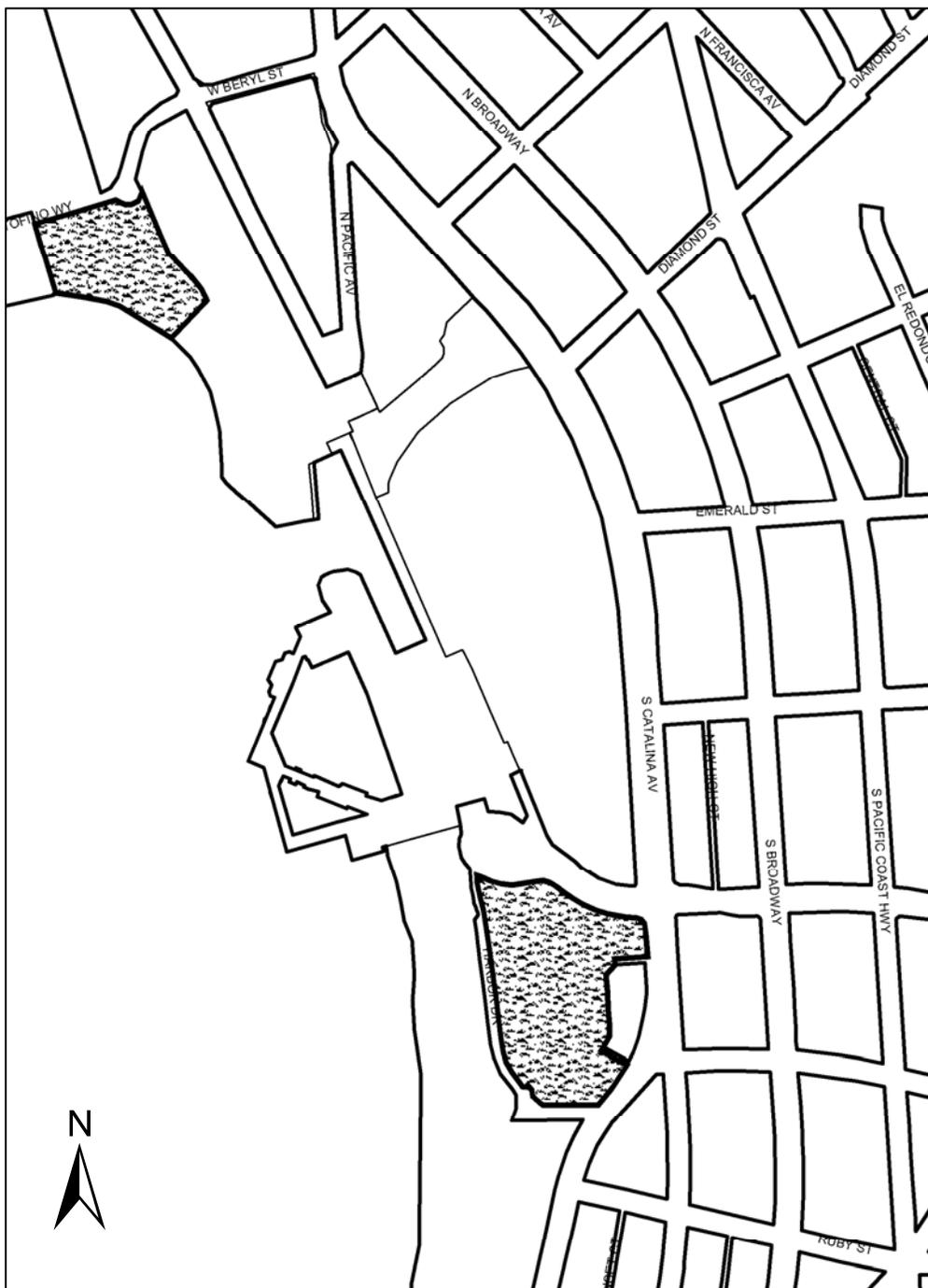
- All vessel operators shall operate under the safety and operational standards set forth by the United States Coast Guard, City of Redondo Beach Harbor Master, and accepted rules of common courtesy used in the operation of watercraft.

Supplemental Infrastructure/Utilities Policies

- Any infrastructure or utility uses located within the Harbor Area shall be designed and maintained in an aesthetically-pleasing manner, subject to the requirements and standards set forth by the United States Coast Guard and City of Redondo Beach Harbor Master.

- Infrastructure and utility components shall only be located within the watershed of the Harbor Area as necessary to support the uses within this area, unless the location of such facilities elsewhere (outside the watershed and Harbor Area) is deemed by the City of Redondo Beach to be infeasible.

ZONE 5 Harbor/Pier Sub-Area



Land Use/Development Policies

Permitted Primary Land Uses

- Public Open Space/Recreational Uses (parks)
- Public Buildings (such as community centers, libraries, museums)

Maximum Building Density

- 0.25 Floor to Area Ratio

Urban/Architectural Design Policies

Maximum Building Height

- Two Stories, 30 Feet

Recommended Massing/Articulation

- Buildings should be configured and massed in such a way to minimize the blockage of ocean views and/or the obstruction of physical or visual paths to the water's edge.
- Overall building volumes should be “broken up” into smaller, multiple structures, as opposed to single larger structures, in order to enhance the openness of the area and the sense of light and air close to the water's edge.

Supplemental Recommended Urban/Architectural Design Policies

- In an effort to increase the intensity of use of the facility and its enjoyment by residents and visitors to the City, options for the modification, expansion, removal, or replacement of the existing band shell facility within Veteran's Park should be considered. If it is decided to retain the facility, its overall visibility, aesthetic character, and design should be improved, including upgrading the operation and comfort of the facility in inclement weather (seabreeze, fog, etc.).

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for the Harbor/Pier Sub-Area.

Supplemental Infrastructure/Utilities Policies

- Infrastructure and utility components shall only be located in this area as necessary to support permitted uses, or if the location of such facilities elsewhere is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses shall be placed below ground, unless such undergrounding is deemed by the City of Redondo Beach to be infeasible.
- Any infrastructure or utility uses that must be located above ground shall be screened or buffered, as possible, with appropriate landscaping or design features to decrease the adverse aesthetic impacts of such uses.

5.5.3 Supplemental Harbor/Pier Sub-Area-Wide Policies

The following more general policies relative to urban design, architectural design, site design, and public improvements are intended to be applicable within the entire Harbor/Pier Sub-Area (i.e., within each and every zone detailed above), in addition to the specific policy recommendations listed for each of the individual zones.

Harbor/Pier Sub-Area-Wide Architectural and Urban Design Policies

- Require that buildings located in the Harbor Area be specifically designed and configured to promote pedestrian use; ensuring visual and physical penetration of commercial spaces.
- Require that public walkways be provided adjacent to the water's edge in conjunction with new construction or major rehabilitation (defined as reconstruction with a total cost of 51 percent or more of existing (pre-rehabilitation) building value. This policy shall exclude the Municipal Pier structure (Zone 1B), where walkways shall be provided as specified in the reconstruction plan approved by the City of Redondo Beach City Council on September 3, 1991.

Harbor/Pier Area-Wide Site Design and Public Improvements

- Develop a comprehensive program of consistent and well-designed signage throughout the Harbor Area for information purposes (business identification, directions, etc.) and traffic control purposes.
- Implement a program of public improvements within the Harbor Area which are conducive to and visually attractive for pedestrian activity.
- Formulate a program for landscape improvements throughout the Harbor Area; incorporating the consistent use of trees along streets and to identify specific sub-areas.
- Provide for the installation of trees throughout Harbor/Pier parking areas, in conjunction with new construction, to the maximum extent possible. This policy shall also be applicable to the renovation of existing structures and uses, which shall comply with the policy unless such compliance will cause the rehabilitated structure to fail to meet required off-street parking regulations. (In the case of renovations, the requirement of compliance with this policy shall be determined by the appropriate local Commission, on a case-by-case basis).

- Implement improvements at key entries to the Harbor Area, which establish a distinct identity for the area; elements may include signage, monuments, landscape clusters, art and sculpture, pylons, and/or flags.

This may include principal entries to the Harbor Area along Harbor Drive and the primary public parking structure from Torrance Boulevard.

- Formulate a master program for the installation of street furniture and lighting throughout the Harbor Area which are well-designed and consistent; including benches, trash receptacles, lighting, bicycle racks, phone booths, kiosks, and other pertinent elements.
- Allow for the development of a public boat launching ramp and ancillary facilities in the King Harbor and coastal area.
- Formulate a plan to complete the California Coastal Trail through Redondo Beach by continuing The Strand (including both a bike path and pedestrian path) throughout the harbor area, connecting to the existing pathway at the north and south ends of the harbor area. Where possible, The Strand shall be aligned to provide a view of the water.
- Require traffic mitigation and/or traffic impact fees in conjunction with new development and additions as determined appropriate through the environmental review process and implementation of policies of the Circulation Element of the General Plan.

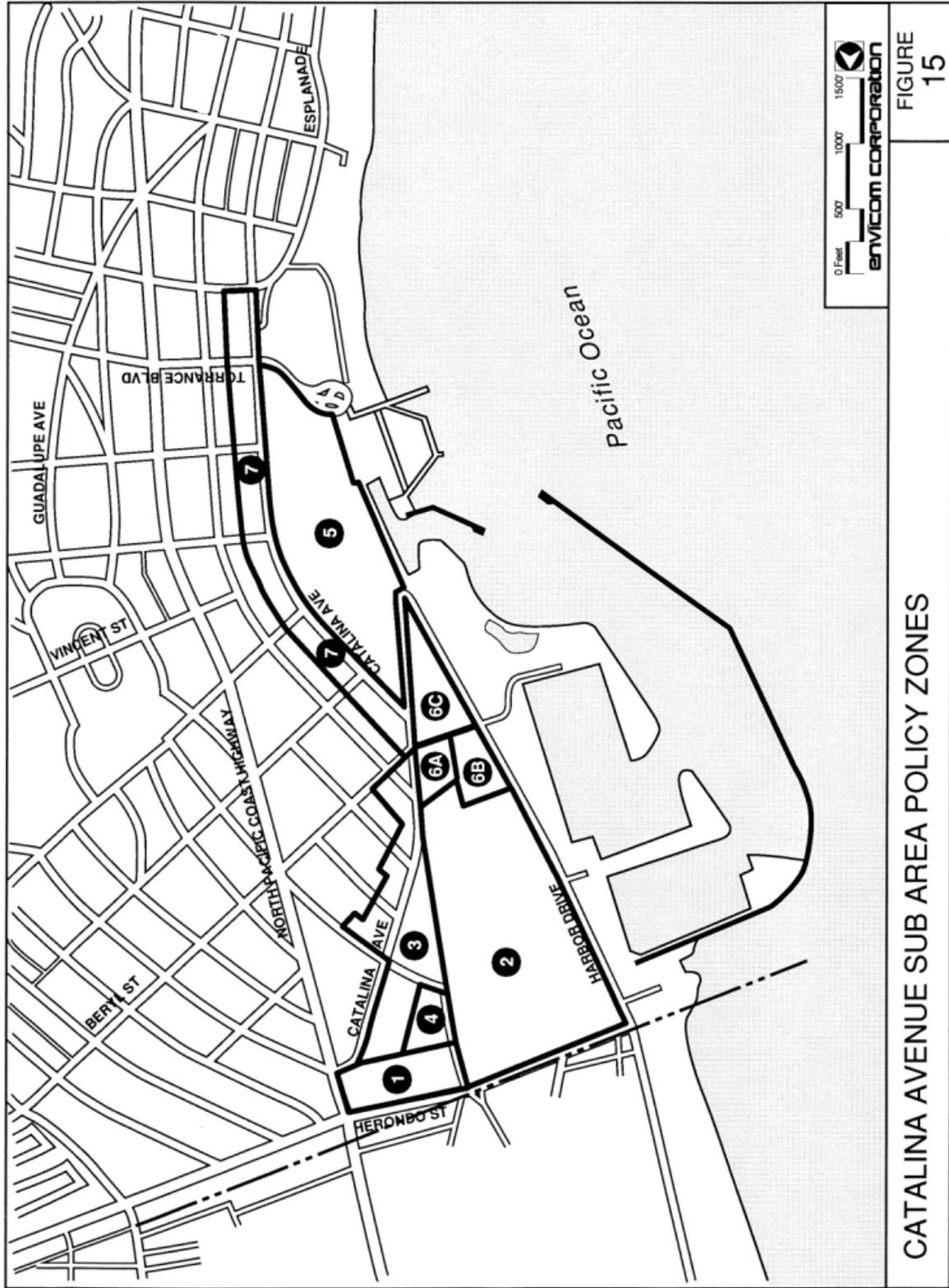
5.6 CATALINA AVENUE CORRIDOR SUB-AREA GOALS, OBJECTIVES, AND POLICIES

5.6.1 Goals and Objectives

- Establish a distinctive district of the City which accommodates a mix of light industrial, automobile related, coastal/harbor related and supporting commercial uses.
- Ensure that the scale and mix of the various land uses, building densities, and design styles permitted and encouraged within the corridor are appropriate and compatible, both internally (i.e., within the corridor itself) and externally (i.e., to other areas in the Specific Plan area which are adjacent to the corridor), and promote effective use and patronage.
- Ensure that the physical and environmental (relative to noise, light and glare, and traffic) integrity of the larger, intact, and established lower-density residential areas along the corridor (particularly on the eastern side of the Avenue between Beryl Street and Garnet Street) are respected, maintained, and protected.
- Recognize the various and significant adverse environmental impacts which the Southern California Edison Company Electricity Plant creates in the local area.
- In anticipation of the end of its useful economic and physical life and activity, undertake and pursue (as appropriate and environmentally viable) planning and feasibility studies leading to the ultimate future recycling of the SCE site into a more attractive, modern, and compatible alternative land use.
- Work with the Southern California Edison Company during the remainder of the electricity plant's useful economic and physical life, in order to pursue specific, implementable, and enforceable means of mitigating entirely or reducing, as much as possible, the range of significant environmental impacts that are created and generated upon the community by the day-to-day operation of the facility.

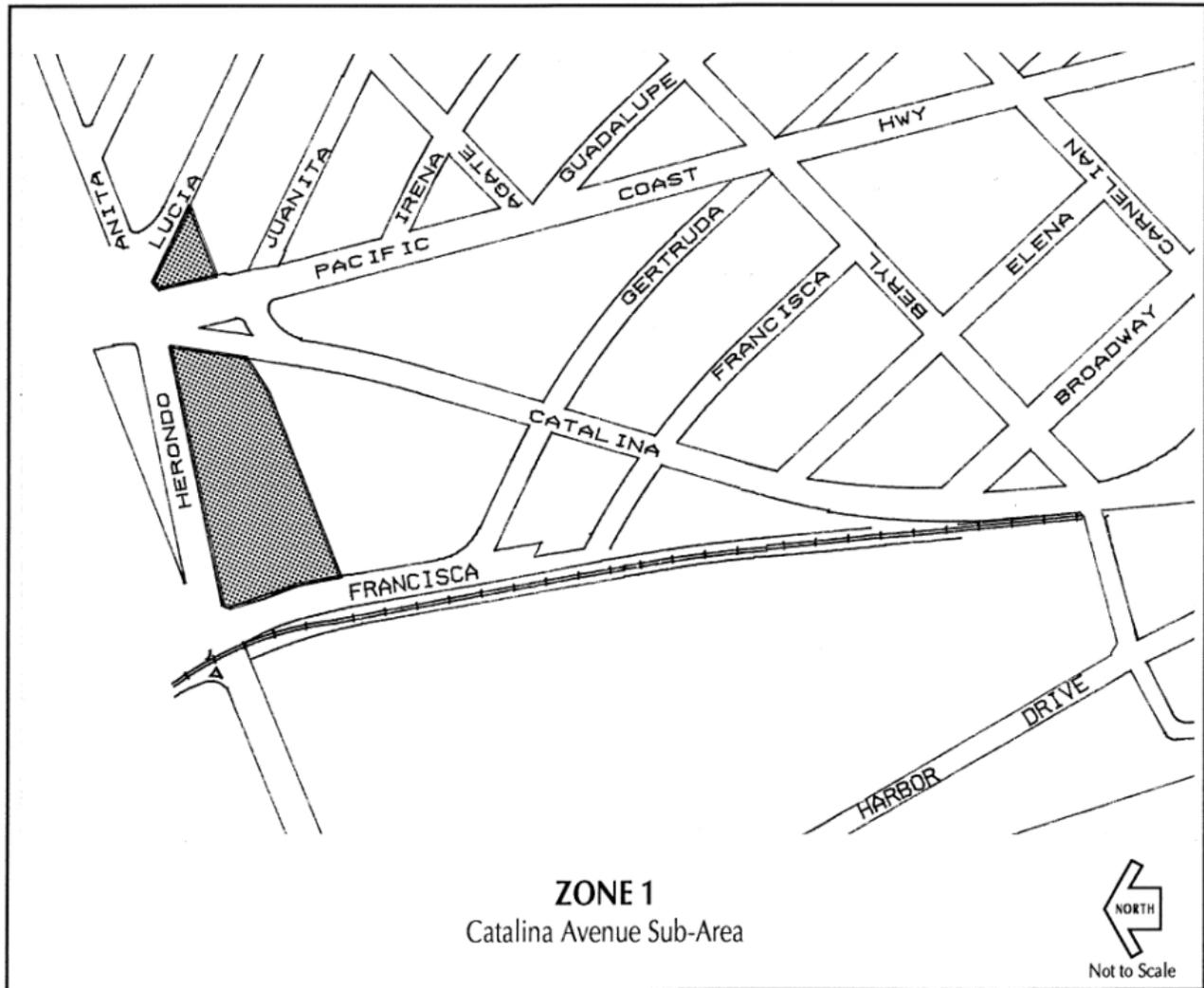
5.6.2 Policies

For policy purposes, the Catalina Avenue Corridor Sub-Area of the Harbor/Civic Center Specific Plan has been further subdivided into seven smaller geographic zones, with specific policies provided for each of the seven zones (**Figure 15**).



CATALINA AVENUE SUB AREA POLICY ZONES

FIGURE 15



Land Use/Development Policies

Primary Land Uses

- Public Utility Transmission and Accessory/Support Uses

Alternative Land Uses

- Wholesale or Retail Plant Nurseries (with accessory structures only)
- Passive Public Open Space/Recreational Uses (with accessory structures only)
- Surface or Structured Parking for Public Use (as a primary use)
- Christmas Tree Farms
- Overflow Parking
- Agricultural
- Existing Pipelines
- Existing Telecommunications

It is understood that any and all land uses and structures proposed within the Zone would also be subject to review and approval by the In-Fee Owner (Southern California Edison Company), in accordance with the standards, policies, and procedures established by them for development within fee-owned transmission rights of way.

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 0.10 Floor to Area Ratio

Maximum Permitted Building Height

- One (1) Story, fifteen (15) Feet

Required (Horizontal) Building Setbacks

- Minimum Twenty (20) feet from any property line abutting a street
- Minimum Five (5) feet from any property line not abutting a street

Recommended Massing/Articulation

- Buildings shall, as much as possible (while still considering and accommodating access and safety concerns), be located to the center of parcels and away from roadway frontages.

Supplemental Urban/Architectural Design Policies

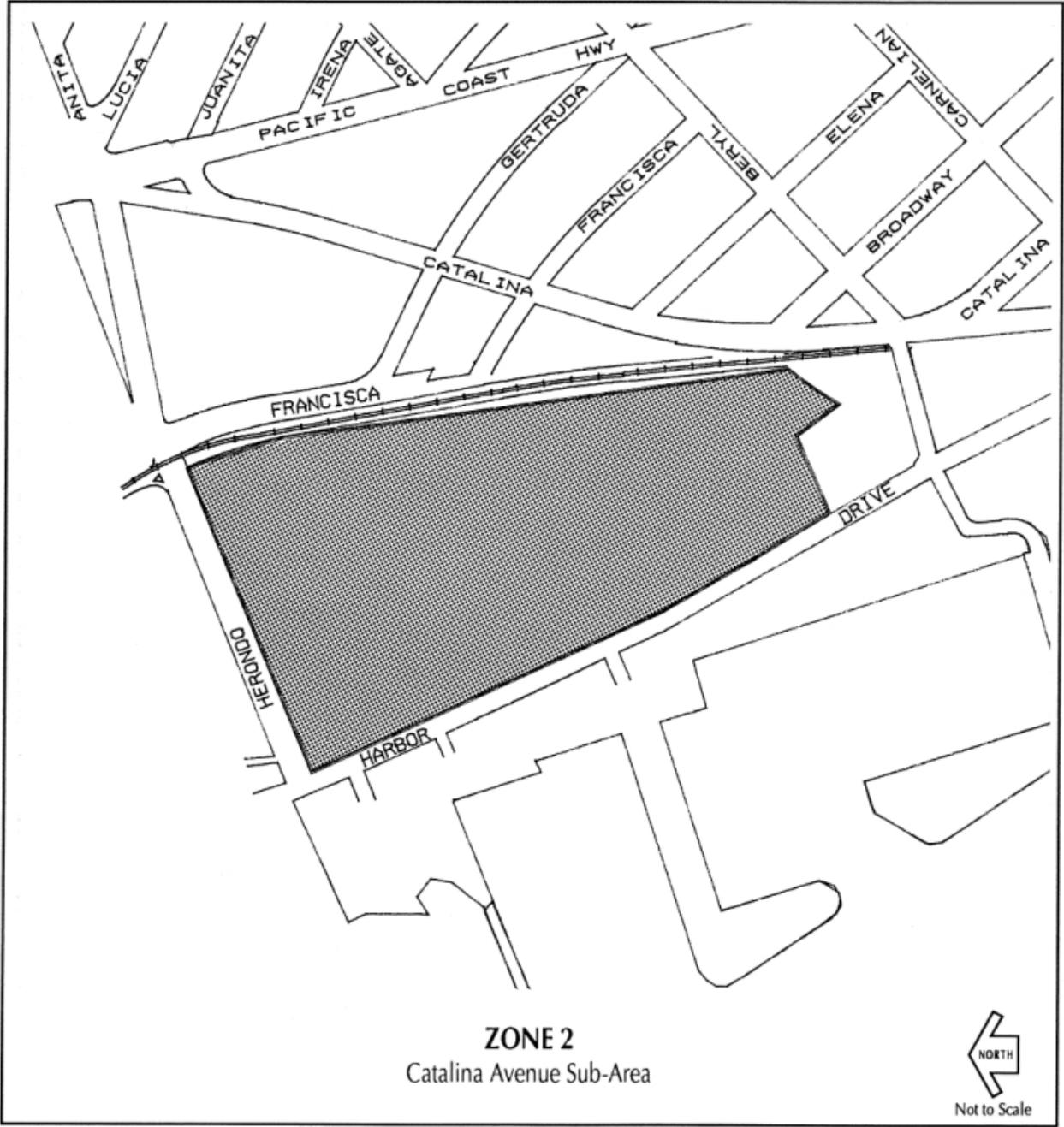
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 1 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 1 of the Catalina Avenue Corridor Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Public Utility Land Uses, subject to the granting of a Conditional Use Permit (including, but not limited to, facilities, structures, equipment, and storage related to the operation of a public utility) to the extent determined to be legally permissible. Minor additions or changes may be exempted from the requirement of a Conditional Use Permit.
- Parks, Recreation and Open Space

Alternative Land Uses

- None

Urban/Architectural Design Policies

Maximum Permitted Building Density

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Maximum Permitted Building Height

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Required (Horizontal) Building Setbacks

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Recommended Massing/Articulation

- To be determined by the City Planning Commission during the appropriate Site Plan and Design Review procedures associated with and necessary for the issuance of a conditional use permit.

Supplemental Land Use Policies

- In anticipation of the end of the useful economic and physical life of the AES Redondo Generating Plant, investigate funding options for development of parks, open space, and recreational facilities on the site.

Supplemental Recommended Urban/Architectural Design Policies

In consideration of the various lower and moderate-density commercial and residential land uses surrounding the Zone, implement, as possible and financially feasible any reasonable means, methods, or ways of eliminating entirely or reducing, as much as possible, the range of significant adverse environmental impacts that are created through operation of the Southern California Edison Plant (these measures could include, but are not limited to: external noise walls or fences, landscaping shields and buffering, additional internal noise insulation or air quality filtering systems, etc.).

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 2 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 2 of the Catalina Avenue Corridor Sub-Area.

- Storage or Self Storage Facilities (see supplemental land use policies)
- Light Industrial Uses (excluding related outdoor storage and activity) (see supplemental land use policies)
- Automobile and Marine-Related Wholesale Uses (see supplemental land use policies)
- Automobile and Marine-Related Repair (see supplemental land use policies)
- Boat and Recreational Vehicle Outdoor Storage and Sales (see supplemental land use policies)

Urban/Architectural Design Policies

Maximum Permitted Building Density

The maximum permitted floor to area ratio shall be 0.70, except that the maximum floor area ratio for portions of a site devoted to storage or self storage facilities shall be 1.5, and the maximum floor area ratio for portions of a site devoted to other light industrial uses shall be 1.0.

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet; except for the west side of the corridor, between Francisca Avenue and Beryl Street, where, because of the existing topography and non-impacted nature of adjacent industrial and commercial uses, the height limit may be allowed to increase to a maximum of four (4) stories, sixty-five (65) feet.

Required Building Setbacks

- Minimum ten (10) feet from any street. The second story shall be set back a minimum fifteen (15) feet from any street.
- Adjacent to the side or rear yard of a property in a residential zone, there shall be a minimum five (5) foot first floor setback (with no openings except as required by Building Codes), and a minimum fifteen (15) foot setback for all building height exceeding twenty (20) feet.

Recommended Building Massing/Articulation

- Buildings (through the use of interesting yet compatible design styles and elements (facade design, window design, roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and inviting atmosphere for passing vehicles, bicycles, and pedestrians that will help to encourage and increase the overall use and activity of the corridor.

- Buildings should be concentrated and focused with their “front doors” onto Catalina Avenue and not adjacent or side “collector” streets to maintain the basic linear character and integrity of the corridor, maintain design compatibility, and lessen potential conflicts and adverse impacts that might otherwise be generated to adjacent and surrounding areas within the Specific Plan Area.
- Developments should, whenever possible, make use of specific design elements to encourage the use of, attractiveness to, and comfort of the facilities for pedestrians.
- Buildings shall be modulated and articulated to provide visual interest; off-setting building masses, volumes, and facade planes and incorporating distinctive details (articulated columns, recessed entryways, window displays, etc.).
- Structures shall incorporate recessed windows, avoiding flat “skin” facades wherein windows are flush with the outer wall.
- Buildings should be designed to be attractive from all directions.
- Outside storage of boats and recreational vehicles shall be screened from view by the use of attractive walls and landscaping.

Supplemental Land Use and Building Density Requirement Policies

- Storage or self-storage facilities, light industrial uses, automobile and marine related repair, boat and recreational vehicle outdoor storage, and wholesale uses shall be limited to the west side of Catalina Avenue under the following conditions:
 - For sites fronting on the west side of Catalina Avenue, these uses, except automobile and marine related repair, shall be limited to the rear one-half of the site, except that this standard may be (1) modified provided that these uses are located to the rear of structures occupied by other permitted commercial uses, or (2) waived for those portions of the site where site configuration or depth precludes the development of a structure of sufficient size to accommodate the intended use, wherein the street-facing frontage of the structure shall be designed to convey the visual and architectural character of a retail commercial use.
 - Automobile and marine related repair uses may be located along the street frontage provided that the structure is designed in accordance with the Supplemental Urban/Architectural Design Policies.

Supplemental Recommended Urban/Architectural Design Policies

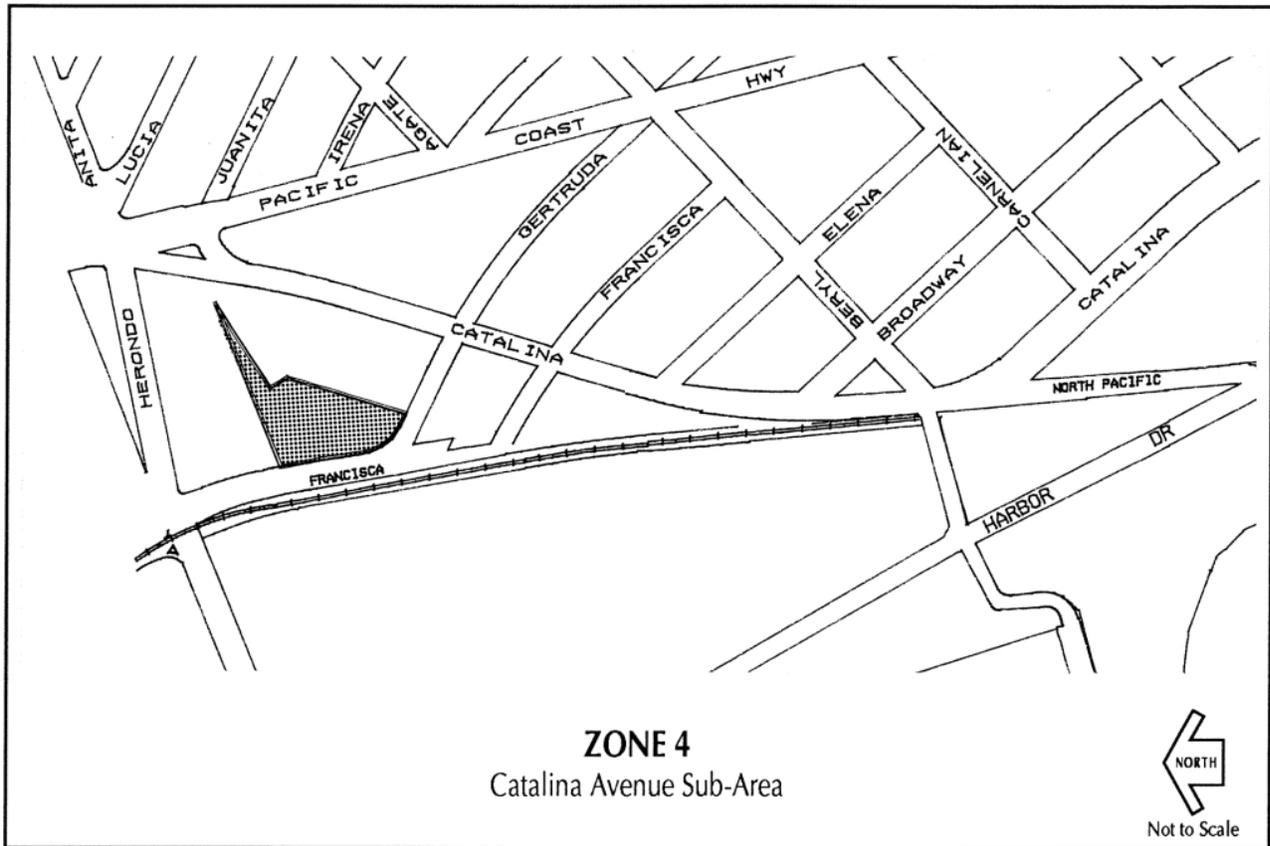
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.
- Automobile and marine related repair structures shall be designed to (1) convey the visual character of retail commercial uses, as defined in Building Massing/Articulation, with emphasis on the incorporation of architectural elements and site landscape which make them attractive to possible future pedestrian, as well as vehicular use of the Corridor; (2) be functionally and physically convertible to a retail use; and (3) prohibit the location of repair facility service bays fronting any street, including side streets.

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 3 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 3 of the Catalina Avenue Corridor Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Parks, Public Open Space, Recreational Facilities
- Light Industrial Uses (including outdoor storage and activities)

Alternative Land Uses

- Commercial Office Land Uses (as an accessory use to primary land uses only)

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 1.0 Floor to Area Ratio

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet

Required Front Yard (Horizontal) Building Setbacks

- Minimum Fifteen (15) feet from front facing property or parcel line

Required (Vertical) Building Setbacks

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Massing/Articulation

- Building design should make use of the isolated nature of the site and the existing topography, as possible, to focus buildings off of the street and intersections and more towards the center and rear of the parcel.

Supplemental Recommended Urban/Architectural Design Policies

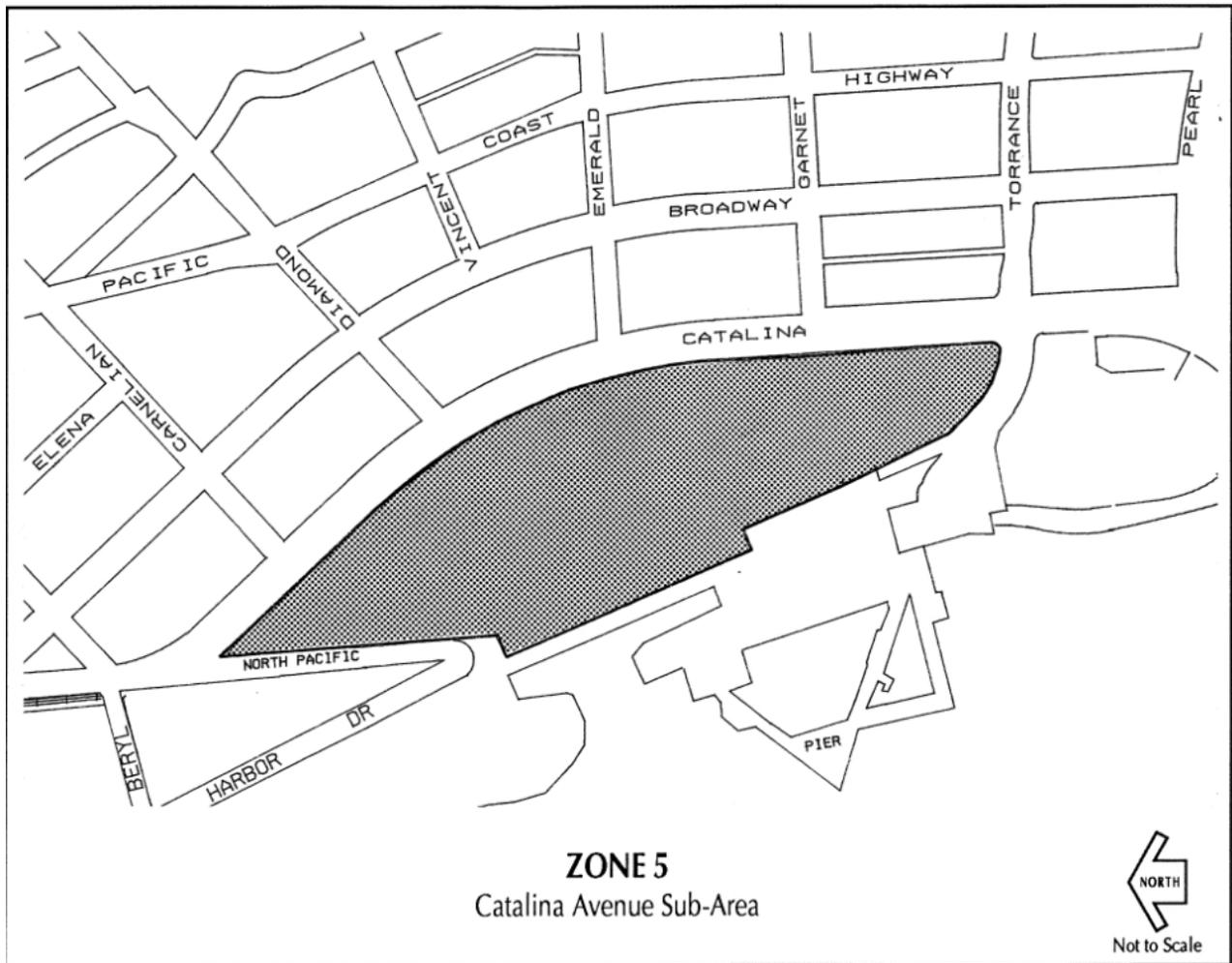
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Any industrial uses shall make extensive use of landscaping and attractive walls/fencing within and around the parcel, to shield views from adjacent commercial, recreational, and governmental uses into and through the industrial uses located on the parcel.

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 4 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 4 of the Catalina Avenue Corridor Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Multi-Family Detached or Attached Residential Uses (see specific densities below)
- Public Open Space and Recreational Uses
- Surface, Structured, or Subterranean Parking Facilities

Alternative Land Uses

- None

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 23.3 dwelling units per acre

Maximum Permitted Building Height

- Four (4) Stories, Sixty (60) feet

Required Front Yard (Horizontal) Building Setbacks

- Minimum Twelve (12) feet from front facing property or parcel line

Required (Vertical) Building Setbacks

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Massing/Articulation

- Buildings (through the use of interesting yet compatible design styles and elements (offset facade design, window design, roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and lower density atmosphere to passing vehicles, bicycles, and pedestrians that will help to soften the image and impact of the overall density of the area on surrounding uses.
- Pursue additional design elements and improvements and community events to make more effective use of and “activate” Plaza Park and the “Village” complex, including improving the visual and pedestrian linkage through the park to the harbor/waterfront area, in an attempt to reverse and overcome the “off-limits” nature and image of the site.

Supplemental Recommended Urban/Architectural Design Policies

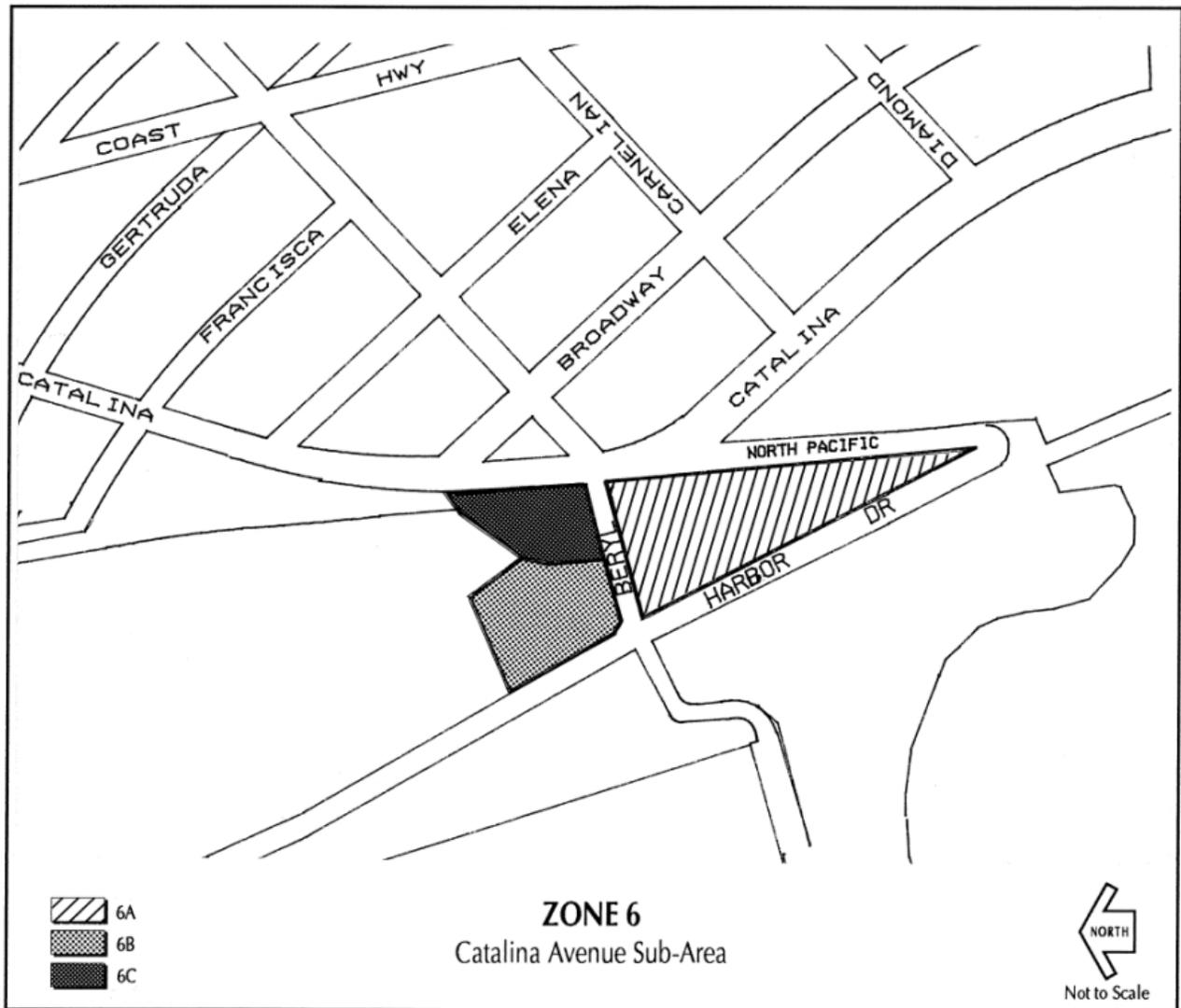
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 5 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 5 of the Catalina Avenue Corridor Sub-Area.



Land Use/Development Policies

Primary Land Uses

- Hotel and Motel Uses
- Local-Serving or Visitor-Serving Retail or Professional Office Uses
- Personal Services Commercial Uses (including Health/Athletic Clubs)
- Restaurants
- Surface, Structured, or Subterranean Parking Facilities

Alternative Land Uses

- Multi-Family Detached or Attached Residential Uses (Zone 6C only) (see density restrictions)
- Community Service or Non-Profit Service uses (including religious worship, assembly, and group kitchen/cafeteria facilities) (Zone 6C only)

Urban/Architectural Design Policies

Maximum Permitted Building Density

Non Residential Uses

- 2.25 floor to area ratio (Zone 6A)
- 0.70 floor to area ratio (Zone 6B)
- 0.50 floor to area ratio (Zone 6C)

Residential Uses

- 35.0 dwelling units per acre (Zone 6C only)

Maximum Permitted Building Height

- Five (5) Stories, Sixty (60) feet (Zone 6A) (northern portion of site with existing 5-story development)
- One story, Fifteen (15) feet (Zone 6A) (southern portion of site with existing 1-story development)
- Three (3) stories, Forty (40) feet (Zone 6A) (middle portion of site with existing 3-story development)
- Two (2) Stories, Thirty (30) Feet (Zone 6B)
- Three (3) Stories, Forty-Five (45) Feet (Zone 6C)

Required Front Yard (Vertical) Building Setbacks

- Minimum Fifteen (15) feet from front facing property or parcel line.

Required (Vertical) Building Setbacks

Second Story

- Minimum of twenty-five (25) feet from any property line abutting a street.

Additional Stories

- No additional front yard vertical setback is required beyond that required for the second story.

Recommended Building Massing/Articulation Policies

- Buildings (through the use of interesting yet compatible design styles and elements (facade design, window design, roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and inviting atmosphere for passing vehicles, bicycles, and pedestrians that will help to encourage and increase the overall use and activity of the corridor.

Supplemental Recommended Urban/Architectural Design Policies

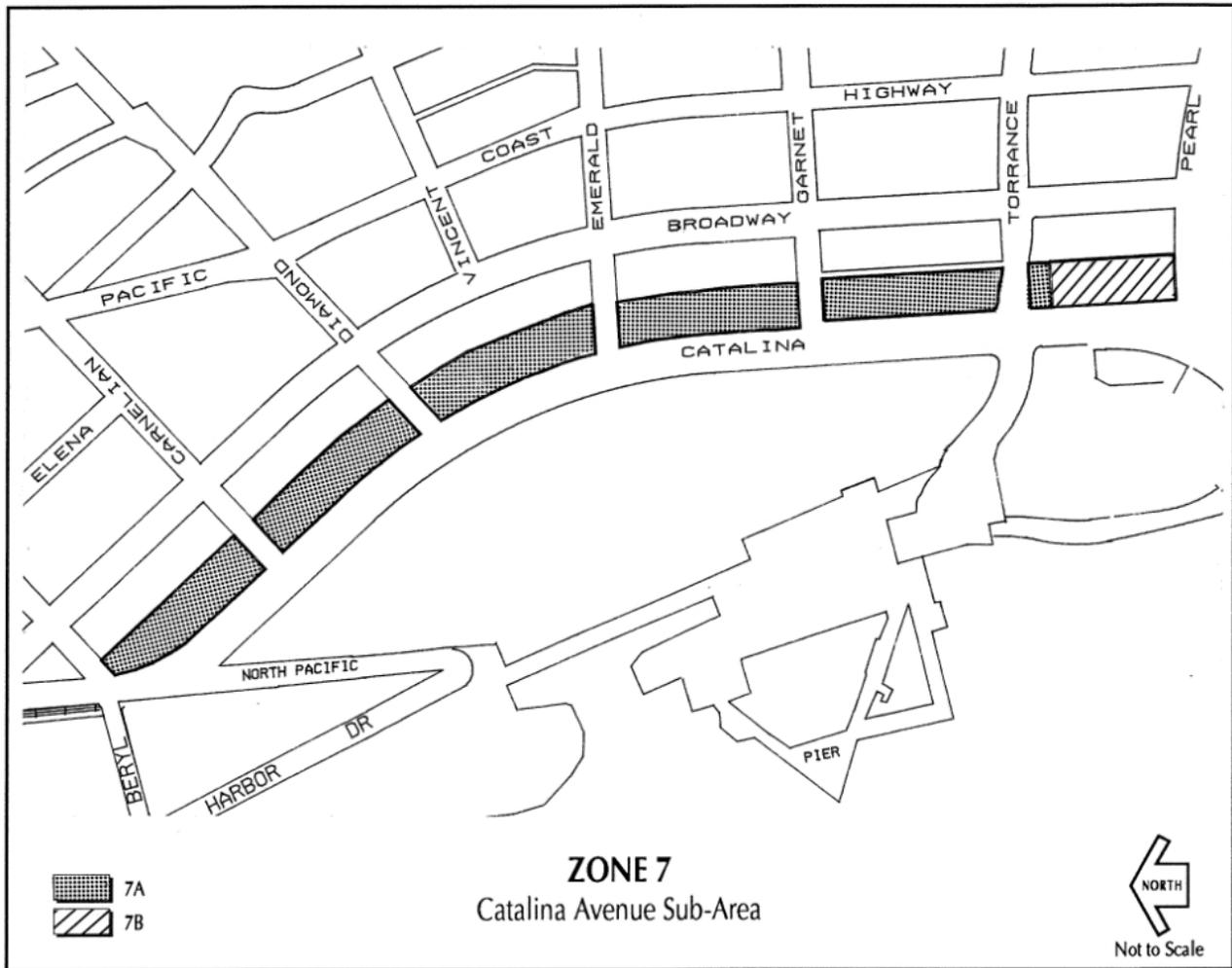
- Vehicular access points to parking and circulation within the Zone shall be concentrated from and onto the collector streets serving the area (Beryl Street and Harbor Drive, south of Beryl Street) and away from Catalina Avenue and Harbor Drive, north of Beryl Street, wherever possible, to lessen any potential adverse circulation impacts and backups on Catalina Avenue and Harbor Drive and to provide appropriate turning and queuing areas into and out of the complex.
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Transportation/Circulation Policies

No additional transportation/circulation policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 6 of the Catalina Avenue Corridor Sub-Area.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 6 of the Catalina Avenue Corridor Sub-Area.



Zone 7A

Land Use/Development Policies

Primary Land Uses

- Single-Family Detached Residential Uses (1 dwelling unit per legal lot)
- Multi-Family Detached or Attached Residential Uses
- Surface, Structured, or Subterranean Parking Facilities (as an accessory use supporting residential uses, not as a primary land use)

Alternative Land Uses

- Home or Family Child Care Facilities

Urban/Architectural Design Policies

Maximum Permitted Residential Building Density

- 17.5 Dwelling Units Per Acre

Maximum Permitted Residential Building Heights

- Two (2) Stories, Thirty (30) Feet

Required Front Yard (Horizontal) Building Setback

- Minimum of fourteen (14) feet and an average of eighteen (18) feet from the front facing property or parcel line.

Required Front Yard (Vertical) Building Setback

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Building Massing/Articulation

- Building volumes should be massed and designed as such to portray a lower-density appearance and character (including offsetting and articulation of facades walls and structural elements that are visible from the front or side yards of the structure, breaking up actual building volumes through the use of balconies, window treatments, atriums, breezeways, etc.).

Zone 7B

Land Use/Development Policies

Primary Land Uses

- Local-Serving Retail Uses
- Service Commercial Uses
- Small Scale Restaurants and Cafes
- Commercial Office Uses
- Surface, Structured, or Subterranean Parking Facilities

Alternate Land Uses

- None

Urban/Architectural Design Policies

Maximum Permitted Building Density

- 0.50 Floor to Area Ratio

Maximum Permitted Building Height

- Two (2) Stories, Thirty (30) Feet

Required Front Yard (Horizontal) Building Setbacks

- Minimum five (5) feet from front facing property or parcel line.

Required (Vertical) Building Setbacks

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Massing/Articulation

- Buildings (through the use of interesting yet compatible design styles and elements (facade design, window design, roof design [including pitched or hipped roofs], building materials, colors, landscaping, etc.) should be configured and designed to portray an attractive and inviting atmosphere for passing vehicles, bicycles, and pedestrians that will help to encourage and increase the overall use and activity of the corridor.
- Overall, buildings shall be concentrated and focused onto Catalina Avenue and not adjacent or side “collector” streets to maintain the basic linear character and integrity of the corridor and maintain design compatibility/lessen potential conflicts and adverse impacts that might otherwise be generated to adjacent and surrounding areas within the Specific Plan Area.

Design and Parking Structures

- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial building, rather than the traditional “pancake” pattern of horizontal floors and “dead space.” Accenting landscaping shall also be fully incorporated into the design of such parking structures to further soften and remove such traditionally adverse design impacts.

Supplemental Recommended Urban/Architectural Design Policies

- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).

Transportation/Circulation Policies

- Entrances, driveways, and gateways to structured (garaged or covered) or subterranean parking facilities should, as much as possible or feasible, be moved away from the front yard or front of the parcel or structure.

Entrances shall be concentrated to the sides and/or rear of parcels to minimize the adverse visual impact of such facilities within residential areas.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for Zone 7 of the Catalina Avenue Corridor Sub-Area.

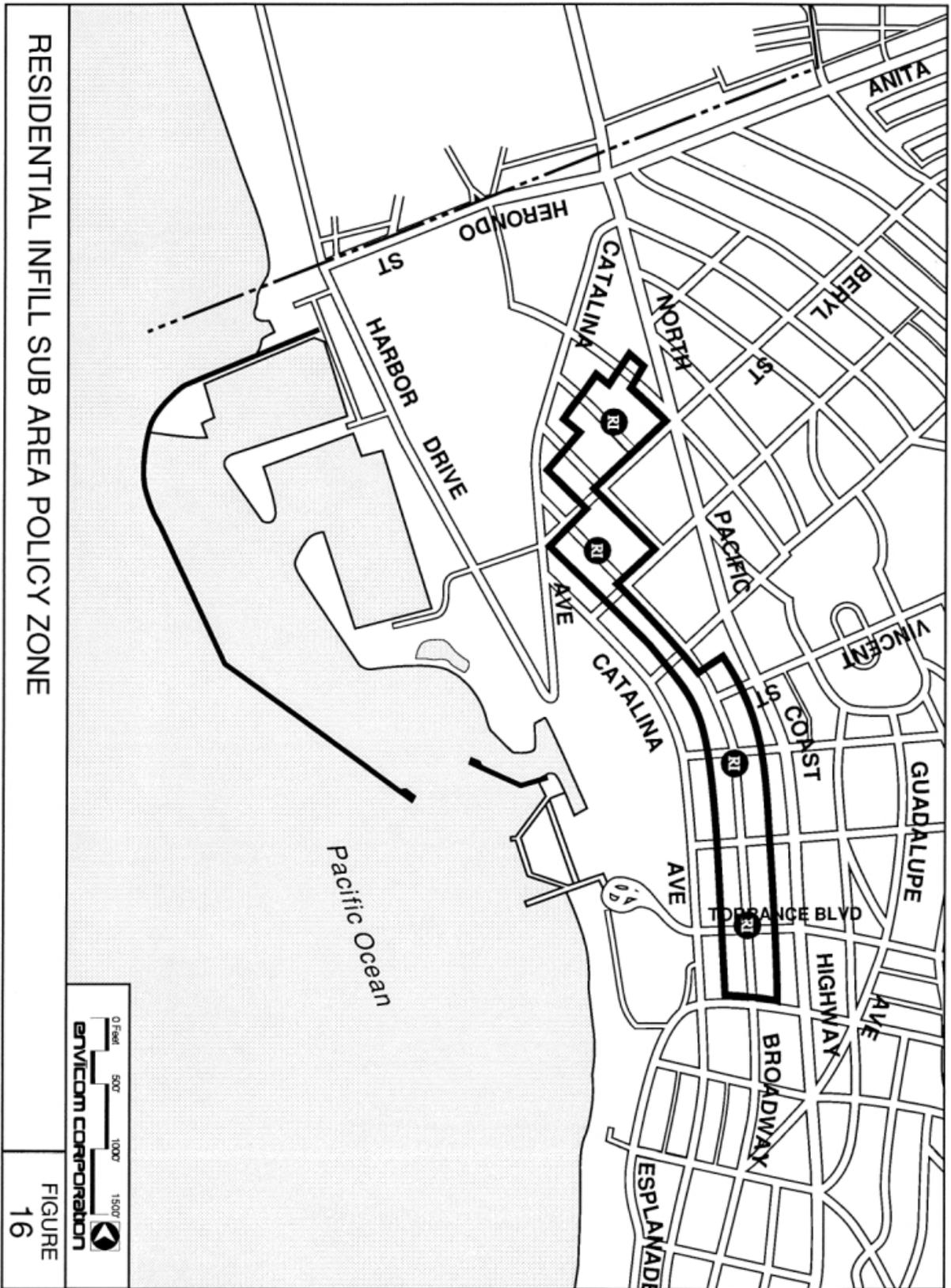
5.7 RESIDENTIAL INFILL SUB-AREA

5.7.1 Goals and Objectives

- Protect, and maintain the relatively intact, consistent, and attractive patterns of well-designed low to moderate-density residential uses and compatible institutional land uses existing within the area that provide a necessary balance and diversity of residential use and activity between and around the adjacent commercially-dominated Specific Plan sub-areas (Pacific Coast Highway, Catalina Avenue Corridor, Civic Center Area, and Harbor Area).
- Maintain the scale and character of the existing low to moderate-density residential uses that exist within the area.
- Clearly define and evaluate the causes and geographic boundaries of the potential land use related incompatibilities between the residential and institutional uses of the Residential Infill Area and the more active adjacent commercial, recreational, and governmental sub-areas within the Specific Plan Area.
- Attempt, whenever and wherever possible, through the use of land use controls and urban design elements (i.e., additional setbacks, retaining walls and fences, landscaping screens, etc.) to assure the shielding and protection of sensitive uses and locations within the Residential Infill Area from the potential incompatibilities and adverse impacts of the surrounding commercial, recreational, and governmental land uses.
- Encourage and protect the concentration of existing institutional land uses within the sub-area (i.e., churches and religious assemblies/organizations, local utility uses), ensure their continued compatibility with adjacent land uses, and prevent any potential over-intensification or incompatibility of these uses relative to the primary goal identified for the sub-area of preserving, protecting, and maintaining the basic low to moderate-density residential character of the area.

5.7.2 Policies

Because of its small overall size and unified nature (in relation to the other geographic sub-areas), the Residential Infill Sub-Area has not been further subdivided into sub zones for policy purposes, but has been treated as a single sub-area (**Figure 16**).



RESIDENTIAL INFILL SUB AREA POLICY ZONE

0 Feet 500' 1000' 1500'
 ENVICOM CORPORATION

FIGURE 16

Land Use/Development Policies

Primary Land Uses

- Single-Family Detached Residential Uses (1 dwelling unit per legal lot)
- Multi-Family Detached or Attached Residential Uses

Alternative Land Uses

- Home or Family Child Care Facilities
- Surface, Structured, or Subterranean Parking Facilities (as an accessory use only)

Urban/Architectural Design Policies

Maximum Permitted Residential Building Density

- 17.5 Dwelling Units Per Acre

Maximum Permitted Residential Building Heights

- Two (2) Stories, Thirty (30) Feet

Required Front Yard (Horizontal) Building Setback

- Minimum of fourteen (14) feet and an average of eighteen (18) feet from the front facing property or parcel line.

Required Front Yard (Vertical) Building Setback

- Required; specific individual project and structure vertical setback distances will be determined during the Site Plan and Design Review procedure by the City Planning Commission.

Recommended Building Massing/Articulation

- Building volumes should be massed and designed as such to portray a lower-density appearance and character (including offsetting and articulation of facades walls and structural elements that are visible from the front or side yards of the structure, breaking up actual building volumes through the use of balconies, window treatments, atriums, breezeways, etc.).

Supplemental Recommended Urban/Architectural Design Policies

- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).

Supplemental Transportation/Circulation Policies

- Entrances, driveways, and gateways to structured (garaged or covered) or subterranean parking facilities should, as much as possible or feasible, be moved away from the front yard or front of the parcel or structure and concentrated to the sides and/or rear of parcels to minimize the adverse visual impact of such facilities within residential areas.

Supplemental Infrastructure/Utilities Policies

No additional infrastructure/utilities policies, above and beyond those previously included within the Specific Plan Area-Wide policies, have been specified for the Residential Infill Sub-Area.

6.0 MAXIMUM POTENTIAL BUILDOUT AND RESULTANT RESIDENT AND EMPLOYMENT POPULATIONS OF THE SPECIFIC PLAN PLANNING AREA

This section quantifies and describes the maximum potential development buildout and resultant total resident/employment populations which would be expected to be located within the Harbor/Civic Center Specific Plan Planning Area if all of the land uses proposed under the plan were to be developed to their maximum possible building densities.

6.1 MAXIMUM POTENTIAL RESIDENTIAL BUILDOUT

If all of the residentially-zoned areas in the Harbor/Civic Center Specific Plan area were to be developed to the maximum potential building densities allowed by the land use designations contained within the Harbor Civic/Center Specific Plan, a total of 704 additional residential units would be constructed.

This would represent an increase in the existing residential inventory of the Specific Plan Area of 26.9 percent (increasing the total residential units in the Specific Plan Area from 2,622 units to 3,326 units) (**Table 4**). This increase would represent approximately 13.9 percent of the 5,062 unit potential residential growth allowed in the City as a whole during the life span of the updated General Plan.

Of these 704 total potential residential units, a total of 292 of the units (41.5 percent) would be developed in the three mixed-use areas planned within the Specific Plan Area (232 units in the Torrance Boulevard/Pacific Coast Highway mixed-use area; 32 units in the Salvation Army site mixed-use area; and 28 units in the former “vacuum cleaner store” site mixed-use area). A total of 156 of the units (22.2 percent) would be developed as a part of the senior citizen affordable housing project (as presently proposed) for the former McCandless School site; a total of 184 of the units (26.1 percent) would be developed on commercial, industrial, or institutional sites which would be recycled to conforming residential uses; and a total of 72 of the units (10.2 percent) would be developed on residentially-zoned parcels not presently built out to their maximum density.

6.2 MAXIMUM POTENTIAL RESIDENT POPULATION

Based on the expected future maximum buildout of the 704 potential residential units and the existing local population per residential unit ratio of 2.1321 persons per unit, the Harbor/Civic Center Specific Plan could accommodate an increase in its resident population of approximately 1,501 residents (or 26.9 percent) rising from its existing population of 5,590 residents to a maximum total of 7,091 residents (**Table 4**).

TABLE 4

Harbor/Civic Center Specific Plan Area
Existing and Maximum Potential Buildout and
Resultant Resident and Employment Populations

<i>COMMERICAL AND INDUSTRIAL BUILDOUT (in square feet)</i>			
Existing Development (1990)	Potential New Development (1990-2010)	Total Buildout (2010)	Percent of Increase (1990-2010)
1,556,447	583,890	2,140,337	37.5%

<i>RESIDENTIAL BUILDOUT (in units)</i>			
Existing Development (1990)	Potential New Development (1990-2010)	Total Buildout (2010)	Percent of Increase (1990-2010)
2,622	704	3,326	26.9%

<i>EMPLOYMENT POPULATION (in people)</i>			
Existing Employment (1990)	Potential New Employees (1990-2010)	Total Employment (2010)	Percent of Increase (1990-2010)
6,226	2,157	8,383	34.6%

<i>RESIDENT POPULATION (in people)</i>			
Existing Residences (1990)	Potential New Residents (1990-2010)	Total Residents (2010)	Percent of Increase (1990-2010)
5,590	1,501	7,091	26.9%

Source: Envicom Corporation, 1992.

6.3 MAXIMUM POTENTIAL COMMERCIAL/INDUSTRIAL BUILDOUT

If all of the commercially-zoned and industrially-zoned areas in the Harbor/Civic Center Specific Plan area were to be developed to the maximum potential building densities allowed by the land use designations contained within the Harbor Civic/Center Specific Plan, a total of 583,890 square feet of additional commercial and industrial development would be constructed. A total of 405,610 square feet of this development (69.5 percent) would be commercial [retail, professional office, or hotel/motel], and 178,280 square feet of this development (30.5 percent) would be industrial.

This potential development would represent an increase in the existing commercial and industrial development inventory of the Specific Plan Area of 37.5 percent (increasing the total amount of commercial and industrial square footage in the Specific Plan Area from 1,556,447 square feet to 2,140,337 square feet) (**Table 4**). This 583,890 square foot increase would represent approximately 15.9 percent of the 3,682,119 square feet of potential commercial and industrial growth allowed in the City as a whole during the life span of the updated General Plan.

Of the potential commercial and industrial development in the Harbor/Civic Center Specific Plan Area, a total of 217,484 square feet could be developed in the four block area directly surrounding the intersection of Pacific Coast Highway and Torrance Boulevard; a total of 70,881 square feet could be developed along the eastern side of Pacific Coast Highway, between Anita Street (to the north) and Diamond Street (to the south); a total of 29,239 square feet could be developed on the site of the existing Sunrise Best Western Hotel, at the northeast intersection of Harbor Drive and Beryl Street; a total of 29,000 square feet could be developed on the site of the former McCandless School.

In addition to these areas, a total of 135,000 square feet could be developed within the North Catalina Avenue corridor, between Anita Street (to the north) and Beryl Street (to the south); a total of 46,956 square feet could be developed within the site of the existing Salvation Army facility, located at the northeast intersection of Catalina Avenue and Beryl Street; a total of 31,280 square feet could be developed within the site of the former “vacuum cleaner store” located at the southwest intersection of Pacific Coast Highway and Diamond Street; a total of 35,996 square feet could be developed within the existing King Harbor and Miller's Outpost shopping center complex, bounded by North Catalina Avenue, Pacific Coast Highway, and North Gertruda Avenue; a total of 6,545 square feet could be developed along the east side of Catalina Avenue between Torrance Boulevard and Pearl Street; and a total of 103,330 square feet could be developed within the site of the parcel, located due west of the existing Post Office facility off of North Francisca Avenue (this is the only industrially-zoned area in the specific plan area).

6.4 MAXIMUM POTENTIAL EMPLOYMENT POPULATION

Because an exact inventory and projection of existing and potential employees located within the Harbor/Civic Center Specific Plan area could only be achieved through a logistically-impossible survey of each existing and potential future commercial and industrial tenant in the project area, these figures could only be estimated, (by using industry-accepted employee-to-square footage ratios for commercial and industrial development). These include ratios of 4 employees for each 1,000 gross square foot of commercial development (including professional office, retail, and hotel/motel), and 3 employees for each 1,000 gross square foot of industrial development).

Based on these employee to square footage ratios, it is estimated that a total of 6,226 people are presently employed in the Harbor/Civic Center Specific Plan area (representing approximately 14.3 percent of all of the approximately 43,531 individuals presently employed in the City of Redondo Beach).

Based on the potential future maximum additional development of the 405,610 square feet of commercial space and 178,280 square feet of industrial space that could be developed under the building densities proposed within the specific plan, a total of 2,157 additional people could be expected to be employed in the Harbor/Civic Center Specific Plan Area. This total would increase the number of employees within the area by approximately 34.6 percent (from a total of 6,226 to 8,383) (**Table 4**).

**City of Redondo Beach Special
Municipal Election Measure G Voter Pamphlet**



City of

Redondo Beach

www.redondo.org

SPECIAL MUNICIPAL ELECTION

Consolidated with the
Los Angeles County Election
TUESDAY, NOVEMBER 2, 2010

**Measure G
Ballot Text &
Supplemental Ballot Pamphlet**

POLLS OPEN at 7 A.M. and CLOSE at 8 P.M.

Attention Voters:

This "Supplemental Ballot Pamphlet" is being mailed to you separately, as its contents are too large to be included in the Sample Ballot/Voter Information Pamphlet being sent to you by the Los Angeles County Registrar-Record's Office (LA County).

MATERIALS FOR MEASURE G

“Supplemental Ballot Pamphlet” from the City of Redondo Beach includes:

Part A

- Ballot Text

Part B

- Analysis of Proposed Major Change in Allowable Land Use, as required by the Redondo Beach City Charter Section 27.4

Section 1. Introduction

Section 2. Description of Proposed Coastal Land Use Plan and Coastal Zoning Ordinance Amendments.

Section 3. Comparison to “As-Built” Conditions

Section 4. Comparison with Existing Land Use Designations and Zoning Classifications

Section 5. Project Traffic Analysis

Section 6. Comparative Traffic Analysis - Buildout Under Existing Land Use Regulations

Section 7. Maps

NOTE: The full text of the traffic study may be viewed at www.redondo.org/trafficstudy

“Sample Ballot” from the County of Los Angeles Registrar-Recorder, includes:

- Ballot Title
- City Attorney’s Impartial Analysis
- Argument in Favor of Measure G
- Rebuttal to Argument in Favor of Measure G
- Argument Against Measure G
- Rebuttal to Argument Against Measure G
- Vote by Mail Application
- Polling location

BALLOT TEXT

MEASURE G

RESOLUTION NO. CC-1008-356

A RESOLUTION OF THE PEOPLE OF THE CITY OF REDONDO BEACH, CALIFORNIA APPROVING AMENDMENTS TO THE COASTAL LAND USE PLAN AND ZONING ORDINANCE FOR THE COASTAL ZONE

WHEREAS, the City Council passed, approved, and adopted amendments to the Redondo Beach Coastal Land Use Plan ("Coastal LUP") and to the Zoning Ordinance for the Coastal Zone ("Coastal Zoning Ordinance") for the AES Power Plant site and Catalina Avenue corridor areas of the City in Resolution No. CC-0508-83 and Ordinance Nos. 2971-05 and 2972-05 on August 2, 2005; and

WHEREAS, the City Council passed, approved, and adopted amendments to the Coastal LUP and to the Coastal Zoning Ordinance for the Harbor/Pier area of the City in Resolution No. CC-0805-46-CC and Ordinance No. 3013-08 on May 6, 2008; and

WHEREAS, certain further modifications to the Coastal LUP amendments and Coastal Zoning Ordinance amendments were approved by the City Council in Resolution No. 1004-306 on April 6, 2010 and in Ordinance No. 3050-10 on April 20, 2010, and said modifications have been incorporated into the text of the Coastal LUP amendments and Coastal Zoning amendments being submitted to the voters; and

WHEREAS, the foregoing Coastal LUP amendments and Coastal Zoning Ordinance amendments have been deemed to constitute a Major Change in Allowable Land Use as defined in Article XXVII of the City Charter; and

WHEREAS, Section 27.4(a) of Article XXVII of the City Charter provides that no Major Change in Allowable Land Use approved by the City Council after the date specified in Section 27.3(b) of Article XXVII shall become effective unless approved by an affirmative vote of the registered voters of the City at a general municipal election or special election called for that purpose; and

WHEREAS, the qualified registered voters of the City of Redondo Beach by this resolution intend to approve the foregoing Coastal LUP amendments and Coastal Zoning Ordinance amendments approved by the City Council in accordance with Section 27.4(a) of Article XXVII of the City Charter, so that these Coastal LUP amendments and Coastal Zoning Ordinance amendments may become legally effective for all purposes in the manner otherwise provided by law, including certification by the California Coastal Commission to the extent required by law; and

NOW THEREFORE, THE PEOPLE OF THE CITY OF REDONDO BEACH, CALIFORNIA, DO HEREBY ORDAIN:

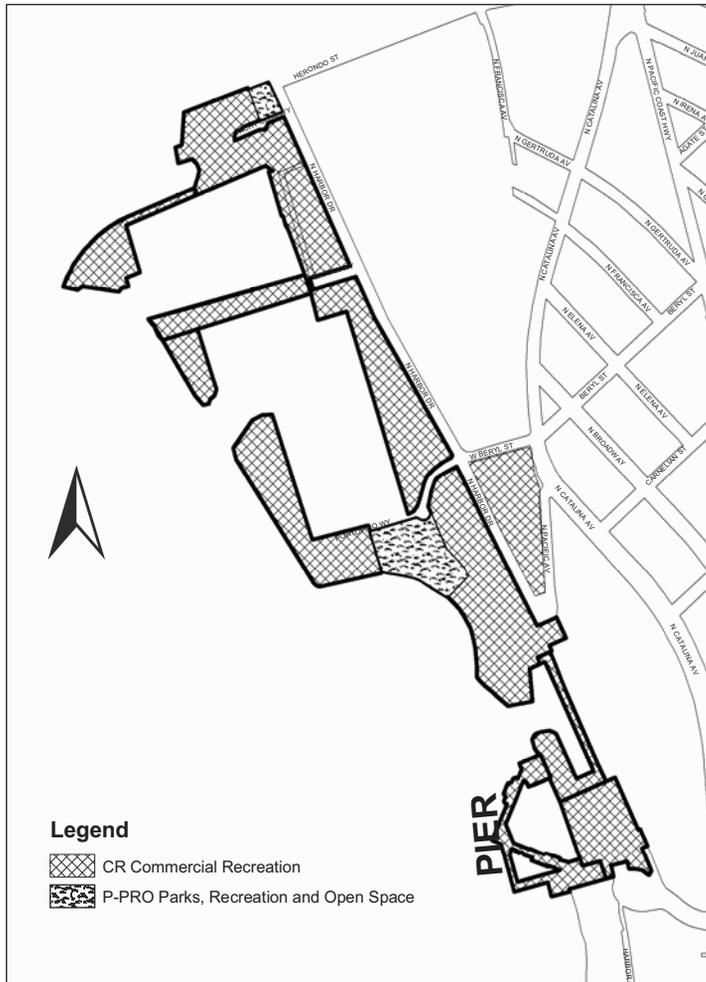
SECTION 1:

The repeal of City Council Resolution No. CC-0203-21, which amended the Coastal Land Use Plan in conjunction with adoption of the Heart of the City Specific Plan, is hereby approved.

SECTION 2:

The amendment of Exhibit H of the Coastal Land Use Plan Map, as shown in the following map applicable to the properties west of Harbor Drive, International Boardwalk, the Pier, Pier Plaza, and the Crowne Plaza site, is hereby approved.

**Amendments to Exhibit H
Coastal Land Use Plan Map**



SECTION 3:

The amendment of Exhibit H of the Coastal Land Use Plan Map, as shown in the following map and listed on the property table below applicable to the properties bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street, is hereby approved.

Amendments to Exhibit H, the Coastal Land Use Plan Map (applicable to properties shown)

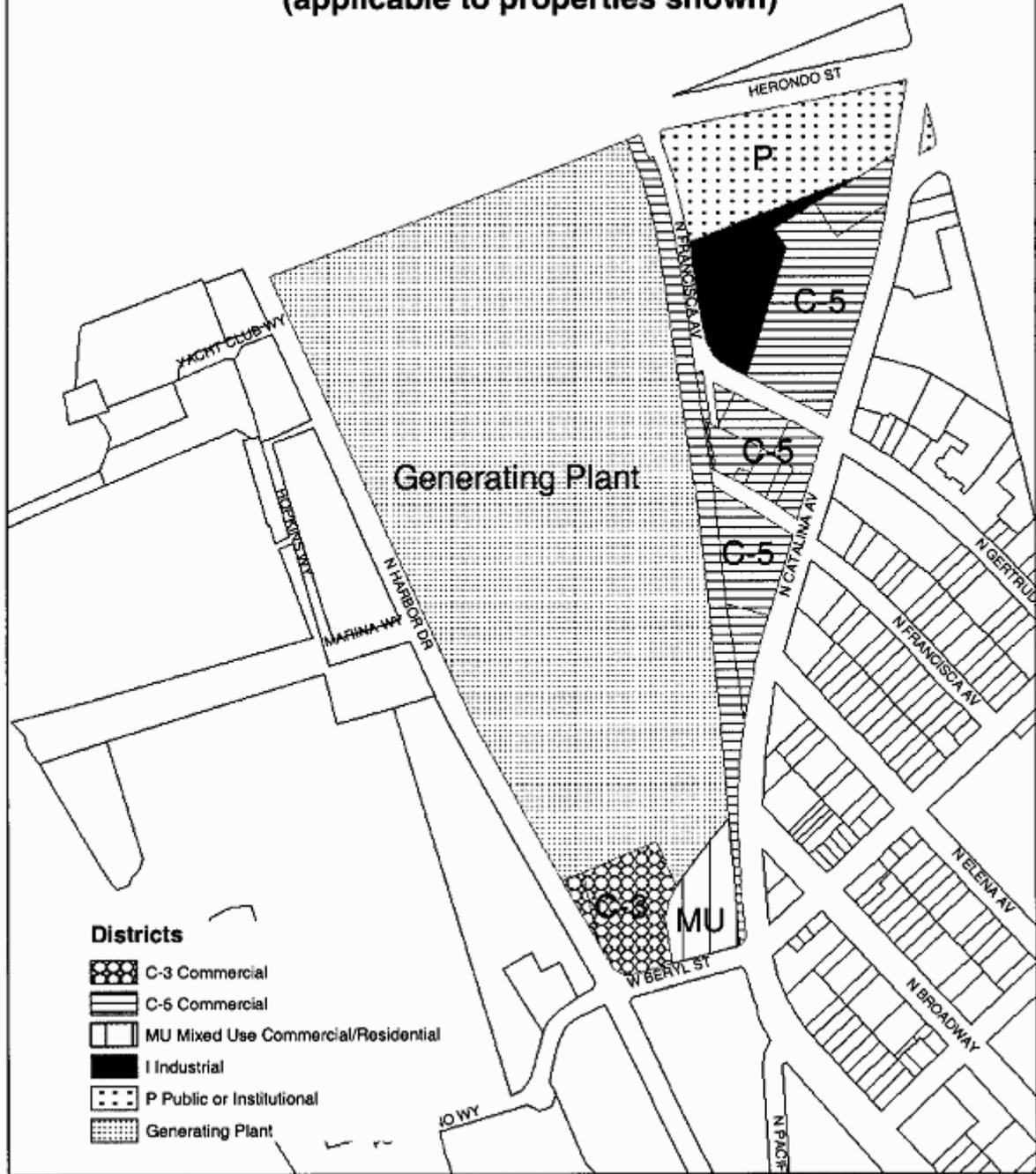


TABLE 1 AMENDMENTS TO THE COASTAL LAND USE PLAN MAP					
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	LUP CLASSIFICATION AS AMENDED BY THIS RESOLUTION	LUP CLASSIFICATION AS CERTIFIED BY THE COASTAL COMMISSION IN 2001	EXISTING CLASSIFICATION (adopted in March 2002 with the Heart of the City Specific Plan and never certified by the Coastal Commission)
7503001800			P PUBLIC OR INSTITUTIONAL	NO DESIGNATION	CATALINA CORRIDOR
7503013003	125	W BERYL ST	MIXED USE COMMERCIAL/RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	WATERFRONT
7503013011			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503013013			C-3 COMMERCIAL	COMMERCIAL RECREATION	WATERFRONT
7503013014			GENERATING PLANT	INDUSTRIAL	CATALINA CORRIDOR
7503013015	1100	N HARBOR DR	GENERATING PLANT	INDUSTRIAL	WATERFRONT/CATALINA CORRIDOR
7503013815			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503013819	1100	N HARBOR DR	GENERATING PLANT	INDUSTRIAL	WATERFRONT/CATALINA CORRIDOR
7503013820			GENERATING PLANT	INDUSTRIAL	CATALINA CORRIDOR
7503013901	400	N HARBOR DR	C-3 COMMERCIAL	COMMERCIAL RECREATION	WATERFRONT
7503014010			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014011	1217	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503014013			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014014			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014015			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014803			P PUBLIC OR INSTITUTIONAL	PARKS, RECREATION, OPEN SPACE	CATALINA CORRIDOR
7503014805			P PUBLIC OR INSTITUTIONAL	PARKS, RECREATION, OPEN SPACE	CATALINA CORRIDOR
7503014902	1231	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021019			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021020			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021021	612	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021022	610	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021023	606	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021024	604	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021028			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021029			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021030			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021035	811	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021036			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR

SECTION 4:

The amendment of Subsection C of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows is hereby approved:

C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards.

Upon effective certification of City of Redondo Beach LCPA No. 2-08, the segmentation of the coastal zone within the City of Redondo Beach into two geographic units shall expire.

Thereafter, the entire coastal zone within the City of Redondo Beach shall be treated as one geographic unit.

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. Single Family: The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. Low Density Multiple-Family: The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. Medium Density Multiple-Family: The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted 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.

Commercial

The C-2, C-3, C-4, and C-5 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

In addition to the above commercial uses, the C-5 district shall permit parks and open space. In this district, light industrial uses, automobile and marine-related repair, boat storage, and wholesale uses may be permitted subject to standards in the zoning ordinance to prevent adverse visual impacts along the street frontage.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).
4. C-5 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet) except as follows: the maximum floor area ratio for portions of a site devoted to storage or self storage facilities shall be 1.5, and the maximum floor area ratio for portions of a site devoted to other light industrial uses shall be 1.0. West of Catalina Avenue between Francisca Avenue and Beryl Street, buildings up to 4 stories and 65 feet may be permitted subject to Planning Commission Design Review where it is determined that the drop in grade and/or distance from the street adequately mitigates impacts on the character of the frontage along Catalina Avenue.

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels. In addition, community services or non-profit service uses (including religious worship, assembly, and group kitchen/cafeteria facilities) may be permitted on the Salvation Army site.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Industrial

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. The land use and development standards of the LCP implementation ordinance will be designed to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Parks and open space shall be permitted uses in the industrial district.

Generating Plant

The AES Redondo Generating Plant is located in this district. The district permits continued operation of the Generating Plant and related facilities and structures with additions or changes subject to a Conditional Use Permit to the extent legally permissible. Parks and open space shall be permitted uses in this district.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

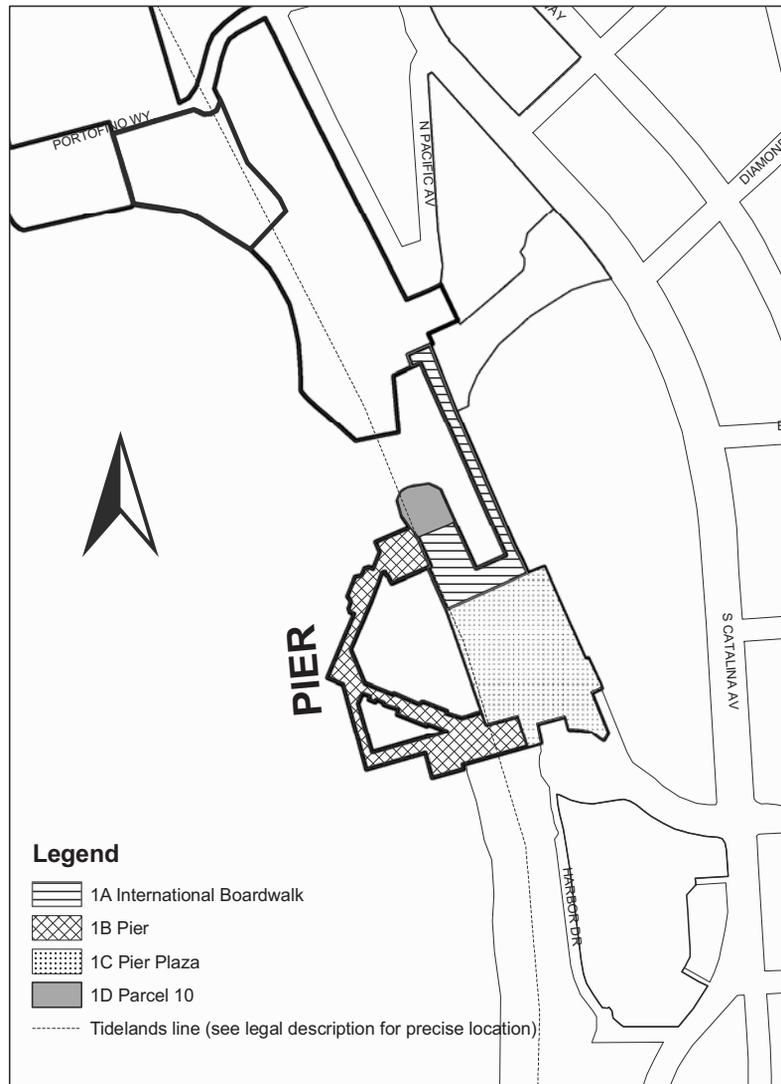
1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street), and Seaside Lagoon (near the waterfront south of Portofino Way). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.
3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.
4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.
5. Public Utility Transmission Corridor: The public utility transmission corridor abuts the south side of Herondo Street between N. Francisca Avenue and N. Pacific Coast Highway. Public utility facilities, parking lots, nurseries, and agricultural uses may be considered subject to a Conditional Use Permit. Parks, open space, and passive type recreational uses are permitted in this area. It is understood that land uses and structures are also subject to approval of the in-fee owner (Southern California Edison Company) in accordance with their standards, policies and procedures for use of the transmission corridor.

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities, providing regional-serving recreational facilities for all income groups. This district is divided into sub-areas with the following general land use and development

requirements. The implementing ordinance will establish which uses are permitted and which uses are subject to a Conditional Use Permit. The implementing ordinance may permit other uses not included in the general use categories listed below.

Commercial Recreation Sub-area 1



Primary Land Uses

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels including Limited Use Overnight Visitor Accommodations (Sub-area 1C only)
- Entertainment Clubs
- Public Open Space/Recreational Uses

Additional Land Uses

- Marina-Related and Boating Facilities
- Amusement and Arcade Facilities
- Commercial Office Uses (Sub-area 1C only)
- Offices for the management and operation of on-site facilities (on the second floor of structures) [Sub-area 1B]
- Structured and Surface Parking (Sub-area 1C only)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

Maximum Building Density

- (Sub-area 1B, Municipal Pier); Equivalent to the total amount of leasable space provided for under the terms of the Pier Reconstruction Plan, as approved by the City of Redondo Beach City Council on September 3, 1991. Additional ancillary public facilities necessary for the continuing operation and maintenance of the pier facility may be allowed, as approved by the City of Redondo Beach City Council.
- (Sub-areas 1A and 1D, International Boardwalk); The International Boardwalk is limited by consistency with the height standards and other development standards in the implementing ordinance.
- (Sub-area 1C, Pier Plaza: The floor area ratio (FAR) of all buildings on the top deck shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height

- Two Stories, 30 Feet, except two stories, 40 feet for Zone 1 D (measured above the pier deck, or sidewalk grade of International Boardwalk, or sidewalk grade of Pier Plaza), as applicable.
- New development shall not obstruct views from Czuleger Park to the ocean.

- Yachting and Boating Clubs
- Public Open Space/Recreational Uses

Additional Land Uses

- Structured and Surface Parking Facilities
- Commercial Office Land Uses (marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities. Limited Use Overnight Visitor Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.

Maximum Building Density

- The floor area ratio (FAR) of all buildings in sub-area 2 shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400, 000 square feet of floor area based on existing land use on April 22, 2008.
- New development projects shall include view corridors to the water from N. Harbor Drive.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Sub-area 2a: Height is limited to a maximum of two stories, 37 feet and no more than 50% of the cumulative building footprint area shall exceed one story and 24 feet.
- Sub-area 2b: Height is limited to a maximum of three stories, 45 feet.

- Marina and Marina-Related Facilities
- Yacht or Boating Clubs
- Public Open Space/Recreational Uses

Additional Land Uses (sub-areas 3a and 3c)

- Entertainment Clubs
- Commercial Office Land Uses (Sub-area 3a, marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands)
- Parking Facilities

Primary Land Uses, sub-area 3b (Mole B)

- Minimum of 33% of sub-area 3b (Mole B) shall be maintained as contiguous passive park and public open space
- Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities
- Public Open Space/Recreational Uses

Additional Land Uses, sub-area 3b (Mole B)

- Other public uses supporting the primary permitted uses

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management of on-site facilities. Limited Use Overnight Visitor Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.

Maximum Building Density

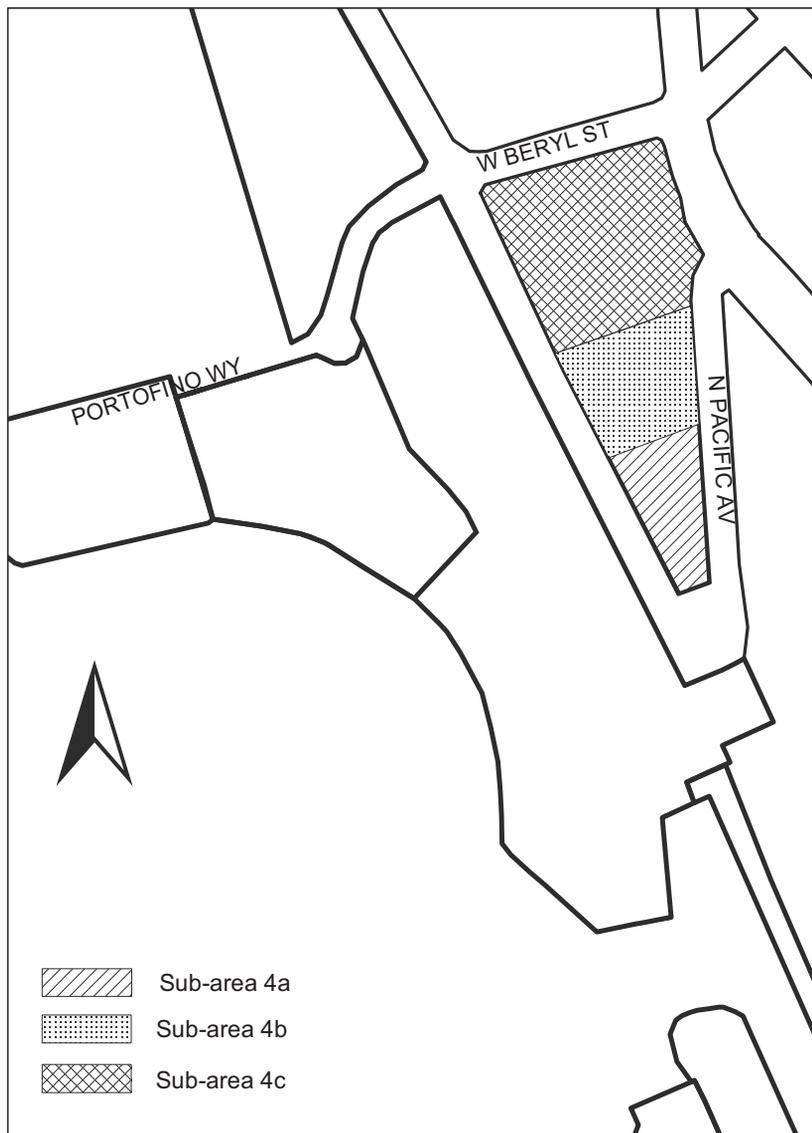
- The floor area ratio (FAR) on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in sub-areas 3a and 3c shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for the provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received. Notwithstanding the above, FAR shall not exceed 0.25 in sub-area 3c.
- The floor area ratio (FAR) shall not exceed 0.25 in sub-area 3b (Mole B)
- Cumulative development for Commercial Recreation district sub-areas 1 – 4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

- New development projects shall include view corridors to the water from N. Harbor Drive.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Three Stories, 45 Feet (Sub-area 3a)
- Two Stories, 30 feet (Sub-areas 3b and 3c)

Commercial Recreation Sub-area 4



Primary Land Uses

- Hotels
- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Personal Services Commercial Uses (including Health/Athletic Clubs)

Additional Land Uses

- Entertainment Clubs
- Commercial Office Land Uses
- Marina-Related Facilities
- Parking Facilities

Maximum Building Density

- The floor area ratio (F.A.R.) of all buildings on the site shall not exceed 2.25.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- One story, fifteen (15) feet (Sub-area 4a)
- Three (3) stories, forty (40) feet (Sub-area 4b)
- Five (5) Stories, Sixty (60) feet (Sub-area 4c)

SECTION 5:

The amendment of Land Use Policy 1 of Subsection D of Section VI (“Land Use Policies”) of the Coastal Land Use Plan to read as follows is hereby approved:

1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible. Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.

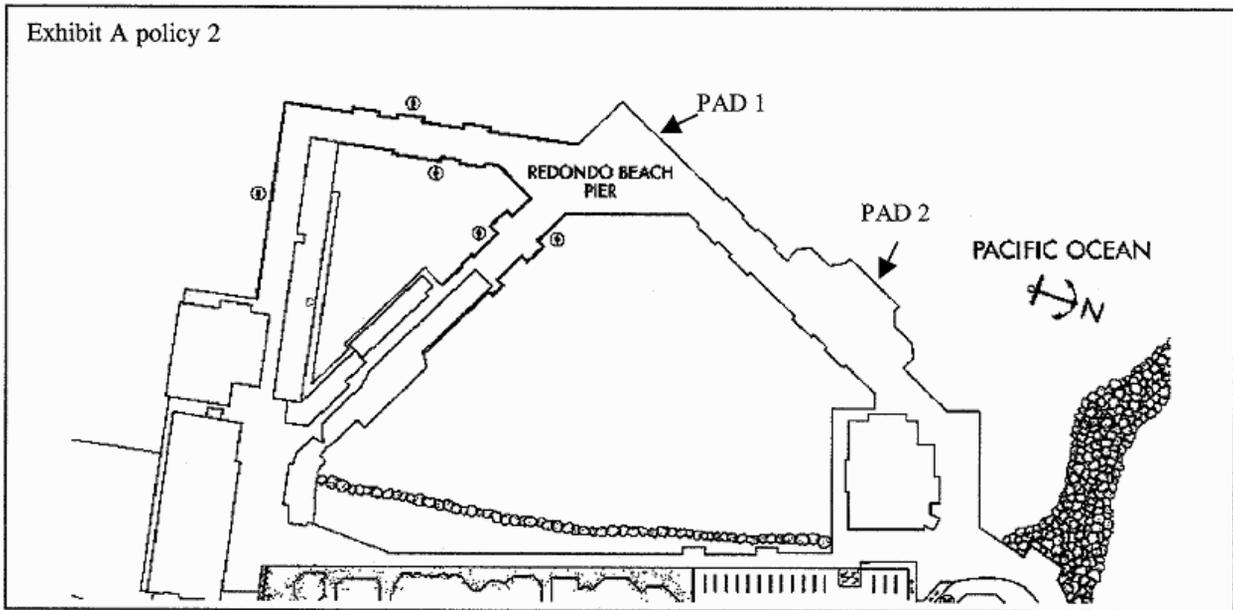
SECTION 6:

The amendment of Land Use Policy 2 of Subsection D of Section VI (“Land Use Policies”) of the Coastal Land Use Plan to read as follows is hereby approved:

2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:
- a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;
 - b) Provide continuous public access to and along the seaward side of the piers and moles, with the exception of “Pad 2” on the Pier (see Exhibit A, Policy 2 illustration below);
 - c) Be consistent and harmonious with the scale of existing development;
 - d) Provide appropriate public serving amenities such as benches and pedestrian walkways adjacent to the water’s edge or the edge of the pier, landscaped rest and viewing areas, and;
 - e) Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and that public parking and coastal public amenities are located seaward of the signs.

Public Esplanade. A minimum of (12) foot wide paved public esplanade adjacent to the water’s edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water’s edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width may be considered through the City’s discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

Consistent with the objectives and policies in a-e above, no permanent building shall be developed on “Pad 1” of the Pier



SECTION 7:

The amendment of Policy 9 of subsection D of Section VI of the Coastal Land Use Plan to read as follows is hereby approved.

9. Allow the reduction in size and modernizing of the AES Redondo Beach Generating Plant on a portion of the existing plant site, subject to applicable conditional use permit procedures and public utilities facility requirements under the Coastal Land Use Plan implementing ordinance, and subject to the California Energy Commission application process for power plants and related facilities. Permit the AES Redondo Beach Generating Plant site to be converted to parks, open space, and recreational facilities if the site is acquired for such purposes in the future by a public, non-profit or private agency.

SECTION 8:

The amendment of Land Use Policy 13 of Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows is hereby approved:

13. Hazards

Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.

- a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or the surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and

maintained safely. All development shall employ earthquake resistant construction and engineering practices.

- b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.
- c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.
- d) All structures located on fill or on alluvial deposits shall provide analysis of potential for seismic hazards including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Geological Survey and the Seismic Safety Commission and shall adhere to all applicable building codes.
- e) All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or, below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.
- f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shorelines protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from foreseeable or unexpected bluff erosion or wave uprush.

SECTION 9:

The addition on the following Policy 15, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

15. Limited Use Overnight Visitor Accommodations including Condominium-hotels, fractional ownership hotels and timeshares.

a) Definitions.

“Condominium-Hotel” means a facility providing overnight visitor accommodations where ownership of at least some of the individual guestrooms (units) within the larger building or complex is in the form of separate condominium ownership interests, as defined in California Civil Code section 1351(f). The primary function of the Condominium-Hotel is to provide overnight transient visitor accommodations within every unit that is available to the general public on a daily basis year-round, while providing both general public availability and limited owner occupancy of those units that are in the form of separate condominium ownership interests.

“Fractional Ownership Hotel” means a facility providing overnight visitor accommodations where at least some of the guestrooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for an interval of not less than two (2) months and not more than three (3) months per year and each unit available for fractional ownership will have multiple owners.

“Hotel Owner/Operator” means the entity that owns and operates a hotel. If the hotel operator is separate from the hotel owner both are jointly and severally responsible for ensuring compliance with the requirements described in this LCP and/or recorded against the property, as well as jointly and severally liable for violations of said requirements and restrictions.

“Limited Use Overnight Visitor Accommodations” means any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of a similar nature.

“Timeshare” means any facility wherein a purchaser receives ownership rights in or the right to use accommodations for intervals not exceeding two (2) weeks per interval during any given year, on a recurring basis for more than one year, but not necessarily for consecutive years.

- b) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.
- c) Limited Use Overnight Visitor Accommodations within the Commercial Recreation district shall be limited to no more than 25% of total new guestrooms (units) developed within a leasehold after the effective date of adoption of this Section. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

- d) Fractional Ownership Hotels:
 - a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month ($\frac{1}{4}$) intervals within any one-year period.
 - b. The hotel owner/operator shall retain control and ownership of all land, structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.
 - c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.
 - d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.
 - e. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.
 - f. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.
 - g. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.
 - h. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)
- e) Condominium-Hotels:
 - a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities. When the Condominium-Hotel is located on land owned by the City, the hotel owner/operator shall be a leaseholder of the land upon which the Condominium-Hotel exists.
 - b. The Condominium-Hotel facility shall have an on-site hotel operator to manage rental/booking of all guestrooms units.
 - c. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.
 - d. Owners of individual units shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)
 - e. When not occupied by the individual owner, each unit shall be available to the general public in the same manner as the traditional guestrooms/units.
- f) Timeshares
 - a. At least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer

- season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).
- b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.
 - c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).
- g) Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.

SECTION 10:

The addition of the following Land Use Policy 16, to be added to Subsection D of Section VI (Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

16. Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.

Large commercial and residential developments shall be located and designed to be served by transit and provide non-automobile circulation to serve new development to the greatest extent feasible.

SECTION 11:

The addition of the following Land Use Policy 17, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.
 - a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
 - b) Development within and adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with continuance of those habitat and recreation areas

SECTION 12:

The addition of the following Land Use Policy 18, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.

SECTION 13:

The addition of the following Land Use Policy 19, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

19. Marine resources shall be maintained, enhanced and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

SECTION 14:

The addition of the following Land Use Policy 20, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

SECTION 15:

The addition of the following Land Use Policy 21, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
 - a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.
 - b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities.
 - d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas.

f) Restoration purposes.

g) Nature study, aquaculture, or similar resource dependent uses.

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

SECTION 16:

The amendment of the Zoning Map for the Harbor and Pier area as shown in the following map is hereby approved. (Note: Seaside Lagoon is not part of the proposed amendments and will remain with the existing P-PRO zoning).

SECTION 17:

The amendment of Section 10-5.800, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved:

10-5.800 Specific purposes, CC coastal commercial zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the CC coastal commercial zone regulations are to:

(a) Provide for the continued evolution and use of the City's coastal-related commercial-recreational facilities and resources for the residents of Redondo Beach and surrounding communities, while ensuring that uses and development are compatible with adjacent residential neighborhoods and commercial areas;

(b) Provide for the development of coastal-dependent land uses and uses designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational boating and fishing, and to encourage uses which:

(1) Are primarily oriented toward meeting the service and recreational needs of coastal visitors, boat users, and coastal residents seeking recreation,

(2) Are active and pedestrian-oriented while meeting the need for safe and efficient automobile access and parking,

(3) Have a balanced diversity of uses providing for both public and commercial recreational facilities,

(4) Provide regional-serving recreational facilities for all income groups by including general commercial and recreational use categories,

(5) Provide public access to nearby coastal areas, and

(6) Protect coastal resources;

(c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City.

SECTION 18:

The amendment of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to delete the former uncertified Section 10-5.802 set forth below is hereby approved.

~~10-5.802 CC Catalina Corridor zone.~~

~~All development and uses in the CC Catalina Corridor zone are subject to the applicable standards and requirements of the Heart of the City Specific Plan (attachment B to this Coastal LUP Implementing Ordinance). All regulations of Title 10, Chapter 5 of the Municipal Code (Zoning Ordinance) shall also be applied to property in the CC Catalina Corridor zone, except that where any conflict exists between the Zoning Ordinance for the Coastal Zone and the~~

~~requirements of the Heart of the City Specific Plan as contained in attachment B, the requirements of attachment B shall take precedence.~~

SECTION 19:

The amendment of 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to add the following new Sections 10-5.810 through 10-5.816, as set forth below, is hereby approved.

10-5.810 Land use regulations, CC coastal commercial zones.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-2.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>CC-1</u>	<u>CC-2</u>	<u>CC-3</u>	<u>CC-4</u>	<u>CC-5</u>	<u>Additional Regulations</u> <u>See Section:</u>
Commercial Uses						
Banks (no drive-up service)	C	C	C	C	P	10-5.811
Bars and nightclubs	C	C	C	C	C	10-5.811; 10-5.1600
Commercial recreation	C	C	C	C	C	10-5.811; 10-5.1600
Food and beverage sales	C	C	C	C	C	10-5.811
Hotels (including Limited Use Overnight Visitor Accommodations)	C	C	C	C	C	10-5.811
Marinas	C	---	C	C	---	10-5.811
Marina-related facilities:						10-5.811
Boating facilities	C	---	C	C	C	
Marine sales and services	C	C	C	C	C	
Yacht and boating clubs	---	---	C	C	C	

<u>Use Classifications</u>	<u>CC-1</u>	<u>CC-2</u>	<u>CC-3</u>	<u>CC-4</u>	<u>CC-5</u>	<u>Additional Regulations</u> <u>See Section:</u>
Offices	C	C	C	C	P	10-5.811
Personal convenience services	C	C	C	C	P	10-5.811
Personal improvement services	---	C	C	C	C	10-5.811
Restaurants	C	C	C	C	C	10-5.811
Recreational equipment rentals	---	C	C	C	---	10-5.811
Retail sales (any tenant space not exceeding 5,000 sq. ft. floor area)	P	P	P	P	P	10-5.811
Retail sales (any tenant space exceeding 5,000 sq. ft. floor area)	C	C	C	C	C	10-5.811
Snack shops	P	P	P	P	P	10-5.811
Other Uses						
Adult day care centers	---	C	C	C	C	10-5.811
Antennae for public communications	C	C	C	C	C	10-5.811
Child day care centers	---	C	C	C	C	10-5.811
Cultural institutions	C	C	C	C	C	10-5.811
Government offices	C	C	---	---	P	10-5.811
Parks, Recreation and Open Space	P	P	P	P	P	10-5.811
Parking lots	---	C	C	C	C	10-5.811
Public safety facilities	C	C	C	C	C	10-5.811
Public utility facilities	C	C	C	C	C	10-5.1614

<u>Use Classifications</u>	<u>CC-1</u>	<u>CC-2</u>	<u>CC-3</u>	<u>CC-4</u>	<u>CC-5</u>	<u>Additional Regulations</u> <u>See Section:</u>
Recreation facilities	C	C	C	C	C	10-5.811
Schools, public or private	---	C	C	C	C	10-5.811

10-5.811 Additional land use regulations, CC coastal commercial zones.

(a) Offices.

(1) CC-1 zone. Offices are prohibited on International Boardwalk and on the Pier, except that offices for the management and operation of on-site facilities may be permitted on the Pier above the ground floor.

(2) CC-3 and CC-4 zones. Offices shall be located above the ground floor, except that marine-related offices, visitor-serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor. Offices shall not be the primary use within a master leasehold area or on sites that are not master leasehold areas.

(b) Hotels. Limited Use Overnight Visitor Accommodations (such as Timeshares, Condominium Hotels, and Fractional Ownership Hotels) shall be subject to conditions as determined through the Conditional Use Permit process and to the following requirements to ensure that the hotels are a visitor-serving use and that a broad range of visitor accommodations including lower cost accommodations is available in the Coastal Zone.

(1) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.

(2) Limited Use Overnight Visitor Accommodations shall be limited to no more than 25% of total new guestrooms (units) developed within a master leasehold area or on sites that are not master leasehold areas. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

(3) Fractional Ownership Hotel. Fractional ownership hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month (1/4) intervals within any one-year period.

b. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.

d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.

e. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.

f. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.

g. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

h. The hotel operator shall maintain record of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on record of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

i. No portion of the Fractional Ownership Hotel (neither fractional units nor traditional hotel units) may be converted to full time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved hotel units.

j. When an owner of a fractional interest in a unit chooses not to occupy his/her unit for any portion of the time allotted to him/her, that unit shall be available to the general public on the same basis as the traditional hotel units.

k. The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restriction or CC & R's (Covenants, Conditions, & restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through k above;
2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;

3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through m above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this

statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

4. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

l. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of a fractional interest in a unit is jointly and severally liable with the hotel owner/operator for violations of the terms and conditions hereof imposed by the special conditions of the coastal development permit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

m. All documents related to the marketing and sale of fractional interest units, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. The owners of a fractional interest in a unit are jointly and severally liable with the hotel owner/operator for any violations of the terms and conditions hereof imposed by the coastal development permit.

2. The occupancy of the units is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public and that the coastal development permit contains additional restrictions on use and occupancy.

n. The hotel owner/operator and any successor-in-interest hotel owner/operator, and each future owner of a fractional interest in a unit shall obtain, prior to sale of a fractional interest, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year and a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

o. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection p below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor

Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

p. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner/operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding notice, record keeping, and monitoring of the Fractional Interest Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of fractional interests in a unit during the prior calendar year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

(4) Condominium-Hotel. Condominium-hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

b. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units. Whenever any individually owned hotel unit is not occupied by its owner(s), that unit shall be available for hotel rental by the general public on the same basis as a traditional hotel room.

c. The hotel operator shall market and advertise all rooms to the general public. Unit owners may also independently market and advertise their units but all bookings of reservations shall be made by and through the hotel operator.

d. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners, a service for which the hotel operator may charge the unit owner a reasonable fee.

e. If the hotel operator is not serving as the rental agent for an individually owned unit, then the hotel operator shall nevertheless have the right, working through the individually owned units' owners or their designated agents, to book any unoccupied room to fulfill demand, at a rate similar to comparable accommodations in the hotel. The owner or an owner's rental agent may not withhold units from use. In all circumstances, the hotel operator shall have full access to the condominiums' reservation and booking schedule so that the operator can fulfill its booking and management obligations hereunder.

f. All guestroom/unit keys shall be electronic and created by the hotel operator upon each new occupancy to control the use of the individually owned units.

g. Unit owners shall not discourage rental of their unit or create disincentives meant to discourage rental of their unit.

h. All individually owned hotel units shall be rented a rate similar to that charged by the hotel operator for the traditional hotel rooms of a similar class or amenity level.

i. The hotel operator shall maintain record of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

j. Each individually owned hotel unit shall be used by its owner(s) (no matter how many owners there are) for not more than 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

k. The use period limitations identified in subsection j above, shall be unaffected by multiple owners or the sale of a unit to a new owner during the calendar year, meaning that all such owners of any given unit shall be collectively subject to the use restriction as if they were a single, continuous owner.

l. No portion of the Condominium-Hotel may be converted to full-time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved Condominium-Hotel.

m. The hotel owner/operator shall be required to submit, prior to the issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restrictions or CC & R's (Covenants, Conditions & Restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through l above;
2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;
3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through l above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

n. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

o. The provisions of the CC & R's or Declaration of Restrictions described above shall not be changed without approval of an amendment to the LCP by the Coastal Commission. However minor changes that do not conflict with subsections a through n above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

p. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with these restrictions. Each owner of an individual guest room/condominium unit is jointly and severally liable with the hotel owner-operator for any and all violations of the terms and conditions imposed by the special conditions of the coastal development permit with respect to the use of that owner's unit. Violations of the coastal development permit can result in penalties pursuant to Public Resource Code Section 30820.

q. All documents related to the marketing and sale of the condominium interests, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. Each owner of any individual hotel unit is jointly and severally liable with the hotel owner-operator for any violations of the terms and conditions of the coastal development permit with respect to the use of that owner's unit; and

2. The occupancy of the units by owner(s) is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public per the terms of the coastal development permit and that the coastal development permit contains additional restrictions on use and occupancy.

r. The hotel owner/operator and any successor-in-interest hotel owner and operator, and each future individual unit owner shall obtain, prior to sale of individual units, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

s. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection t below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor

Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

t. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner-operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding occupancy restrictions, notice, recordkeeping, and monitoring of the Condominium-Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of individual hotel units during the prior one-year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

u. A coastal development permit application for a Condominium-Hotel shall include a plan specifying how the requirements outlined in this section will be implemented. The plan must include, at a minimum, the form of the sale, deed and CC & R's/Declaration of Restrictions that will be used to satisfy the requirements and the form of the rental program agreement to be entered into between the individual unit owners and the hotel owner/operator. The plan must demonstrate that the applicant will establish mechanisms that provide the hotel operator and any successor-in-interest hotel operator adequate legal authority to implement the requirements of this section. An acceptable plan meeting these requirements shall be incorporated into the special conditions of approval of any coastal development permit for a Condominium-Hotel. Any proposed changes to the approved plan and subsequent documents pertaining to compliance with and enforcement of the terms and conditions required by this section including deeds and CC&R's/Declaration of Restrictions shall not occur without an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

(5) Timeshares. Timeshares may be permitted in the CC-2, CC-3 and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. Management of the timeshare facility shall ensure that at least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.

c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

(6) Prior to issuance of a coastal development permit for any type of hotel facility, the landowner(s) of the property(ies) or hotel owner on a leasehold upon which the

existing and/or approved traditional hotel units/rooms (i.e. transient hotel rooms) are or will be developed shall execute and record a deed restriction(s), subject to the review and approval of the Harbor Director and the Executive Director of the Coastal Commission, which prohibits the conversion of traditional hotel units/rooms to any other type of ownership (e.g. limited use overnight visitor accommodations). The deed restriction(s) shall run with the land, shall be executed and consented to by the existing lessee(s) of the affected property(ies) and shall be binding on the landowner(s), lessee(s), and on all successors and assigns of the landowner(s) and lessee(s), including without limitation any future lienholders. The deed restriction(s) shall not be removed or changed without approval of an amendment to the LCP by the Coastal Commission and to the underlying coastal development permit.

(7) If the hotel owner and the hotel operator at any point become separate entities, the hotel owner and the hotel operator shall be jointly and severally responsible for ensuring compliance with the requirements identified above. If the hotel owner and hotel operator become separate entities, they shall be jointly and severally liable for violations of the terms and conditions (restrictions) identified above.

(8) In Lieu Fee Required. Lower cost visitor accommodations shall be protected, encouraged, and where feasible provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

When referring to any overnight visitor accommodations, lower cost facilities shall be defined as any facility with room rates that are below 75% of the Statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% above the Statewide average room rate. Statewide average room rates can be calculated by the Smith Travel Research website (www.visitcalifornia.com) or other analogous method used to arrive at an average Statewide room rate value.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, unless all those units are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.

Prior to issuance of the coastal development permit, and upon execution of an appropriate agreement between the City and the designated recipient that assures use of the in-lieu fee to assist in the creation of lower cost overnight visitor accommodations within the nearby coastal region, the applicant shall transfer the fee to the entity designated by the agreement.

(c) Tidelands. (lands west of the mean high tide line as defined in the City's Tidelands Trust agreement, and other parcels so designated excluding those parcels removed by the State's 1971 amendment to the City's Tideland Trust agreement). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

(d) Mole B. The primary permitted uses on Mole B shall be for boating facilities (such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities); and parks and recreation and public open space. Other public uses supporting these primary uses may be permitted.

(e) Water portion of leasehold areas. Marinas and boating facilities in the water portion of the harbor area shall be subject to a Conditional Use Permit with all development standards determined by the decision-making body. Water areas shall not be included in calculations of floor area ratio.

10-5.812 Development standards: CC-1 coastal commercial zone.

(a) Floor area.

(1) The Pier is limited to the total amount of leasable space provided for under the terms of the pier reconstruction plan, as approved by the City Council on September 3, 1991.

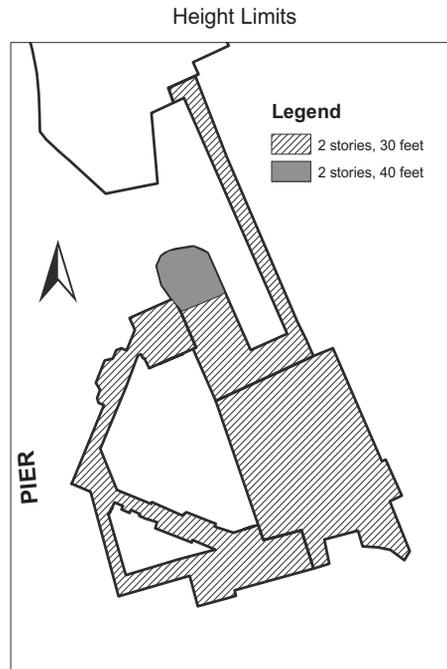
(2) The International Boardwalk floor area is limited by consistency with the other development standards in this section.

(3) Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed the limits established in the Coastal Land Use Plan.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet as measured from the top of the pier deck or sidewalk grade, as applicable.

(1) Notwithstanding the above, building height up to forty (40) feet may be permitted on the Parcel 10 site (see map below).

(c) Stories. No building shall exceed two (2) stories.



(d) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(e) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) Architectural design. The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan, the Pier Reconstruction Architectural Design Guidelines and Standards, and any subsequent design standards and guidelines applicable to the zone.

(g) Public walkways. Public walkways are required adjacent to the water's edge as specified in the pier reconstruction plan approved by the City Council on September 3, 1991 and consistent with the certified Land Use Plan. Continuous public access to and along the seaward side of International Boardwalk shall be provided.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) General regulations. See Article 3 of this chapter.

(j) Parking. See Article 5 of this chapter.

(k) Sign regulations. See Article 6 of this chapter.

(l) Landscaping regulations. See Article 7 of this chapter.

(m) Coastal Development Permits. See Article 10 of this chapter.

(n) Procedures. See Article 12 of this chapter.

(o) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.813 Development standards: CC-2 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (FAR) of all buildings in the CC-2 zone shall not exceed 0.35, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) Floor area ratio bonuses.

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus 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 and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public

improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet above the sidewalk grade of Pier Plaza (top deck of parking structure).

(c) Stories. No building shall exceed two (2) stories.

(d) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(e) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) Architectural design. The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) Public open space. Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) General regulations. See Article 3 of this chapter.

(j) Parking. See Article 5 of this chapter.

(k) Sign regulations. See Article 6 of this chapter.

(l) Landscaping regulations. See Article 7 of this chapter.

(m) Coastal Development Permits. See Article 10 of this chapter.

(n) Procedures. See Article 12 of this chapter.

(o) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.814 Development standards: CC-3 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) Floor area ratio bonuses.

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

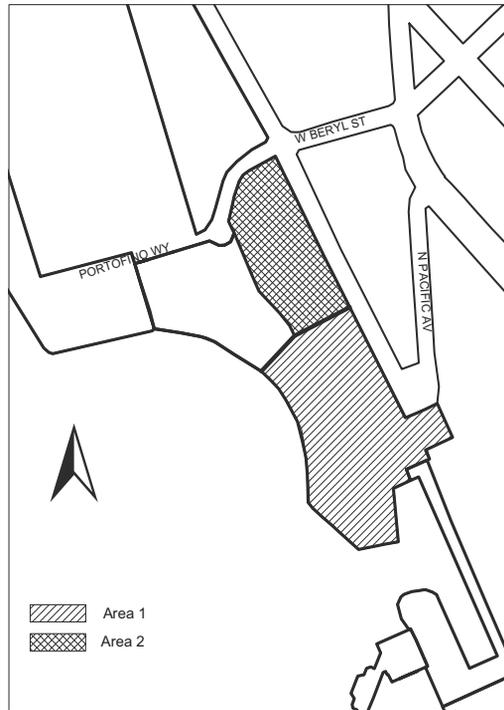
c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) Building height and stories. Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) South of existing southerly boundary of Seaside Lagoon (Area 1 in the illustration below). No building shall exceed two (2) stories and a height of thirty-seven (37) feet south of the southerly existing boundary of Seaside Lagoon. In this area, no more than fifty (50%) of the cumulative building footprint area shall exceed one story and a height of twenty-four (24) feet. Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.

(2) North of existing southerly boundary of Seaside Lagoon (Area 2 in the illustration below). No building shall exceed a height of forty-five (45) feet and a maximum of three (3) stories north of the southerly existing boundary of Seaside Lagoon.

Height Limits
CC-3 Zone



(c) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(d) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(e) Architectural design and site development. The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(f) Public Esplanade. A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in

conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value).

(g) Public open space. Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) General regulations. See Article 3 of this chapter.

(j) Parking. See Article 5 of this chapter.

(k) Sign regulations. See Article 6 of this chapter.

(l) Landscaping regulations. See Article 7 of this chapter.

(m) Coastal Development Permits. See Article 10 of this chapter.

(n) Procedures. See Article 12 of this chapter.

(o) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.815 Development standards: CC-4 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) Floor area ratio bonuses.

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus 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 and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(2) Sub-area 2. On Mole B and on portions of leaseholds in sub-area 2 as shown in the illustration in subsection (c) of this section, F.A.R. shall not exceed 0.25.

(b) Building height. Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) No building or structure shall exceed a height of forty-five (45) feet in Area 1 as shown in the illustration below.

(2) No building or structure shall exceed a height of thirty (30) feet in Area 2 as shown in the illustration below.

(c) Stories.

(1) No building shall exceed three (3) stories in Area 1 as shown in the illustration below.

(2) No building shall exceed two (2) stories in Area 2 as shown in the illustration below.

(f) Architectural design and site development. The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) Public Esplanade. A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value). On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width shall be considered subject to Harbor Commission Design Review. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

(g) Public open space. Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) Parking. The parking provisions of Article 5 of this chapter shall apply. Large expanses of asphalt and surface parking areas should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way.

(j) General regulations. See Article 3 of this chapter.

(j) Sign regulations. See Article 6 of this chapter.

(k) Landscaping regulations. See Article 7 of this chapter.

(l) Coastal Development Permits. See Article 10 of this chapter.

(m) Procedures. See Article 12 of this chapter.

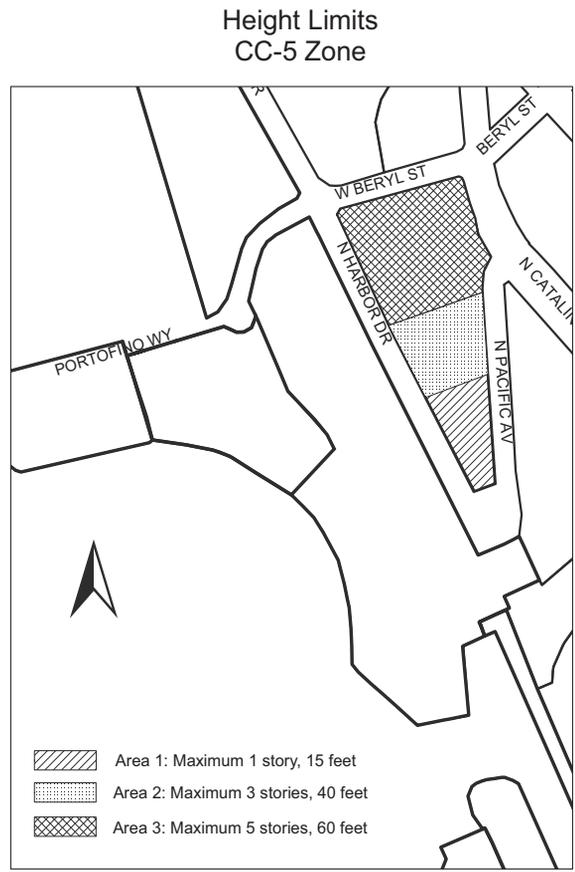
(n) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.816 Development standards: CC-5 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 2.25. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(b) Building height. No building or structure shall exceed a height of fifteen (15) feet in Area 1, forty (40) feet in Area 2, and sixty (60) feet in Area 3 (see illustration below).

(c) Stories. No building shall exceed one story in Area 1, three (3) stories in Area 2, and five (5) stories in Area 3 (see illustration below).



(d) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(e) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) Architectural design and site development. The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(h) General regulations. See Article 3 of this chapter.

(i) Parking. See Article 5 of this chapter.

(j) Sign regulations. See Article 6 of this chapter.

(k) Landscaping regulations. See Article 7 of this chapter.

(l) Coastal Development Permits. See Article 10 of this chapter.

(m) Procedures. See Article 12 of this chapter.

(n) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 20:

The amendment of Subsection (i) of Section 10-5.201, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(i) References to classes of zones. References to "residential zones" shall include the R-1, R-2, R-3A, RMD, and RH zones. References to "commercial zones" shall include the C-2, C-3, C-4, C-5, and the CC coastal commercial zones. References to "commercial" or "mixed use" zones shall include the MU-2 and MU-3 zones. Reference to "public zones" shall include all P zones.

SECTION 21:

The amendment of Section 10-5.300, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

10-5.300 Designation of zones.

For the purposes related to the orderly development of the City, and in order to carry out the provisions of this chapter, the Coastal Zone of the City is divided into the following zones:

(a) Residential.

(1) R-1 Single-Family Residential Zone.

(2) R-2 Low Density Multiple-Family Residential Zone.

(3) R-3A Low Density Multiple-Family Residential Zones.

- (4) RMD Medium Density Multiple-Family Residential Zone.
- (5) RH High Density Multiple-Family Residential Zones: RH-1, RH-2, and RH-3.
- (b) Commercial.
 - (1) C-2 Commercial Zones: C-2, C-2A, C-2B, and C-2-PD.
 - (2) C-3 Commercial Zones: C-3, C-3A, C-3B and C-3-PD.
 - (3) C-4 Commercial Zones: C-4 and C-4-PD.
 - (4) C-5 Commercial Zones: C-5A.
 - (5) CC Coastal Commercial Zones: CC-1, CC-2, CC-3, CC-4 and CC-5.
- (c) Mixed Use.
 - (1) MU-2 Mixed Use Zone.
- (d) Public and Institutional.
 - (1) P-CIV Civic Center Zone.
 - (2) P-RVP Riviera Village Parking Zone.
 - (3) P-CF Community Facility Zone.
 - (4) P-PRO Parks, Recreation, and Open Space Zone.
 - (5) P-ROW Right-of-Way Zone.
 - (6) P-GP Generating Plant Zone.
- (e) Industrial.
 - (1) I-2 Industrial Zones: I-2A.
- (f) Overlay Zones.
 - (1) (H) Historic Overlay Zone.
 - (2) (PLD) Planned Development Overlay Zone.
 - (3) (MU) Mixed-use Overlay Zone.
 - (4) (RIV) Riviera Village Overlay Zone.

SECTION 22:

The amendment of Subsections (84) through (87) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(84) "Harbor/Civic Center Specific Plan" shall mean the Harbor/Civic Center Specific Plan of the City of Redondo Beach, adopted by the City Council.

(85) "Hazardous Waste" shall mean any waste, or combination of wastes, which because of its quantity, concentration, or physical chemical, or infectious characteristics may:

- a. Exhibit toxicity, corrosivity, flammability, and/or reactivity
- b. Cause, or significantly contribute to an increase in serious irreversible, or incapacitating reversible, illness,
- c. Pose a substantial present or potential hazard to human health or the environmental when improperly treated, stored, transported, or disposed of, or otherwise managed.

(86) "Hazardous waste facility" shall mean all contiguous land, structures, other appurtenances, and improvements on the land, used for handling, treating, storing or disposing of hazardous wastes.

(87) "Health and physical fitness clubs" shall mean private athletic clubs and gymnasiums, including but not limited to weight training facilities, aerobic exercise floors, racquetball courts, swimming pools, and similar athletic facilities.

SECTION 23:

The amendment of Subsection (94) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(94) "Hotel" or "motel" shall mean an establishment offering lodging for a period of thirty (30) consecutive calendar days or less, counting portions of calendar days as full days. This classification includes public meeting rooms and eating, drinking, and banquet services associated with the facility. Establishments as defined above shall provide kitchens in no more than fifty (50%) percent of guest units, except that kitchens may be provided in all Limited Use Overnight Visitor Accommodations.

a. "Condominium-Hotel" means a facility providing overnight visitor accommodations where ownership of at least some of the individual guestrooms (units) within the larger building or complex is in the form of separate condominium ownership interests, as defined in California Civil Code section 1351(f). The primary function of the Condominium-Hotel is to provide overnight transient visitor accommodations within every unit that is available to the general public on a daily basis year-round, while providing both general public availability and limited owner occupancy of those units that are in the form of separate condominium ownership interests.

b. "Fractional Ownership Hotel" means a facility providing overnight visitor accommodations where at least some of the guestrooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for an interval of not less than two (2) months and not more than three (3) months per year and each unit available for fractional ownership will have multiple owners.

c. "Hotel Owner/Operator" means the entity that owns and operates a hotel. If the hotel operator is separate from the hotel owner both are jointly and severally responsible

for ensuring compliance with the requirements described in this Local Coastal Program (LCP) and/or recorded against the property, as well as jointly and severally liable for violations of said requirements and restrictions.

d. "Limited Use Overnight Visitor Accommodations" means any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of a similar nature.

e. "Timeshare" means any facility wherein a purchaser receives ownership rights in or the right to use accommodations for intervals not exceeding two (2) weeks per interval during any given year, on a recurring basis for more than one year, but not necessarily for consecutive years

SECTION 24:

The amendment of Subsection (114) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(114) "Marina-related facilities" shall include:

a. Boating facilities. Includes boat launching ramps, mechanical boat launching facilities, boat docks, boat and jet-ski rental, sportfishing fleets, excursion boat rides, marine transportation services, service afloat fuel docks, pump-out stations, and associated facilities serving boat users. Support facilities include, but are not limited to, restrooms for marina users, laundry facilities, lockers, boater lounges, marina picnic areas, marina offices, and other facilities deemed by the City to be dedicated to use by patrons of the marinas.

b. Marine sales and services. Establishments providing supplies, equipment and/or services for shipping or pleasure boating. Typical uses include chandleries, yacht brokerage and sales, boat yards, boat docks, and sail-making lofts.

c. Yacht and boating clubs. Meeting, recreational, or social facilities of a private or nonprofit boating organization primarily for use by members and/or guests.

SECTION 25:

The addition of the following Subsection (141) to subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code, and the renumbering of existing subsections (141) through (178) as subsections (142) through (179) is hereby approved.

(141) "Recreational equipment rental" shall mean an establishment primarily engaged in the rental of bikes, skates, surfboards, segways, and similar recreational equipment. This classification does not include rental of vehicles.

SECTION 26:

The addition of Section 10-5.633 and the amendment of Sections 10-5.630 and 10-5.631 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

10-5.630 Land use regulations: C-3, C-3A, and C-3B commercial zones, and C-3-PD pedestrian-oriented commercial zone.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Commercial Uses					
Ambulance services	C	---	---	---	
Animal sales and services:					
Animal feed and supplies	P	P	P	P	
Animal grooming	C	C	C	C	
Animal hospitals	C	---	---	---	
Animal sales	C	C	C	C	
Artist's studios	P	P	P	P	
Banks and savings and loans	P	P	P	P	
with drive-up service	C	C	C	C	
Bars and cocktail lounges	C	C	C	C	10-5.1600
Building material sales	C	---	---	---	
Business and trade schools	C	C	C	C	
Check-cashing businesses	C	C	C	C	10-5.1600
Commercial printing	P	---	---	---	
Commercial printing, limited	P	P	P	P	
Commercial recreation	C	C	C	C	10-5.1600

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Communications facilities	C	C	C	C	
Drive-up services	C	C	C	C	
Fire arm sales	C	C	C	C	10-5.1600
Food and beverage sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	P	C	C	
Hotels and motels	C	C	C	C	
Laboratories	C	---	---	---	
Liquor stores	C	C	C	C	
Maintenance and repair services	P	P	P	P	
Mortuaries	C	---	---	---	
Offices	P	P	P	P	10-5.631
Personal convenience services	P	P	P	P	
Personal improvement services	C	C	C	C	
Plant nurseries	C	C	C	C	
Recycling collection facilities: Reverse vending machines	P	P	P	P	10-5.1616
Small collection facilities	C	C	C	C	
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service	P	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	C	

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Retail sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	C	C	C	
Snack shops	P	P	P	P	
Thrift shops	C	C	C	C	10-5.1600
Vehicle sales and services: Sales, leasing, and rentals	C	---	---	---	10-5.1602 10-5.1604
Automobile washing	C	---	---	---	
Service stations	C	---	---	---	
Motor vehicle repair garages	C	---	---	---	
Other Uses					
Adult day care centers	C	C	C	C	
Antennae for public communications	C	C	C	C	
Child day care centers	C	C	C	C	
Churches	C	C	C	C	
Clubs and lodges	C	C	C	C	
Cultural institutions	C	C	C	C	
Government offices	P	P	P	P	10-5.631
Parking lots	C	C	C	C	
Public safety facilities	C	C	C	C	
Public utility facilities	C	C	C	C	10-5.1614

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Recreation facilities	C	C	C	C	
Schools, public or private	C	C	C	C	
Senior Housing	C	-	C	C	10-5.1624

10-5.631 Additional land use regulations.

(a) C-3-PD, C-3A, and C-3B zones.

(1) Offices. Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the C-3-PD zone within the Riviera Village overlay zone (see Section 10-5.1315).

(2) Uses exceeding 30,000 square feet. Uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

10-2.633 Development standards: C-3A commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7 (see definition of floor area ratio in Section 10-2.402).

(b) Building height. No building or structure shall exceed a height of thirty (30) feet (see definition of building height in Section 10-2.402).

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-2.402).

(d) Setbacks. The minimum yard requirements shall be as follows:

(1) Abutting a street. From any property line abutting a street there shall be a minimum setback of fifteen (15) feet for the first story and a minimum setback of twenty-five (25) feet for the second story.

(2) Interior property line. From any property line not abutting a street there shall be a minimum setback of ten (10) feet.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

- (g) Sign regulations. See Article 6 of this chapter.
- (h) Landscaping regulations. See Article 7 of this chapter.
- (i) Coastal Development Permits. See Article 10 of this chapter.
- (j) Procedures. See Article 12 of this chapter.
- (k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 27:

The addition of the following Sections 10-5.700, 10-5.710, 10-5.711 and 10-5.713 to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code, as set forth below, is hereby approved.

10-5.700 Specific purposes, C-5A commercial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the C-5A commercial zone regulations are to:

- (a) Provide appropriately located areas consistent with the General Plan for a community and marine-oriented commercial area containing commercial retail and services, restaurants, marine-related commerce and services, automobile-related services, and similar uses;
- (b) Provide opportunities for light industrial uses that have impacts comparable to those of permitted retail and service uses to locate in areas not in demand for commercial uses within the portions of the zone adjacent to the Edison plant;
- (c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Minimize the impact of commercial and light industrial development on adjacent residential districts;
- (e) Ensure that the appearance and effects of commercial and industrial buildings and uses are harmonious with the character of the area in which they are located.
- (f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.710 Land use regulations: C-5A commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that

classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Parks, Recreation and Open Space	P	
Commercial Uses		
Ambulance services	C	
Animal sales and services:		
Animal feed and supplies	P	
Animal grooming	C	
Animal hospitals	C	
Animal sales	C	
Artist's studios	P	
Banks and savings and loans with drive-up service	P C	
Bars and cocktail lounges	C	10-5.1600
Building material sales	C	
Business and trade schools	C	
Check-cashing businesses	C	10-5.1600
Commercial printing	P	
Commercial printing, limited	P	
Commercial recreation	C	10-5.1600
Communications facilities	C	
Drive-up services	C	

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Fire arm sales	C	10-5.1600
Food and beverage sales	P	
Hotels and motels	C	
Laboratories	C	
Liquor stores	C	
Maintenance and repair services	P	
Marine sales and services	C	
Mortuaries	C	
Offices	P	
Personal convenience services	P	
Personal improvement services	C	
Plant nurseries	C	
Recycling collection facilities:		10-5.1616
Reverse vending machines	P	
Small collection facilities	C	
Restaurants:		
2,000 sq. ft. or less floor area with no drive-up service	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	
Retail sales	P	
Snack shops	P	
Thrift shops	C	10-5.1600

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Vehicle sales and services:		
Sales, leasing, and rentals	C	
Automobile washing	C	
Service stations	C	10-5.1602
Motor vehicle repair garages	C	10-5.711 10-5.1604
Industrial Uses		10-5.711
Manufacturing and fabrication:		10-5.711
Custom manufacturing	C	
Electronics manufacturing	C	
Fabricating products from finished rubber	C	
Garment manufacturing	C	
Instrument manufacturing	C	
Office and related machinery	C	
Plastics fabrication	C	
Shoe manufacturing	C	
Sign manufacturing	C	
Textile manufacturing	C	
Laboratories	C	10-5.711
Professional offices	P	10-5.711
Computer and data processing facilities	P	

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Coastal-related uses:		10-5.711
Ships chandlers	C	
Sail manufacturing	C	
Boat fittings	C	
Marine research and labs	C	
Boat building	C	
Construction-related uses:		10-5.711
Building material storage yards	C	
Contractor's plants, offices, and storage yards	C	
Equipment leasing and rentals	C	
Lumber yards	C	
Stone monument works	C	
Woodworking	C	
Wholesaling/distribution/storage	C	10-5.711
Mini-warehousing and self-storage	C	10-5.711
Motor vehicle-related uses:		10-5.711
Motor vehicle body and fender shops	C	10-5.1606
Motor vehicle repair garages	C	10-5.1604
Motor vehicle towing and storage	C	
Recycling facilities:		10-5.1616
Large collection facilities	C	10-5.711
Light processing facilities	C	10-5.711

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u>
		<u>See Section:</u>
Other industrial uses:		10-5.711
Beverage manufacturing	C	
Carpet cleaning plants	C	
Facilities maintenance and construction shops	C	
Food products manufacturing	C	
Furniture manufacturing	C	
Heliports and helistops	C	
Household products manufacturing	C	
Laundries and wholesale dry cleaning plants	C	
Machine shops	C	
Motion picture and sound studios	C	
Pharmaceuticals manufacturing	C	
Photo processing	C	
Sheet metal shops	C	
Spray painting businesses	C	
Warehouse retail	C	
Warehouse retail, specialty		
Welding shops		
Other Uses		
Adult day care centers	C	
Antennae for public communications	C	
Child day care centers	C	
Churches	C	

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Clubs and lodges	C	
Cultural institutions	C	
Government offices	P	
Parking lots	C	
Public safety facilities	C	
Public utility facilities	C	10-5.1614
Recreation facilities	C	
Schools, public or private	C	

10-5.711 Additional land use regulations.

(a) C-5A zone.

(1) Motor vehicle repair garages. Structures for this use shall:

a. Be designed to convey the visual character of retail commercial uses, including the incorporation of architectural elements and landscape which make them attractive to possible future pedestrian use of the corridor;

b. Be functionally and physically convertible to a retail use; and

c. Be designed so that repair facility service bays do not face any street including side streets.

(2) Industrial uses. No industrial use shall be allowed on the front half of lots adjacent to the west side of Catalina Avenue, except that this standard may be modified subject to a Conditional Use Permit (pursuant to Section 10-5.2506) under the following circumstances:

a. The industrial use is located to the rear of a structure occupied by other permitted commercial uses; or

b. There is insufficient lot depth to accommodate the intended use on the rear half of the lot, and the street-facing frontage of the structure is designed to convey the visual and architectural character of a retail commercial use.

(3) Offices. Offices shall be located in a building designed and intended for office uses.

10-5.713 Development standards: C-5A commercial zone.

(a) Floor area ratio. No buildings on a lot shall exceed a floor area to lot area ratio (F.A.R.) of 0.7, except as follows: (See definition of floor area ratio in Section 10-5.402).

(1) Mini-warehousing and self-storage. For portions of a site used for mini-warehousing and self-storage the floor area ratio shall not exceed 1.5.

(2) Other industrial uses. For portions of a site used for any other industrial use the floor area ratio shall not exceed 1.0.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except that buildings or structures up to a maximum of sixty-feet (65) feet may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional height on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of building height in Section 10-5.402).

(c) Stories. No building shall exceed two (2) stories, except that buildings up to a maximum of four (4) stories may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional story on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of ten (10) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(4) Second story setback. The second story shall have a minimum setback of fifteen (15) feet from any property line abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 28:

The addition of Section 10-5.914, as set forth below, to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code, and the amendment of Sections 10-5.900 through 10-5.912 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows, is hereby approved.

10-5.900 Specific purposes, MU-2 and MU-3 mixed-use zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the MU-3 mixed use zones are to:

(a) Encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic;

(b) Provide appropriately located areas consistent with the Coastal Land Use Plan for a full range of neighborhood, community-oriented and visitor-serving retail sales, services, professional offices, and other commercial uses;

(c) Strengthen the City's economic base, and provide employment opportunities close to home for residents of the City;

(d) Ensure that commercial and residential uses in a development are designed to be compatible with each other;

(e) Ensure that the appearance and effects of buildings and uses are harmonious with the character of the area in which they are located;

10-5.910 Land use regulations: MU-2, MU-3, MU-3B, and MU-3C mixed-use zones.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Residential Uses				
Multi-family residential	C	C	C	10-5.911(b)
Condominiums	C	C	C	10-5.911(b)
Family day care home, small	P	P	P	
Family day care home, large	P	P	P	

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Residential care, limited	P	P	P	
Commercial Uses				
Animal sales and services:				
Animal feed and supplies	P	P	P	
Animal grooming	C	C	C	10-5.911(a)
Animal hospitals	C	C	C	10-5.911(a)
Animal sales	C	C	C	10-5.911(a)
Artist's studios	P	P	P	
Banks and savings and loans with drive-up service	P C	P C	P C	10-5.911(a)
Bars and cocktail lounges	C	C	C	10-5.1600
Business and trade schools	C	C	C	
Commercial printing, limited	P	P	P	
Commercial recreation	C	C	C	10-5.1600
Communications facilities	C	C	C	
Drive-up services	C	C	C	10-5.911(a)
Food and beverage sales:				
30,000 sq. ft. or less floor area	P	P	P	
more than 30,000 sq. ft. floor area	C	C	C	10-5.911(c)
Hotels and motels	C	C	C	10-5.911(a)
Liquor stores	C	C	C	10-5.1600

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Maintenance and repair Services	P	P	P	
Offices	P	P	P	10-5.911(d)
Personal convenience services	P	P	P	
Personal improvement services	C	C	C	
Plant nurseries	C	C	C	
Recycling collection facilities:				10-5.1616
Reverse vending machines	P	P	P	10-5.911(a)
Small collection facilities	C	C	C	10-5.911(a)
Restaurants:				
2,000 sq. ft. or less floor area with no drive-up service	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	
Retail sales:				
less than 30,000 sq. ft. floor area	P	P	P	
30,000 sq. ft. or more floor Area	C	C	C	10-5.911(c)
Snack shops	P	P	P	
Thrift shops	C	C	C	10-5.1600
Vehicle sales and services:				
Service stations	---	C	---	10-5.1602; 10-5.911(a)

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Other Uses				
Adult day care centers	C	C	C	
Antennae for public Communications	C	C	C	
Child day care centers	C	C	C	
Churches	C	C	C	
Clubs and lodges	C	C	C	
Cultural institutions	C	C	C	
Government offices	P	P	P	10-5.911(d)
Parking lots	C	C	C	
Public safety facilities	C	C	C	
Public utility facilities	C	C	C	10-5.1614
Recreation facilities	C	C	C	
Schools, public or private	C	C	C	
Senior housing	C	C	C	10-5.1624

10-5.911 Additional land use regulations: MU-2 and MU-3 mixed-use zones.

(a) Commercial uses prohibited in mixed-use projects. The following commercial uses are prohibited when located on a site containing both residential and commercial uses:

- (1) Animal grooming; animal hospitals; animal sales.
- (2) Bars and cocktail lounges.
- (3) Drive-up services associated with any commercial use.
- (4) Hotels and motels.
- (5) Liquor stores.
- (6) Recycling collection facilities.
- (7) Service stations.

(8) Thrift shops.

(b) Residential uses. Residential dwelling units may only be located on the second floor and higher of structures developed with commercial uses on the lower levels, with the following exception:

(1) MU-2 zone. In the MU-2 zone, lots may be developed exclusively for residential use.

(c) Uses exceeding 30,000 square feet. In the MU-3, MU-3B, and MU-3C zones, uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

(d) Offices. Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the MU-3C zone within the Riviera Village overlay zone (see Section 10-5.1315).

10-5.912 Performance standards: MU-2 and MU-3 mixed-use zones.

(a) Purpose. The purpose of this Section is to ensure that residential uses in mixed-use zones are not adversely impacted by the adjacent commercial uses, including, but not limited to traffic, noise, and safety impacts. In the interests of both the residents and the businesses, no Conditional Use Permit shall be approved for a mixed-use project combining residential and commercial uses on the same site, unless the project is designed to meet the following performance standards, in addition to all other applicable regulations of this chapter.

(1) Noise.

a. Residential units shall be constructed so that interior noise levels do not exceed an Ldn of 45 dB(A) in any habitable room.

b. Commercial uses shall be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic or late-night activity. No amplified music shall be audible to neighboring residents.

c. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

(2) Security.

a. The residential units shall be designed to ensure the security of residents, including, but not limited to, the provision of separate and secured entrances and exits that are directly accessible to secured parking areas.

b. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

c. Parking spaces for nonresidential and residential uses shall be specifically designated by posting, pavement marking, and/or physical separation.

(3) Lighting.

a. All outdoor lighting associated with commercial uses shall be designed so as not to adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, oscillate, or be of unusually high intensity of brightness.

b. Parking areas shall be illuminated so as to provide appropriate visibility and security during hours of darkness.

(4) Odors, dust, vibration. No commercial use shall be designed or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration.

(5) Refuse storage and location. The residential units shall maintain a separate refuse storage container from that used by the commercial uses. It shall be clearly marked for residential use only and use by commercial uses is prohibited.

10-5.914 Development standards: MU-2 mixed-use zone.

(a) Floor area ratio. (See definition of floor area ratio in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7.

(2) Mixed-use. For projects including both commercial and residential uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5. The following shall also apply:

a. Maximum commercial floor area. All floor area exceeding a floor area ratio of 0.7 shall be developed for residential uses.

b. Minimum commercial floor area. The commercial component of mixed-use projects shall have a minimum floor area ratio of 0.3.

(b) Residential density. The maximum number of dwelling units on a lot shall be one unit for each 1,245 square feet of lot area.

(c) Minimum lot size, mixed-use projects. No projects containing both commercial and residential uses shall be permitted on lots with less than 15,000 square feet of lot area.

(d) Building height. (See definition of building height in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, no building or structure shall exceed a height of thirty (30) feet.

(2) Mixed-use. For projects including both commercial and residential uses, no building or structure shall exceed a height of forty-five (45) feet.

(3) Residential uses. For projects containing only residential uses, no building or structure shall exceed a height of forty-five (45) feet.

(e) Stories. (See definition of story in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, no building shall exceed two (2) stories.

(2) Mixed-use. For projects including both commercial and residential uses, no building shall exceed three (3) stories.

(3) Residential uses. For projects containing only residential uses, no building shall exceed three (3) stories.

(f) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback.

a. Minimum required. There shall be a minimum front setback of fifteen (15) feet the full width of the lot, except that display windows may project three (3) feet into the required front setback provided that the bottom of the projection is no less than three feet above the adjacent sidewalk grade.

b. Maximum permitted. In commercial or mixed-use projects, the front setback shall not exceed fifteen (15) feet for fifty (50%) percent of the linear frontage of the building, except areas contiguous with the structure and used for outdoor dining or courtyards shall be exempt from this requirement. This setback area shall not be used for parking.

(2) Side setback. There shall be a minimum side setback of not less than ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. There shall be a rear setback of not less than ten (10) feet the full length of the lot.

(4) Second story setback. The second story shall have a minimum setback of twenty-five (25) feet from any property line abutting a street.

(5) Third story setback. Within the first thirty (30) feet of property depth, all building elevations above the second floor shall have a minimum average setback of five (5) feet from the second floor building face.

(g) Outdoor living space. Each dwelling unit shall be provided a minimum of 200 square feet of outdoor living space (see standards for outdoor living space in Section 10-5.1510).

(h) General regulations. See Article 3 of this chapter.

(i) Parking regulations. See Article 5 of this chapter.

(j) Sign regulations. See Article 6 of this chapter.

(k) Landscaping regulations. See Article 7 of this chapter.

(l) Coastal Development Permits. See Article 10 of this chapter.

(m) Procedures. See Article 12 of this chapter.

(n) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 29:

The addition of the following Sections 10-5.1000 through 10-5.1016 to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby approved:

10-5.1000 Specific purposes, I-2 industrial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the I-2 industrial zone is to:

(a) Provide appropriately located areas consistent with the General Plan for a broad range of light industrial uses including light manufacturing, research and development, spacecraft manufacturing and associated aerospace operations, and business park offices;

(b) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the city;

(c) Provide a suitable environment for light industrial uses, and protect them from the adverse impacts of inharmonious uses;

(d) Permit commercial uses which are compatible with the over-all character and economic health of the industrial area;

(e) Ensure that the appearance and effects of industrial and commercial uses are compatible with the character of the area in which they are located;

(f) Minimize the impact of industrial and commercial uses on adjacent residential zones;

(g) Ensure the provision of adequate off-street parking and loading facilities.

(f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.1010 Land use regulations: I-2A industrial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Notwithstanding the designation of a classification as a permitted use, a use permit may be denied for any proposed use which in the opinion of the Planning Director may in their maintenance, assembly, or operation create smoke, gas, odor, dust, sound, vibration, soot, or lighting of any degree which might harmfully impact surrounding land uses. The applicant for any such use denied by the Planning Director may apply for a Conditional Use Permit.

Use Classifications	I-2A	Additional Regulations See Section:
Parks, Recreation and Open Space	P	
Industrial Uses		
Manufacturing and fabrication: Aerospace manufacturing Custom manufacturing Electronics manufacturing Fabricating products from finished rubber Garment manufacturing Instrument manufacturing Office and related machinery Plastics fabrication Shoe manufacturing Sign manufacturing Textile manufacturing	P P P P P P P P P P P	
Laboratories	P	
Professional offices Computer and data processing facilities	P P	10-5.1011
Coastal-related uses: Ships chandlers Sail manufacturing Boat fittings Marine research and labs Boat building	P P P P C	

Use Classifications	I-2A	Additional Regulations See Section:
Construction-related uses: Building material storage yards Contractor's plants, offices, and storage yards Cement products manufacturing Equipment leasing and rentals Lumber yards Stone monument works Woodworking	C C C C C C	10-5.1011
Wholesaling/distribution/storage	P	
Mini-warehousing and self-storage	C	
Motor vehicle-related uses: Motor vehicle body and fender shops Motor vehicle repair garages Motor vehicle towing and storage Automobile dismantling	C C C C	10-5.1606 10-5.1604 10-5.1011
Recycling facilities: Reverse vending machines Small collection facilities Large collection facilities Light processing facilities	P P C C	10-5.1616
Trucking terminals	C	
Other industrial uses: Ambulance services Beverage manufacturing	C P	

Use Classifications	I-2A	Additional Regulations See Section:
with ancillary retail sales and/or tasting facilities for the public	C	
Carpet cleaning plants	P	
Communications facilities	C	
Facilities maintenance and construction shops	P	
Food products manufacturing	C	
Foundries	C	
Furniture manufacturing	C	
Heliports and helistops	C	
Household products manufacturing	P	
Laundries and wholesale dry cleaning plants	P	
Machine shops	P	
Motion picture and sound studios	P	
Pharmaceuticals manufacturing	P	
Photo processing	P	
Sheet metal shops	P	
Spray painting businesses	C	
Warehouse retail	C	
Warehouse retail, specialty	C	
Welding shops	C	
Commercial Uses		
Ancillary uses	C	10-5.1011

Use Classifications	I-2A	Additional Regulations See Section:
Service stations	C	10-5.1602
Other Uses		
Antennae for public communications	C	
Child day care centers	C	
Government maintenance facilities	C	
Government offices	C	
Public safety facilities	C	
Public utility facilities	C	10-5.1614
Recreation facilities	C	
Schools, public or private	C	

10-5.1011 Additional land use regulations, I-2A industrial zone.

(a) Professional offices. Professional offices shall be located in a building designed and intended for office uses.

(b) Concrete ready-mix plants. Concrete ready-mix plants are prohibited.

(c) Automobile dismantling. Automobile dismantling shall only be permitted in an enclosed building.

(d) Ancillary commercial uses. Ancillary commercial uses may include banks, restaurants, photocopy services, and similar uses supporting to the primary industrial uses.

10-5.1016 Development standards: I-2A industrial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.0 (see definition of floor area ratio in Section 10-5.402).

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except as follows (see definition of building height in Section 10-5.402):

(1) Antennae for public utilities. The height of antennae for public utilities shall be subject to the determination of the decision-making body pursuant to the procedures for a Conditional Use Permit.

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of fifteen (15) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of fifteen (15) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 30:

The amendment of the listing of sections under the heading for Public and Institutional Zones, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved:

Sections

10-5.1100 Specific purposes, P Public and Institutional zones.

10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village Parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF Community Facility zone, and P-PRO Parks, Recreation, and Open Space zone.

10-5.1111 Additional land use regulations, P Public and Institutional zones.

10-5.1112 Development standards: P-CIV Civic Center zone.

10-5.1113 Development standards: P-RVP Riviera Village Parking zone.

10-5.1114 Development standards: P-GP Generating Plant zone.

10-5.1115 Development standards: P-ROW Right-of-Way zone.

10-5.1116 Development standards: P-CF Community Facility zone.

10-5.1117 Development standards: P-PRO Parks, Recreation, and Open Space zone.

SECTION 31:

The addition of Sections 10-5.1114 through 10-5.1115 to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code, and the amendment of Sections 10-5.1110 and 10-5.1111 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows, are hereby approved.

10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF community facility zone, and P-PRO parks, recreation, and open space zone.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

Use Classifications	P-CIV	P-RVP	P-GP	P-ROW	P-CF	P-PRO	Additional Regulations See Section:
Public and Other Uses							
Parks, parkettes, open space, recreational facilities, beaches, and coastal bluffs	P	P	P	P	P	P	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Public buildings in parks, recreation areas, open space areas, and beaches	C	C	C	C	C	C	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Adult education centers	--	---	---	---	C	---	
Agricultural and horticultural uses	C	---	---	C	C	C	10-5.1111(a) 10-5.1111(c)
Child day care centers	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)

Use Classifications	P-CIV	P-RVP	P-GP	P-ROW	P-CF	P-PRO	Additional Regulations See Section:
Community centers	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Cultural institutions	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Government maintenance facilities	C	---	---	---	C	C	10-5.1111(a)
Government offices	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Public gymnasiums and athletic clubs	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Hospitals	--	---	---	---	C	---	
Medical offices and health-related facilities	--	---	---	---	C	---	
Nurseries, wholesale and retail	C	---	---	C	C	C	10-5.1111(a) 10-5.1111(c)
Performance art facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Parking lots	C	C	---	C	C	C	10-5.1111(a) 10-5.1111(c)
Public safety facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Public utility facilities	C	C	C	C	C	C	10-5.1614 10-5.1111(a) 10-5.1111(c)

Use Classifications	P-CIV	P-RVP	P-GP	P-ROW	P-CF	P-PRO	Additional Regulations See Section:
Schools, public and private	---	---	---	---	C	---	
Accessory uses/structures	P	P	---	P	P	P	10-5.1111(b) 10-5.1111(c)

10-5.1111 Additional land use regulations, P public and institutional zones.

(a) Recreation and Parks Commission Review, P-PRO zone. In the P-PRO parks, recreation, and open space zone, all applications for uses and development shall be referred to the Recreation and Parks Commission for its study and recommendations before submission to the appropriate decision-making body.

(b) Recreational uses, P-ROW zone. In the P-ROW right-of-way zone, recreational uses shall be limited to only passive type uses.

(c) Accessory uses and structures.

(1) Development standards. Permitted accessory uses and structures, including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, rest rooms, flag poles, and concession stands, shall be subject to the height, setback, and floor area ratio standards of the zone in which it is located, except that height and setback standards may be modified subject to Planning Commission Design Review. In zones where no height standard is specified, permitted accessory uses and structures exceeding a height of thirty (30) feet shall be subject to Planning Commission Design Review, except that flag poles, lighting fixtures, and similar structures which do not contain floor area and which exceed a height of thirty (30) feet may be approved by the Planning Director. In zones where no maximum floor area ratio is specified, any building exceeding 1,000 square feet shall be subject to Planning Commission Design Review.

(d) Preservation of public beach. The beach and coastal bluffs south of Torrance Boulevard and west of Esplanade shall be maintained and preserved for public beach, open space and public recreational use. Notwithstanding Section 10-5.1110, the beach and coastal bluffs shall not be permitted to be developed with any of the uses listed other than beaches, coastal bluffs, and accessory uses and structures as listed in subsection (b) of Section 10-5.1110. The existing beach parking lot west of Esplanade at the southerly boundary of the City shall also be retained

10-5.1114 Development standards: P-GP generating plant zone.

(a) Floor area ratio. The floor area ratio shall be determined subject to Planning Commission Review.

(b) Building height. Height of buildings or structures shall be determined subject to Planning Commission Review.

(c) Stories. The number of stories of any building shall be determined subject to Planning Commission Review.

(d) Setbacks. Setbacks shall be determined subject to Planning Commission Review.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.1115 Development standards: P-ROW right-of-way zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.1 (see definition of floor area ratio in Section 10-2.402).

(b) Building height. No building or structure shall exceed a height of fifteen (15) feet (see definition of building height in Section 10-2.402).

(c) Stories. No building shall exceed one story (see definition of story in Section 10-2.402).

(d) Setbacks.

(1) There shall be a minimum setback of twenty (20) feet from any property line abutting a street.

(2) There shall be a minimum setback of five (5) feet from any property line not abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 32:

The amendment of Section 10-5.1900, Article 7, Chapter 5, Title 10 of the Redondo Beach Municipal Code to add the following new subsection (h), is hereby approved:

10-5.1900 Landscaping regulations.

(a) Purpose. The purpose of this section is to establish standards for installation of landscaping in order to enhance the aesthetic appearance of properties within the City, ensure the quality, quantity, and appropriateness of landscape materials, effect a functional and attractive design, improve compatibility between land uses, conserve water, control soil erosion, and preserve the character of existing neighborhoods.

(b) Criteria. Planting areas within development projects for which a landscape plan is required pursuant to subsection (c) of this section shall comply with the following criteria:

(1) Plant location.

a. All required setbacks shall be landscaped with live plants except for walkways, driveways, parking areas and patio areas. Non-organic groundcover shall not be used in place of plant material in planter areas unless utilized as a decorative accent.

b. Plants shall be grouped according to similar water needs.

c. Plants shall not interfere with safe sight distances or otherwise block vehicular, bicycle or pedestrian traffic, or conflict with the installation, maintenance, or repair of any public utility.

d. A planting area a minimum of eighteen (18) inches in width shall separate a building from a driveway or parking area as feasible.

e. Parking lots shall be separated from street frontages and from abutting uses by planting areas. In addition, planting areas shall be interspersed among the parking stalls as feasible, including provision of trees for appearance and shade.

f. Trees shall be planted at least five (5) feet from a public sidewalk, except that the Planning Director may require a greater distance for species that may, over time, cause damage to the sidewalk or other public infrastructure. The Planning Director may require installation of root control barriers where necessary to protect public sidewalks.

(2) Plant Type.

a. Drought-tolerant plants shall be used where feasible. Recommended drought-tolerant plant species are listed in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants maintained by the Superintendent of Parks. Other plants consistent with the intent of this section, but not included in the List of Recommended Trees and Water Conserving Plants, may be approved by the Planning Director. The Planning Director may also permit limited use of tree, shrub, and groundcover species not adapted to the dry summer climate if it can be demonstrated that:

1. The plant species and landscape changes to provide for the plant species is compatible with the visual quality of the project and has no harmful impact to the surrounding area; and

2. The non-native/adapted plant is irrigated by runoff water from other landscape areas and/or turf area is reduced to compensate for the increased irrigation water required for the plant species.

b. Plants shall complement the architectural design of structures on the site, and shall be suitable for the soil and climatic conditions specific to the site.

c. Plants shall be compatible with the character of the neighborhood.

d. Plants shall be adaptable to Redondo Beach's coastal environment.

e. Trees that may, over time, cause damage to public and/or private sidewalks, sewer lines, and other infrastructure shall be avoided, unless the Planning Director determines that the tree is located a sufficient distance from such infrastructure to prevent damage. Information on the suitability or lack of suitability of different tree species is contained in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants maintained by the Superintendent of Parks. Trees not listed that are determined to be consistent with the criteria of this section may be approved by the Planning Director.

f. Trees should be planted to shade turf, groundcover, and shrub planting areas to reduce water evaporation from these areas.

g. Non-residential developments. Turf (grass) area (excluding parkways between the public sidewalk and street) shall not exceed twenty (20%) percent of the total landscape area for non-residential developments, except that higher percentages may be permitted when turf is an essential part of the development such as for playing fields for schools or parks, or integral to the design of the project as determined through the applicable design review procedures.

1. Lower water usage turf or warm season grasses are recommended for all turf areas;

2. Use of turf shall be avoided in landscape areas with a dimension of less than eight (8) feet.

3. It is recommended that turf be separated from new trees to prevent over-watering of the tree, surface rooting, crown-rot, and damage of the tree trunk by grass trimming equipment;

4. If trees are to be planted in a turf area, only deep-rooted tree species should be used, turf irrigation and drainage should be directed away from the tree, and the tree should be irrigated by a combined bubbler/deep waterpipe fixture.

(3) Plant size.

a. Plants shall be sized and spaced to achieve immediate effect and shall normally not be less than a fifteen (15) gallon container for trees, five (5) gallon container for

shrubs, and a one gallon container for mass planting. Groundcover coverage must be 100 percent in one year, with rooted cuttings from flats planted no more than twelve (12) inches on center, and containerized woody, shrub ground cover planted no more than three (3) feet on center.

b. Landscape plans shall incorporate existing mature trees with trunk diameters of six (6) inches or greater that are compatible with the proposed grades, structures and hardscape. Specimen trees, thirty-six (36) inch box, or larger may be used to replace an existing mature tree that cannot feasibly be saved.

(4) Planting areas.

a. All planting areas shall be served by a permanent underground clock-operated water-efficient irrigation system. A drip irrigation system or other water conserving irrigation system may be required where feasible.

b. All sloped planting areas abutting hardscape shall be surrounded with a minimum six (6) inch high concrete curb where necessary to prevent erosion.

(5) Parking lots. New surface parking lots containing ten (10) or more parking spaces shall provide a minimum of one shade tree for every six (6) spaces. The Planning Commission may also require provision of trees and other landscaping in parking lots in conjunction with any project subject to Planning Commission Design Review.

(c) Landscape and irrigation plans required, for projects other than single-family developments. A landscape plan and irrigation plan drawn to scale and dimensioned shall be submitted to the Planning Division for all new projects in all nonresidential zones, and for all new residential projects of two (2) or more units. A landscape plan and irrigation plan may be required in conjunction with other projects requiring Administrative Design Review, Planning Commission Review, Conditional Use Permit, or Variance.

(1) Landscape plan, contents. A landscape plan shall contain at a minimum the following information:

- a. List of plants (common and Latin);
- b. Plant size;
- c. Plant location, with size and type identification

(2) Irrigation plan, contents. An irrigation plan shall contain at a minimum the following information:

- a. Location, type and size of lines;
- b. Location, type, gallonage output, and coverage of heads;
- c. Location and sizes of valves;
- d. Location and type of controller;

e. Location and type of backflow prevention device;

f. Available water pressure, water meter outlet size, and flow rates at meter.

(3) For purposes of this section, new project shall mean the addition of 1,000 square feet or more of floor area on a vacant site or the addition or reconstruction of 1,000 square feet or more of floor area made in conjunction with demolition of fifty (50%) percent or more of the total floor area of existing development on the lot.

(d) Landscape requirements for new single-family projects. For new single family projects, a site plan shall be required showing the type and location of proposed trees and their distance from public infrastructure. The landscaping regulations pursuant to this article shall not apply to single family developments except for the criteria in subsection (b)(2)(e.) of this section relating to location of trees to protect public infrastructure from damage.

(1) For purposes of this section, new project shall mean the addition of 1,000 square feet or more of floor area on a vacant site or the addition or reconstruction of 1,000 square feet or more of floor area made in conjunction with demolition of fifty (50%) percent or more of the total floor area of existing development on the lot.

(e) Maintenance of landscape. Planting areas shall be permanently maintained, including watering, weeding, pruning, trimming, edging, fertilizing, insect control, and replacement of plant materials and irrigation equipment as needed to preserve the health and appearance of plant materials. All trees, shrubs, and plants which, due to accident, damage, disease, or other cause, fail to show a healthy growth shall be replaced. Replacement plants shall conform to all the standards which govern the original planting installation.

(f) Street tree requirements. Street tree species, size, spacing, and planting standards shall be subject to approval of the Superintendent of Parks. The Superintendent of Parks shall select street trees taking into consideration the following criteria: that the selected tree as proposed to be located will not harm public sidewalks, streets, and infrastructure; that the tree is consistent with water conservation objectives; that the tree requires low maintenance and no pesticides; that the tree will enhance the visual character and identity of City streets; and that the tree complements appropriate existing street trees. Appropriate street trees include, but are not necessarily limited to, trees included in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants. No existing street tree shall be removed without the approval of the City.

(g) R-1 zone, areas with no parkways. In the R-1 zone, in areas with no parkways, in conjunction with the construction of new homes, existing mature trees in the front yard that are compatible with the proposed development shall be preserved. A specimen tree, twenty-four (24) inch box, or larger shall be planted in the front yard where there are no existing mature trees or to replace existing mature trees that cannot feasibly be saved.

(h) Tree Trimming within the Harbor/Pier Area. The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the past five (5) years, as determined by a qualified biologist or ornithologist, shall be undertaken in compliance with all applicable codes and regulations of the

California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.

(1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1 through December 31.

(2) Trees or branches with a nest of a wading bird (heron or egret), a state or federal listed species, or a California bird species of special concern that has been active anytime in the last five years shall not be removed or disturbed unless a health and safety danger exists.

(3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.

a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations, tree size (no less than 36" box size), planting specifications, and a five year monitoring program with specific performance standards.

b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Harbor Director and maintained on file as public information.

(4) Tree trimming or removal during the non-breeding and non-nesting season (October 1 through December 31) shall follow the following procedures.

a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Harbor Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior 5 years and no courtship or nesting behavior is observed.

b. In the event that a wading bird (heron or egret) species, a state or federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1 through December 31), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).

c. Trimming of nesting trees shall not encroach within 10 feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.

d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

(5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Harbor Department and the City of Redondo Beach, and shall use the following procedures:

a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Harbor Director and maintained on file as public information. The plan shall incorporate the following:

1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).

2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.

b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.

Section 33:

The amendment of the zoning map for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street, as shown in the following map and as listed Table 1 below, is hereby approved:

Amendments to the Zoning Map

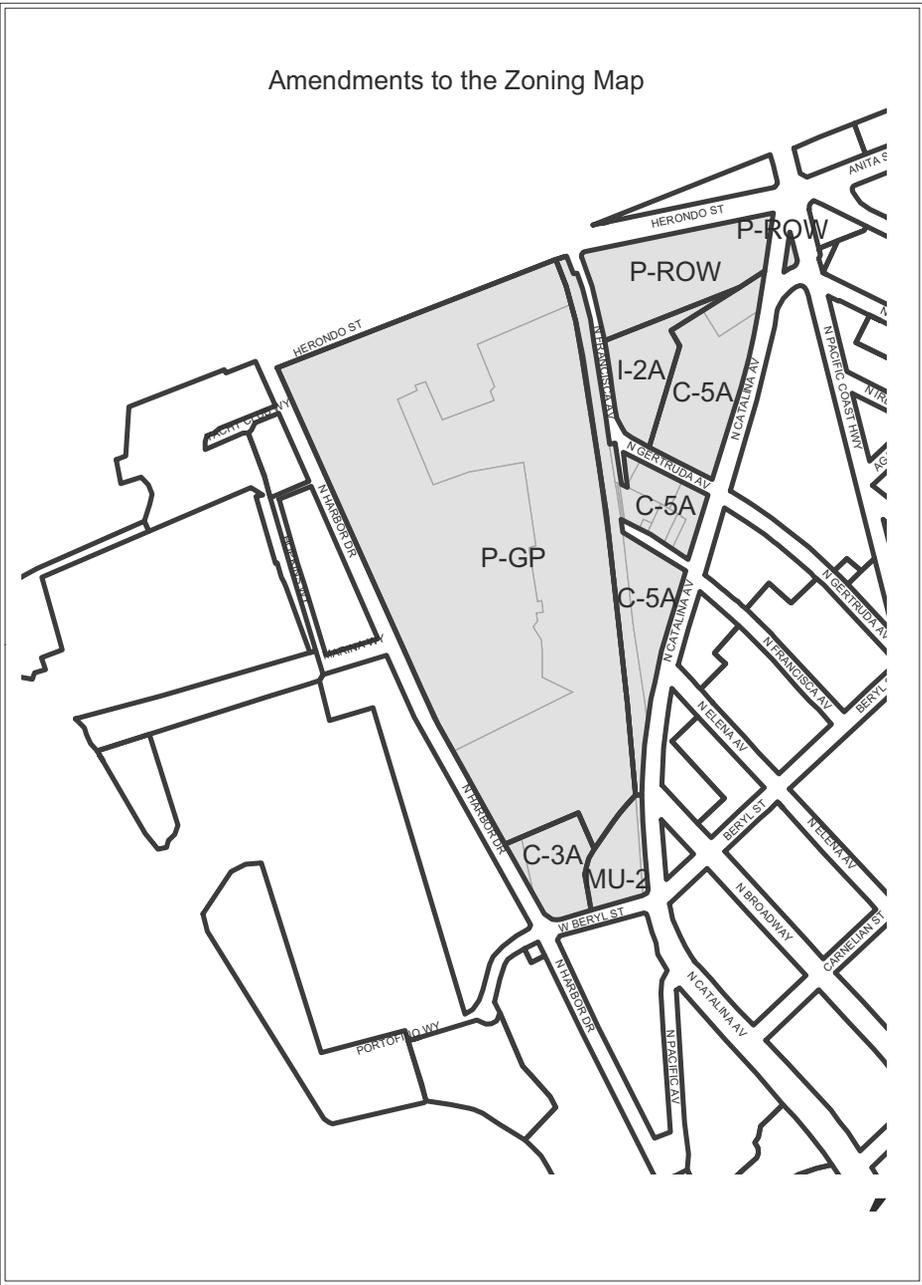


TABLE 1 PROPOSED AMENDMENTS TO THE ZONING MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	ZONING
7503001800			P-ROW
7503013003	125	W BERYL ST	MU-2
7503013011			C-5A
7503013013			C-3A
7503013014			P-GP
7503013015	1100	N HARBOR DR	P-GP
7503013815			C-5A
7503013819	1100	N HARBOR DR	P-GP
7503013820			P-GP
7503013901	400	N HARBOR DR	C-3A
7503014010			I-2A
7503014011	1217	N CATALINA AVE	C-5A
7503014013			I-2A
7503014014			I-2A
7503014015			I-2A
7503014803			P-ROW
7503014805			P-ROW
7503014902	1231	N CATALINA AVE	C-5A
7503021019			C-5A
7503021020			C-5A
7503021021	612	N FRANCISCA AVE	C-5A

TABLE 1 PROPOSED AMENDMENTS TO THE ZONING MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	ZONING
7503021022	610	N FRANCISCA AVE	C-5A
7503021023	606	N FRANCISCA AVE	C-5A
7503021024	604	N FRANCISCA AVE	C-5A
7503021028			C-5A
7503021029			C-5A
7503021030			C-5A
7503021035	811	N CATALINA AVE	C-5A
7503021036			C-5A

Section 34:

Severability. If any section, subsection, sentence, clause, or phrase, of this measure is, for any reason, held to be invalid, unconstitutional, or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the measure. The people hereby declare that they would have passed this measure 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, unconstitutional, or unenforceable.

SECTION 35:

Amendments. The portions of the Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone which are put to a vote of the people herein as provided by Article XXVII of the City Charter may be amended or repealed by the City Council without a vote of the people if and only if approval of such action is not otherwise required by Article XXVII of the City Charter. Amendments to the Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone approved in this measure shall not be construed as having been enacted by initiative and shall not be subject to the provisions of California Elections Code Section 9217.

SECTION 36.

Effective Date. This measure shall be considered as adopted upon the date that the vote is declared by the City Council, and shall go into effect 10 days after that date. The City Clerk shall certify to the passage and adoption of this measure, and enter it into the book of original measure.

SECTION 37.

Certification by Mayor. The Mayor is hereby authorized to certify the adoption of this measure and the declaration of the vote thereon by the City Council by signing where indicated below.

ADOPTED by the People of the City of Redondo Beach, California, this 2nd day of November, 2010 by the following vote, to wit:

YES: _____

NO: _____

I hereby certify that the foregoing Resolution was PASSED APPROVED AND ADOPTED by a majority vote by the People of the City of Redondo Beach voting on the 2nd day of November, 2010.

Mike Gin, Mayor

ATTEST:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael, W. Webb, City Attorney

ANALYSIS OF PROPOSED MAJOR CHANGE IN ALLOWABLE LAND USE

The following discussion and analysis of the proposed amendments to the City's Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone ("Coastal Zoning Ordinance") is provided in compliance with Section 27.4(b) of Article XXVII of the City Charter.

Section 1: Introduction

A. Purpose and Scope of Analysis

Article XXVII of the City Charter of the City of Redondo Beach requires that amendments to the City's general plan, Coastal Land Use Plan and zoning ordinances which qualify as "Major Changes in Allowable Land Use" within the meaning of Article XXVII be approved by the voters of the City before becoming legally effective. Section 27.4(b) of Article XXVII also requires that certain information concerning the proposed Major Change in Allowable Land Use be provided to City voters in the Supplemental Ballot Pamphlet provided to voters prior to the election. This relevant information for the proposed Major Change in Allowable Land Use now being submitted to the voters consists of the following:

1. A description of the "major change in allowable land use" that "clearly discloses both the scope and main features of the project (including sequencing or phasing, as may be the case) that the major change in allowable land use consists of or depends on";
2. A description of "the location and acreage of the project site";
3. The "text of the proposed amendment to the general plan, to the city's zoning ordinance or to the zoning ordinance for the coastal zone";
4. "Easily readable maps shall be used to assist the voters in the project description;";
5. A comparison of "the project and its traffic impacts both to the as built condition, and to existing applicable land use designations and zoning classifications, providing accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts)".

The information provided in the following sections is intended to fulfill the requirements of Section 27.4(b), as well as additional relevant information which may assist voters in evaluating the implications of the amendments to the City's Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone ("Coastal Zoning Ordinance") presented for approval in Measure G. The traffic impact analysis presented in Sections 5 and 6 is based on a comprehensive traffic study completed by Fehr & Peers Transportation Consultants. The results of the traffic study have been condensed for presentation in the Supplemental Ballot Pamphlet. The full text of the report and appendices may be downloaded from the City of Redondo Beach website at www.redondo.org/trafficstudy, copies may be viewed in the City Clerk's office or if you wish to obtain copy please call the City Clerk's office at (310) 318-0656.

B. Background and Overview of Proposed "Major Change in Allowable Land Use"

The "Major Change in Allowable Land Use" presented in Measure G consists of extensive amendments to the City's Coastal Land Use Plan and Coastal Zoning Ordinance. The amended Coastal Land Use Plan

indicates the kinds, location, and intensity of land uses (i.e. the types and size of buildings that can be constructed), the applicable resource protection and development policies, and has been prepared to comply with the California Coastal Act (Public Resources Code Sections 30000 et seq.). The amended Coastal Land Use Plan will supersede an existing certified Coastal Land Use Plan that contains very few development standards or limitations on development in the Harbor/Pier area of the City.

The amended Coastal Zoning Ordinance is intended to implement that Coastal Land Use Plan by providing more detailed development standards for development in the City's coastal zone. The Coastal Zoning Ordinance is codified in Chapter 5 of Title 10 of the Redondo Beach Municipal Code.

Collectively, the amended Coastal Land Use Plan and Coastal Zoning Ordinance are also intended to constitute the City's Local Coastal Program ("LCP") for affected areas of the City's coastal zone under the California Coastal Act. (See Public Resources Code § 30500 et seq.) The full text of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance sections adopted or amended by this Measure is set forth in Part A of this Supplemental Ballot Pamphlet, referred to in herein as the Ballot Measure Text.

The City's existing Coastal Land Use Plan has been certified by the California Coastal Commission for the entire coastal zone of the City. The current Coastal Zoning Ordinance has been certified for a portion of the City's coastal zone designated as "LCP Area 1". However, no coastal zoning has been certified for the areas of the City designated "LCP Area 2" (see Figures 1, 2, 3 and 4), which consists of the area of the coastal zone addressed in the Coastal Land Use Plan amendments and Coastal Zoning Ordinance amendments presented in this ballot measure, i.e. the Harbor/Pier area, AES Power Plant site, and certain areas along the west side of Catalina Avenue. If the Coastal Land Use Plan amendments and Coastal Zoning Ordinance amendments in this measure are approved by the voters, they will be submitted to the California Coastal Commission for final certification as the LCP for LCP Area 2. Final certification will also eliminate the segmentation of the City's coastal zone into LCP Area 1 and Area 2. The Coastal Commission conditionally certified the proposed Coastal Land Use Plan amendments and Coastal Zoning Ordinance amendments on July 9, 2009, subject to City acceptance of some 17 recommended additions and modifications. The suggested modifications were accepted without change by the City Council of the City of Redondo Beach on April 6, 2010 and April 20, 2010, and are included in the text of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments presented in this measure. Voter approval of these amendments is the last major approval required to obtain certification of the LCP for Area 2.

Upon final certification, the City will receive authority to issue Coastal Development Permits within the City's coastal zone for LCP Area 2. At present, issuance of Coastal Development Permits in LCP Area 2 is controlled exclusively by the Coastal Commission. After certification, the Coastal Commission's authority over Coastal Development Permits will be limited to certain types of projects which the Coastal Commission maintains original jurisdiction over, e.g. development on tidelands, submerged land and public trust lands lying within the Coastal Zone (see Pub. Res. Code Section 30519(b)), and to hearing appeals in certain types of cases, e.g. projects involving development on tidelands, submerged lands, public trust lands, sensitive coastal resource area, developments involving a major public works project or a major energy facility, and development located between the ocean and the first public road paralleling the ocean, i.e. Harbor Drive. (See Pub. Res. Code Section 30603).

Section 2: Description of Proposed Coastal Land Use Plan and Coastal Zoning Ordinance Amendments

A. Introduction and Overview

Measure G consists of an extensive set of amendments to the City's Coastal Land Use Plan and Coastal Zoning Ordinance that are presented for voter approval under Article XXVII of the Redondo Beach City

Charter. The amendments will enact extensive new development standards, including height limitations, floor area ratio (“FAR”) limitations and an overall development cap of 400,000 square feet of new development in the Harbor Pier, none of which exist in the currently operative Coastal Land Use Plan and zoning ordinances for the project area. The amendments will also allow a somewhat increased range of uses in the project area, including additional park space and other public uses, offices and some additional light industrial development in the Catalina Avenue Corridor, but will generally maintain the existing coastal commercial character of the area.

As a result of court action, the Coastal Land Use Plan and Coastal Zoning Ordinance amendments presented in this measure have been deemed to constitute a single “Major Change in Allowable Land Use” for purposes of Article XXVII of the City Charter. This “Major Change in Allowable Land Use” includes amendments to the Coastal Land Use Plan and Coastal Zoning Ordinance adopted for three Sub-Areas of LCP Area 2 by the City Council on various dates beginning in August, 2005. These include amendments for the AES Power Plant and Catalina Avenue Corridor adopted in August, 2005 (City Council Resolution Nos. CC-0508-83 and Ordinance Nos. 2971-05 and 2972-05); amendments for the Harbor/Pier area adopted on May 8, 2008 (City Council Resolution No. CC-0805-46 and Ordinance No. 3013-08), and further amendments adopted at the recommendation of the Coastal Commission on April 6 and April 10, 2010. (City Council Resolution No. CC-1004-306 and Ordinance No. 3050-10.) These amendments are collectively referred to as the “Project” or “proposed amendments” in the following text.

A few of the amendments to the Coastal Land Use Plan adopted by the City Council on April 6, 2010 establish new or amended policies that would apply to all areas in the City’s coastal zone, e.g. new or amended Coastal Land Use Plan policies 13, 15, 16, 17, 18, 19, 20, and 21. The great bulk of the amendments presented in this measure, however, apply specifically to areas or uses found in LCP Area 2, as further described below.

The principal features of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments for each affected area are summarized below. The major effect of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments would be to impose extensive additional development standards and restrictions in each designated Sub-Area of LCP Area 2, and an overall limit or “development cap” of 400,000 square feet of additional development above the existing amount of development in the Harbor/Pier area and the Crowne Plaza Site (see Figure 1 and 3).

The text of the proposed amendments has been incorporated into the Coastal Land Use Plan and Coastal Zoning Ordinance sections set forth in full in the Ballot Measure Text in Part A of this supplemental Supplemental Ballot Pamphlet. It should be noted that a “no” vote on the ballot measure will not repeal any existing provisions of the certified Coastal Land Use Plan or Coastal Zoning Ordinance, but simply result in those provisions remaining in their current state. For example, a “no” vote would remove park space as a permissible use in the coastal land use plan for the AES Generating Plant Site. Operations at the AES Generating Plant however would remain as a permissible use with or without the amendments. The general effects of a “no” vote may be ascertained by a review of the comparison between existing City planning and zoning regulations and the proposed amendments and comparative analysis of traffic impacts found in Sections 5 and 6 below. The following discussion summarizes the land uses and building densities and intensities that would be allowed by the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments.

B. Amendments For the Harbor-Pier Area

1. Affected Area (Harbor-Pier Area)

The Harbor-Pier Area and the new land use designations and zoning classifications to be applied to this area by the proposed amendments are shown in Figures 1 and 3. This area covers approximately 62.2 acres (2,710,000 square feet) and is located primarily between Harbor Drive and the Pacific Ocean. However, this area also includes the Crowne Plaza site located east of Harbor Drive, south of Beryl Street, and West of Pacific Avenue, and the Pier area to the south. Existing development conditions in this area includes approximately 930,117 square feet of mostly commercial development and approximately 229 legal nonconforming apartment units. The existing average floor to area ratio (FAR)¹ on this area is approximately 0.34.

Permissible Uses (Harbor-Pier Area)

a. *Amended Coastal Land Use Plan*

As shown on Figure 1, the amended Coastal Land Use Plan would designate all land in the Harbor/Pier area as “Commercial Recreation” or “P-PRO Parks, Recreation, and Open Space”. The “Commercial Recreation” classification is intended to provide for “a wide range of public and commercial recreational facilities,” including “regional-serving recreational facilities for all income groups”. (See Ballot Measure Text, Section 4.) Areas designated as Commercial Recreation are further broken down into four designated Commercial Recreation Sub-Areas 1 through 4. The uses allowed in each Commercial Recreation Sub-Area are further discussed below. The proposed Coastal Land Use Plan amendments also establish more specific standards for development and allowed uses for four designated Commercial Recreation Sub-Areas. These more detailed standards are summarized in Section 3, below.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning breaks down the area into the following Coastal Commercial Zones CC-1, CC-2, CC-3, CC-4, CC-5, and P-PRO which are consistent with the amendments to the Coastal Land Use Plan. (See Figure 3.)

Detailed specification of the uses allowed in each Coastal Commercial zone is provided in Section 10-5.810 the amended Coastal Zoning Ordinance, which is set out in Section 19 of the Ballot Measure Text. Generally these uses allowed in Coastal Commercial zones consist of general retail commercial uses; marina related uses, such as boating facilities and marine sales and services; hotels and motels (including “Limited Overnight Visitor Accommodations,” which may include timeshares, condominium hotels and fraction ownership hotels); food and entertainment services, such as restaurants, bars and snack shops; offices; various retail services; and miscellaneous other uses such as parking lots, public safety facilities, public utilities and cultural institutions. A conditional use permit is required for most of these uses, with the major exceptions being retail sale establishments under 5,000 square feet; snack shops; parks, recreation and open space; and certain additional permitted uses in the CC-5 zone. Additional limitations on permitted or conditionally permitted uses in various Coastal Commercial zones are set out in Section 10-5.811 of the amended Coastal Zoning Ordinance (Section 19 of the Ballot Measure Text). These

¹ “Floor to Area Ratio” (FAR) means the numerical value obtained by dividing the gross floor area of a building or buildings located on a lot by the total area of the lot. For example, a FAR of 0.25 would mean that there is the equivalent one square foot of single story structural development for every four square feet of land surface. A two story structure occupying one fourth of the total area of a parcel would have an FAR of 0.50.

include special limitations and requirements for offices and Limited Overnight Visitor Accommodations, and limitations on development in tidelands and on Mole B.

Uses allowed in the P-PRO zone are parks, parkettes, open space, recreational facilities, beaches, and coastal bluffs, public buildings in parks, recreation areas, open space areas, and beaches, agricultural and horticultural uses, child day care centers, community centers, cultural institutions, government maintenance facilities, government offices, public gymnasiums and athletic clubs, nurseries – wholesale and retail, performance art facilities, parking lots, public safety facilities, public utility facilities, accessory uses/structures. More detailed information on this zoning classification is provided in the City’s Municipal Code in Section 10-5.1110. A conditional use permit is required for most of these uses, with the major exceptions being parks, parkettes, open space, recreational facilities, beaches, coastal bluffs, and accessory uses/structures.

2. Development Standards (Harbor-Pier Area)

a. *Coastal Land Use Plan Amendments*

The proposed Coastal Land Use Plan will add extensive development standards for the Harbor/Pier area that do not exist in the existing certified Coastal Land Use Plan. These include building height and building intensity restrictions for four designated Coastal Recreation Sub-Areas, additional policies and standards for designated properties are Sub-Areas, and an overall development cap of 400,000 square feet of net additional development in the Harbor/Pier area. The boundaries of each designated Coastal Recreation Sub-Area are shown in maps included in Section 4 of the Ballot Measure Text. The most important new policies and standards are summarized below. Additional detail appears in the text of amended Subsections C and D of Section VI of the Coastal Land Use Plan (Sections 4 - 15 of the Ballot Measure Text.)

• Development Cap

The amended Coastal Land Use Plan adds a 400,000 square foot limitation on net new development in the Harbor/Pier area, i.e. a limit of 400,000 square feet of development beyond the 930,117 square feet already existing in the Harbor/Pier area in April, 2008.

• Commercial Recreation Sub-Area 1:

Allowed Uses:

Retail uses, food and beverage services, hotel uses (Sub-Area 1C only), entertainment clubs, public open space/recreation uses, marina-related uses and boating facilities, amusement and arcade facilities, commercial offices (Sub-Area 1C only), on-site management offices (above 1st floor; Sub-Area 1B), parking facilities (Sub-Area 1C only)

Building Intensity:

Sub-Areas 1A, 1D: determined by zoning

Sub-Area 1B (Municipal Pier): Equivalent of leasable space under 1991 Pier Reconstruction Plan
Sub-Area 1C - Pier Plaza: FAR 0.35 for top deck (subject to bonuses up to 0.65 FAR allowed by zoning)

Building Height: 2 stories, 30 feet (except 2 stories, 40 feet in Sub-Area 1D)

Policy: New development shall not obstruct views from Czuleger Park to the ocean

- Commercial Recreation Sub-Area 2

Allowed Uses:

Retail uses, food and beverage services, hotel uses, multi-purpose private recreational uses, public open space/recreation uses, marina and marina-related uses, entertainment clubs, yachting and boating clubs, offices (except in tidelands; must be above first floor only, except for marine-related, visitor serving and on-site management offices), parking facilities.

Building Intensity:

Maximum FAR of 0.35 (exception: up to 0.65 with bonuses permitted by zoning ordinance, for hotels or offices above ground floor, or for “high quality public amenities, public spaces and public improvements) New development projects shall include view corridors to the water from N. Harbor Drive

Building Height:

Sub-Area 2a: 2 stories, 37 feet (no more than 50% of structure may be more than 1 story, 24 feet).

Sub-Area 2b: 3 stories, 45 feet.

- Commercial Recreation Sub-Area 3

Allowed Uses:

Retail uses, food and beverage services, hotel uses; public open space/recreation uses, marina-related uses and marina-related facilities, yacht and boating clubs, entertainment clubs (Sub-Areas 3a and 3c only); offices (in Sub-Area 3a and outside of tidelands only - must be above first floor, except for marine-related, visitor serving and on-site management offices), parking facilities (3a and 3c). Mole B (Sub-Area 3b) is designated for boating facilities and support uses and Public Open Space/Recreational Uses and supporting uses as the primary land uses. All tideland areas are reserved for public trust uses only.

Building Intensity:

Sub-Areas 3a and 3c: Maximum FAR = 0.35 (exception: up to 0.65 with bonuses permitted by zoning ordinance, for hotels or offices above ground floor, or for “high quality public amenities, public spaces and public improvements”)

Sub-Area 3b (Mole B): Maximum FAR = 0.25

Building Height:

Sub-Area 3a: 3 stories, 45 feet

Sub-Areas 3b and 3c: 2 stories, 30 feet

- Commercial Recreation Sub-Area 4 (Crowne-Plaza Hotel Site)

Allowed Uses: Retail uses, food and beverage services, hotel uses, personal service commercial uses (including health/athletic clubs), entertainment clubs, marina-related facilities, commercial offices, parking facilities.

Building Intensity:

Maximum FAR = 2.25

Building Height:

Sub-Area 4a: 1 story, 15 feet

Sub-Area 4b: 3 stories, 40 feet

Sub-Area 4c: 5 stories, 60 feet

- Additional Development Policies and Standards

Additional development restrictions included in the proposed Coastal Land Use Plan amendments include: preservation of views corridors from North Harbor Drive and Czuleger Park to the ocean, maintaining Mole B as 33% passive park space, requirement for construction of a public boat launch ramp with new development; discouraging removal of existing coastal dependent land uses; requirement for maintenance of a 10-12 foot public esplanade and providing additional signage; requirement for payment of an in-lieu fee for new development which is not a low or moderate cost facility,

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning generally implements the development policies and standards contained in the amended Coastal Land Use Plan for the Harbor/Pier area. The standards for Coastal Commercial zones CC-1 through CC-5 are set out in Sections 10-5.812, 10-5.813, 10-5.814, 10-5.815, 10-5.816 of the amended Coastal Zoning Ordinance (Sections 19 of the Ballot Measure Text). The principal building intensity restrictions are summarized below. Additional provisions governing building setbacks, discretionary review and other details are set forth in the text of the zoning amendments. Parking requirements, sign regulations, landscaping regulations, water quality measures and additional procedural requirements for development in these zones is established by existing regulations set forth elsewhere in the Coastal Zoning Ordinance. The Coastal Zoning Ordinance amendments also contain extensive regulations for “Limited Use Overnight Visitor Accommodations” which are considered a form of hotel use. These include Fractional Ownership Hotels, Condominium-Hotels and Time Shares. (See Ballot Measure Text, Sections 19 and 23.) The regulations provide that no more than 25% of the guestrooms in any hotel site or master lease area be allocated to these specialized types of use.

- Cumulative Development – All Coastal Commercial Zones

Development in the Coastal Commercial zones is subject to the 400,000 square foot cumulative development cap established for the Harbor/Pier area by the amended Coastal Land Use Plan, i.e. 400,000 square feet of net additional development beyond development existing on April 22, 2008. (See Coastal Zoning Ordinance Sections 10-5.812(a)(3), 10-5.813(a), 10-5.814(a), 10-5.815(a) and 10-5.816(a), Section 19 of Ballot Measure Text).

- CC-1 – Coastal Commercial zone

Building Intensity:

Pier: limited by leasable space provided for in 1991 Pier Reconstruction Plan.

Height Limits:

2 stories, 30 feet (exception - 40 ft on designated Parcel 10.)

Other Special Restrictions:

Utilities shall be placed underground unless determined to be infeasible by City Building Official

- CC-2 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 0.35 (subject to bonuses up to 0.65)

Height Limits:

2 stories, 30 feet

Other Special Restrictions:

New development must include public open space equal to at least 10% of floor space added by the project;

Utilities shall be placed underground unless determined to be infeasible by City Building Official.

- CC-3 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 0.35 (subject to bonuses up to 0.65)

Height Limits:

South of Seaside Lagoon: 2 stories, 37 feet (50% of building must be 1 story, maximum 24 feet)

North of Seaside Lagoon: 3 stories, 45 feet

Other Special Restrictions:

A public esplanade (minimum 12 feet in width) adjacent to water's edge must be provided with new development

New development must include public open space equal to at least 10% of floor space added by the project;

Utilities shall be placed underground unless determined to be infeasible by City Building Official.

- CC-4 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 0.35 (subject to bonuses up to 0.65)

Maximum FAR = 0.25 on Mole B

Height Limits:

Area 1: 3 stories, 45 feet (exception - 40 ft on designated Parcel 10.)

Area 2: 2 stories, 30 feet

Other Special Restrictions:

A public esplanade (minimum 12 feet in width) adjacent to water's edge must be provided with new development unless determined feasible

New development must include public open space equal to at least 10% of floor space added by the project;

Utilities shall be placed underground unless determined to be infeasible by City Building Official

- CC-5 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 2.25

Height Limits:

Area 1: 1 story, 15 feet

Area 2: 3 stories, 40 feet

Area 3: 5 stories, 60 feet

Other Special Restrictions:

Utilities shall be placed underground unless determined to be infeasible by City Building Official.

- P-PRO – Parks, Recreation, and Open Space Zone

Building Intensity:

Maximum FAR = 0.25

Height Limits

2 stories, 30 Feet

- C. AES Power Plant Site

1. Affected Area (AES Power Plant Area)

The AES Power Plant site covers approximately 52 acres and is generally located east of Harbor Drive, west of Catalina Avenue, and south of Herondo Street. The amended maps for this area are shown in Figures 2 and 4 and are designated as “Generating Plant” and “P-GP”, respectively. The site is currently developed with the AES Power Plant, a thermal electrical generating plant built in 1948, and supporting facilities. The exhaust stack for the power plant is approximately 200 in height; other taller portions of the facility range from 70 to approximately 110 feet in height.

2. Permissible Uses (AES Power Plant Area)

- a. *Amended Coastal Land Use Plan*

The amended Coastal Land Use Plan designates the AES Power Plant Site as “Generating Plant”. (Figure 2.) This designation allows continued operation of the AES Power Plant with any changes or additions subject to the requirement for a conditional use permit. The designation also allows parks and open spaces on the property. Policy 9 of the amended Coastal Land Use Plan provides that this designation is

intended to allow for a reduction in size and modernization of the existing power plant on a portion of the site, and to allow future conversion of the property to parks, open space and recreational facilities if the site can be acquired by a public, private, or non-profit agency. (See Ballot Measure Text, Sections 4 and 7.)

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance classifies the property as “P-GP Generating Plant zone”. This zoning classification allows parks, open space, and recreational facilities as a permitted use, and public park buildings with a conditional use permit. This designation also allows public utility facilities with a conditional use permit. The conditional use permit requirement would apply to any expansion or other substantial change to the existing AES Power Plant facilities. (For additional detail, see Coastal Zoning Ordinance Section 10-5.1110 (Section 31 of the Ballot Measure Text)).

3. Development Standards (AES Power Plant Area)

The amended Coastal Land Use Plan contains no specific development standards for the AES Power Plant site. The amended Coastal Zoning Ordinance provisions for the AES Power Plant site provide that all height limits, floor area ratios, setbacks for further development on the site will be determined on a discretionary basis by the Planning Commission. (See amended Coastal Zoning Ordinance Section 10-5.1114, Ballot Measure Text Section 31.) All development would be subject to general standards established by the Coastal Zoning Ordinance for parking, signage, landscaping and water quality measures.

D. Catalina Avenue Corridor

1. Affected Area (Catalina Avenue Corridor Area)

The Catalina Avenue Corridor area covers approximately 21.1 acres (920,000 square feet) located east of Harbor Drive, north of Beryl Street, west of Catalina Avenue, and south of Herondo Street, excluding the AES Power Plant site. The area is shown in Figures 2 and 4 as the area bearing various commercial, mixed-use and public right of way designations, but excluding the areas designated as “Generating Plant” and “P-GP”. The Catalina Avenue Corridor area is currently partially developed with various commercial, public, institutional and miscellaneous uses. Existing development is approximately 402,157 square feet. The Salvation Army site is currently occupied by a senior housing facility with 49 residential units.

2. Permissible Uses (Catalina Avenue Corridor Area)

a. *Amended Coastal Land Use Plan*

As indicated on Figure 2, the amended Coastal Land Use Plan designates this area primarily for C-5 commercial uses, but also designates individual parcels for MU - Mixed Use Commercial/Residential, C-3 Commercial, I – Industrial and P – Public or Institutional.

The C-3 and C-5 Commercial designations permit a wide range of retail and service commercial uses, including eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services and similar uses. The C-5 Commercial designation also permits parks and open space, light industrial uses, automobile and marine-related repair, boat storage, self-storage and wholesale uses.

The “MU – Mixed Use” designation applicable to the parcel at North Catalina Avenue and West Beryl Street allows retail and commercial uses, cultural facilities, professional offices and similar uses with residential development on the second floor or above. This classification also allows community service or non-profit service uses, including religious activities, assembly and group kitchen/cafeteria facilities at this location, consistent with its current uses by the Salvation Army.

The “I – Industrial” designation is intended to accommodate small to medium-size light industrial operations deemed compatible with surrounding areas.

The Catalina Avenue Corridor property designated as “P – Public or Institutional” in the amended Coastal Land Use Plan is a public utility transmission corridor. Uses of this property allowed by the amended Coastal Land Use Plan include continued public utility use, parking lots, nurseries and agricultural uses, all subject to requirements for a conditional use permit. Parks, open space and passive recreational uses are also permitted, subject to any additional requirements imposed by the landowner (Southern California Edison) for safety or other reasons.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance assigns the following zoning classifications to properties in the Catalina Avenue Corridor area, as shown on Figure 4: C-3A, C-5A, MU-2, I-2A, and P-ROW. These zoning classifications generally permit the uses permitted by the corresponding C-3, C-5, MU, I and P designations in the amended Coastal Land Use Plan. More detailed specification of the types of uses permitted or conditionally permitted in each zone may be found in Sections 10-5.630, 10-5.710, 10-5.910, 10-5.1010, 10-5.1011, and 10-5.1110 of the Coastal Zoning Ordinance. (See Sections 26, 27, 28, 29, and 31 of the Ballot Measure Text.)

3. Development Standards (Catalina Avenue Corridor Area)

a. *Amended Coastal Land Use Plan*

The amended Coastal Land Use Plan imposes the following development standards on properties in the Catalina Avenue Corridor area:

- C-3 Commercial
Maximum FAR = 0.7
Height Limits: 2 stories, 30 feet
- C-5 Commercial
Maximum FAR = 0.7 commercial, 1.0 light industrial, 1.5 storage/mini-storage uses
Height Limits: 2 stories, 30 feet (except 4 stories, 65 feet west of Catalina Avenue between Francisca Avenue and Beryl Street, subject to design review approval)
- MU Mixed Use Commercial Residential
Maximum FAR: 1.0 for commercial-only projects, 1.5 for mixed use (commercial/residential) projects, 35 units per net acre
Height Limits: 3 stories, 45 feet
- Industrial
Determined by zoning
- P – Public or Institutional (Southern California Edison right of way)
Determined by zoning

- Maximum FAR: 0.25 for parks and open space, 1.25 for community facilities
- Height Limits: 2 stories, 30 feet for parks and open space, 3 stories, 45 feet for community facilities.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance establishes the following development standards affecting development density and intensity on the Catalina Avenue Corridor properties. Additional standards governing setbacks, parking requirements, signage, landscaping and water quality measures are set forth in the text of the Coastal Zoning Ordinance. (See Coastal Zoning Ordinance Sections 10-5.633, 10-5.711, 10-5.914, 10-5.1016, and 10-5.1115, Ballot Measure Text Sections 26, 27, 28, 29, and 31).

- C-3A Commercial

Building Intensity:

Maximum FAR = 0.7

Height Limits:

2 stories, 30 feet

- C-5A Commercial

Building Intensity:

Commercial and similar uses: maximum FAR = 0.7

Mini-storage and mini-warehousing: maximum FAR = 1.5

Industrial Uses: Maximum FAR = 1.0

Height Limits:

2 stories, 30 feet. Exception: Up to 4 stories, 65 feet may be approved by the Planning Commission upon a determination that impacts on Catalina Avenue frontage are adequately mitigated by changes in topography or setback from the street

- MU-2, Mixed Use

Residential density:

1 unit/1,245 sq. ft of lot area (approx. 35 units/acre)

Building Intensity:

Commercial only projects: Maximum FAR = 0.7

Mixed use projects: Maximum FAR = 1.5 (minimum of 0.3)

Maximum of 0.7 may be commercial

Height Limits:

Commercial only projects: 2 stories, 30 feet

Mixed use/residential projects: 3 stories, 45 feet

- I-2A – Industrial

Building Intensity:

Maximum FAR = 1.0

Height Limits:

2 stories, 30 feet

- P-ROW

Building Intensity:

Maximum FAR = 0.1

Height Limits:

1 story, 15 feet

E. Additional Policies

The proposed Coastal Land Use Plan amendments include a number of new or amended policies that apply to specific development areas, or establish general policies for all development in the City's coastal zone. Some of the policies simply incorporate by reference general development policies found in the California Coastal Act. These new or amended policies are set forth in Sections 5 - 15 of the Ballot Measure Text. These policies generally provide for the following:

- Policy 1: Requires construction of a public boat launch ramp with new development.
- Policy 2: Discourages removal of existing coastal dependent land uses.
- Policy 3: Provides for public esplanade and providing additional signage.
- Policy 13: Mandates the siting of new development to minimize hazards.
- Policy 15: Regulates hotel and motel operations (an existing permitted use), requires payment of an in-lieu fee for new development which is not a low or moderate cost facility.
- Policy 16: Encourages walking, bicycling, and transit ridership in lieu of automobile use.
- Policy 17: Mandates protection for Environmentally Sensitive Habitat Areas ("ESHAs");
- Policy 18: Provides for protection of bird nesting habitat through tree trimming limitations.
- Policy 19: Mandates the maintenance and enhancement of marine resources for long term commercial, recreational, scientific, and educational purposes.
- Policy 20: Mandates the maintenance and restoration of coastal waters by minimizing adverse effects of waste water discharges, runoff, depletion of ground water supplies, and non-interference with surface water flow by encouraging water reclamation and natural vegetation buffer areas,
- Policy 21: Limits diking, filing, or dredging of open coastal waters, wetlands, estuaries, and lakes.

Two proposed amendments to the Coastal Zoning Ordinance will also potentially affect land uses outside LCP Area 2. These amendments to Sections 10-5.811 and 10-5.1900 of the Coastal Zoning Ordinance, both of which were adopted by the City Council in response to recommendations of the California Coastal Commission, will (1) add regulations for hotel uses classified as "limited use overnight visitor

accommodations” (e.g., time shares), and (2) add regulations of tree trimming activities. (See Ballot Measure Text, Sections 19 and 32.)

The foregoing policies and zoning amendments will not significantly affect permissible land uses, residential intensity or building intensity in the coastal zone. None have been identified as having the potential to measurably increase traffic. Instead, these policies and zoning amendments generally establish additional criteria that will be applied during discretionary City review of the design, siting and proposed amenities to be developed in conjunction with projects meeting the basic land use criteria and development standards established by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. For this reason, these policies and zoning amendments are not further addressed in the comparative analysis of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments below.

Section 3: Comparison to “As-Built” Conditions

A. Introduction – Basis for Comparison With “As-Built” Conditions.

Section 27.4(b) of City Charter Article XXVII requires that the sample ballot materials provided to voters include a “description” of the “project” being presented for voter approval and that “The description shall clearly compare; the project and its traffic impacts both to the as built condition, and to existing applicable land use designations and zoning classifications, providing accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts)”.

“As-Built condition” is defined in Section 27.2(b) as: “...the dwelling units, office and other nonresidential units, buildings and baseline traffic conditions existing at the time the city issues the notice of preparation of an environmental impact report for the major change in allowable land use, or where no such notice is issued, when the city commences environmental analysis for the major change. Illegal dwellings and other conditions that exist in violation of the City’s zoning ordinance or its local coastal program and are subject to the city’s power of abatement, may not be accounted for in the as built condition...”

The comparison with “as-built conditions” required by Section 27.4(b) thus requires a comparison with physical conditions existing at the time that environmental review for the “project” i.e. the Coastal Land Use Plan and Coastal Zoning Ordinance amendments at issue was commenced. Application of this definition to the Coastal Land Use Plan and Coastal Zoning Ordinance amendments at issue in this case is complicated by the fact that environmental review of the various components of the “project” was begun at different dates. Environmental review, for the Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the AES Power Plant and Catalina Avenue Corridor areas was commenced in May, 2005 over three years before the November 4, 2008 election for Article XXVII. Environmental review for the Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the Harbor/Pier Area was begun in March, 2007, more than one year before the election for Article XXVII. This environmental review included collection of traffic data which has been used in the traffic analysis contained in Sections 5 and 6, below. In April 2010 the City Council determined that supplemental or subsequent environmental review was not required for additional amendments to the proposed Coastal Land Use Plan and Coastal Zoning Ordinance adopted as a result of Coastal Commission’s recommended modifications. As a practical matter, however, there have been no significant changes in existing development in any of the affected areas since prior to 2008, and only very limited development in the area overall for the last 19 years. A comparison of the “project” with the “as-built condition” will thus have essentially the same result for the LCP Area 2 planning Sub-Areas whether the baseline period is 2005, 2007, or 2010, or the present time.

A comparative analysis for each planning area affected by the Coastal Land Use Plan and Coastal Zoning Ordinance amendments is set forth below. The analysis of traffic impacts of the amendments as compared to “as built conditions” is presented in Section 5, below.

B. Harbor-Pier Area

1. Existing Uses and Development (Harbor-Pier Area)

Existing development in the 62.2 acre Harbor-Pier Area consists of approximately 930,117 square feet of developed building space. The existing average floor to area ratio (FAR) is approximately 0.34, or the equivalent on a single story structure covering approximately 1/3 of every parcel. Existing uses consist primarily of waterfront oriented commercial and visitor-serving uses, e.g. shops and restaurants, boating and marina facilities, hotels and related facilities. The largest existing development is the Crowne-Plaza hotel just east of Harbor Drive. Approximately 229 residential apartment units in 3 apartment complexes also currently exist in the Harbor/Pier area.

2. Comparison with Proposed Uses and Development Standards (Harbor-Pier Area)

a. *Amended Coastal Land Use Plan*

As shown on Figure 1, the amended Coastal Land Use Plan designates all land in the Harbor/Pier area as “Commercial Recreation” or “P-PRO Parks, Recreation, and Open Space”. These designations are generally consistent with existing commercial and recreational uses and would allow continuation of these uses or, subject to the new development standards, reasonable expansion of these uses. The amended Coastal Land Use Plan would allow up to 400,000 square feet of additional commercial and recreational development or an increase of approximately 43% over total existing development. The amended Coastal Land Use Plan would also permit limited development of some miscellaneous new types of uses in the Harbor/Pier area, e.g. government buildings. A more extensive discussion of the uses allowed by the amended Coastal Land Use Plan and amended Coastal Zoning Ordinance is found in Section 2, above.

New residential development is not allowed by the amended Coastal Land Use Plan. Existing residences would continue to be legal nonconforming uses and could not be significantly expanded. .

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning assigns Coastal Commercial zoning classifications CC-1, CC-2, CC-3, CC-4, CC-5 to the great majority of the Harbor/Pier area, and the P-PRO zoning classification to the area south of Portofino Way. (See Figure 3.) These zoning classifications are also generally consistent with existing commercial and recreational uses, and would allow their continuation or reasonable expansion, as well as development of additional similar uses on vacant or underutilized properties. All such development would be subject to new development standards contained in the amended Coastal Land Use Plan and amended Coastal Zoning Ordinance, up to a maximum of 400,000 square feet of new development. These are discussed in greater detail in Section 2, above.

C. AES Power Plant Site

1. Existing Uses/Development

The AES Power Plant site covers approximately 52 acres (2,265,120square feet). Existing development on the site consists of the AES electrical generating facility, ancillary offices and 22 acres previously used for the tank farm.

2. Comparison with Proposed Uses and Development Standards

The amended Coastal Land Use Plan and Coastal Zoning Ordinance maps designate the site as “Generating Plant” and ”P-GP,” respectively. (See Figures 2 and 4.) These designations would allow continuation and reasonable renovations or modernization of the generating facility, but also allow conversion of all or part of the property to park, open space, and recreational uses. The amended Coastal Land Use Plan and Coastal Zoning Ordinance impose no specific development standards on the property. Any significant modifications to the existing generating facility would require a conditional use permit, and be subject to height, bulk or other limitations imposed by the Planning Commission or City Council as part of the discretionary review process. Size, height limits and design of structures related to future park or open space use, other than minor accessory buildings, would also be controlled through discretionary review by the Planning Commission.

D. Catalina Avenue Corridor

1. Existing Uses and Development (Catalina Avenue Corridor Area)

The existing Catalina Avenue Corridor area covers approximately 21.1 acres (920,000 square feet). Existing development in this area consists of approximately 402,157 square feet of floor space. Major existing uses include the Salvation Army senior housing facility, U.S. Bank, commercial retail, the Sunrise Hotel, dirt storage, U.S. Post Office,² a technical center and art studios and older warehouse structures. The average developed floor to area ratio (FAR) for the area is approximately 0.44. However, this development is not spread evenly among existing parcels, meaning that some parcels have much higher potentials for additional future development or redevelopment than others. One additional commercial retail project of approximately 20,000 square feet (and 80 parking spaces) has been approved for this area by the City of Redondo Beach. This development would be consistent with the amended Coastal Land Use Plan and Coastal Zoning Ordinance, but has not received a coastal development permit nor begun construction at this time.

2. Comparison with Proposed Uses and Development Standards (Catalina Avenue Corridor Area)

a. *Amended Coastal Land Use Plan*

The new land use designations applied to the various properties in this area (Figure 2) would allow continuation or reasonable expansion of existing uses. The amended CLUP would also allow a significant variety of additional new commercial, light industrial, storage, service and public uses, and limited mixed-use residential development on one site. For example, the proposed amendments for the Salvation Army site would allow some commercial development, including community and non-profit service uses, in addition to residential, as part of the “MU Mixed use Commercial/Residential”

² The U.S. Post Office is a federally controlled facility. Square footage of the existing post office facilities is not included in the total of existing commercial and other uses in the area.

designation. The new “C-5” commercial designations would add parks, open space, light industrial uses, professional services, overnight accommodations as allowable uses, subject to further regulation by the Coastal Zoning Ordinance. The “Industrial” designation in the amended CLUP would also allow parks and open space. (For additional discussion of uses allowed by the amended CLUP, see Section 2, above.) See the text of the ballot measure for greater detail.

The amended CLUP would also impose new development standards in the form of height limits and FAR limitations on the Catalina Avenue Corridor properties designated as C-3, C-5 and MU. For a discussion of the amount of new development permitted by these new standards, see the discussion of new development permitted by the Coastal Zoning Ordinance amendments for this area in the following subsection.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance applies the following zoning classifications to properties in the Catalina Avenue Corridor: C-3A, C-5A, MU-2, I-2A, and P-ROW. (See Figure 4.) These zoning classifications are consistent with those in the amended Coastal Land Use Plan and would allow continuation or reasonable expansion of existing uses, as well as redevelopment or new development of an additional array of commercial, light industrial, service, storage, park, open space and other uses. (For a more detailed discussion of uses allowed by the amended Coastal Zoning Ordinance, see Section 2, above, and Section Sections 26, 27, 28, 29, and 31 of the Ballot Measure Text.)

The amended Coastal Zoning Ordinance will also impose extensive new development standards on the properties in this area, including height limits, FARs and density restrictions that will effectively limit future development density and building intensity. (See Section 2, above, and Ballot Measure Text, Sections 26, 27, 28, 29, and 31.)

Residential development on the parcel designated for mixed-use development (MU-2 zoning) would be limited to 1 unit per/1,245 sq. ft of lot area, or approx. 35 units/per acre. This would allow a total of 54 multi-family residential units on the property. This site (the Salvation Army site) is currently occupied by a senior housing facility with 49 residential units. Replacement of these units with up to 54 new multi-family residential units could occur under the proposed amendments. For purposes of traffic analysis it has been assumed that increased residential traffic from new units would be offset by reduction or elimination of traffic associated with the existing senior residential use. However, as the existing senior residential institutional use is a relatively low generator of vehicle trips, this offset has been limited to 15% of expected new residential traffic generation, or an equivalent of 46 new units.

Building intensity for all non-residential types of development would be limited by FARs. However, the FARs for the C-5A and MU-2 zoning classifications (as well as the C-5 and MU designations in the amended Coastal Land Use Plan) are variable depending upon the type of development proposed. The C-5A zoning classification (and C-5 Coastal Land Use Plan land use designation) allows a maximum FAR of 0.7 for most commercial and other allowed uses, but an FAR of 1.5 for storage uses and FAR of 1.0 for light industrial uses. The MU-2 zoning allows an FAR of 1.0 for commercial projects, and an FAR of 1.5 for mixed use (commercial and residential). To determine a potential maximum building intensity for this area, it was assumed that all parcels are built out to maximum allowable FARs. It was assumed that parcels subject to variable FARs would be built out to full legal potential, resulting in a mix of commercial, light industrial and mini-storage uses. In practice, future development will involve some mix of commercial, industrial and storage uses, and is extremely unlikely to utilize the maximum 1.5 FAR assumed in the analysis. Commercial buildout would be limited in all events to 248,203 square feet. Some additional light industrial or storage uses could occur, but in most cases any new light industrial or storage uses would be constructed in place of, instead of in addition to, allowable commercial

development. The following analysis, which has been used for both comparative land use analysis and traffic impact analysis, is thus essentially a conservative, worst case analysis which overstates probable actual buildout and traffic impacts.

Table SBM-1: Allowable Additional Building Intensity (Catalina Avenue Corridor)

Use Category	Allowed New Development
Commercial/Other	248,203 sq.ft.
Industrial	96,358 sq. ft.
Mini-storage	195,654 sq. ft.
Total Building Intensity Increase	540,215 sq. ft.
Total Building Intensity (Existing & Allowable)	942,372 sq.ft.
Residential	46 units (replacing 49 existing senior units)

Section 4: Comparison with Existing Land Use Designations and Zoning Classifications

A. Introduction – Basis for Comparative Analysis.

As previously noted, Article XXVII. requires that information comparing the “project” to “existing applicable land use designations and zoning classifications, providing accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts”. The term “land use designations” generally refers to land use designations found in applicable provisions of the City’s general plan or Coastal Land Use Plan. The term “zoning classifications” obviously refers to zoning assigned in the applicable zoning ordinances and related zoning maps.

In this case, the applicable land use designations and related development standards, if any, are found in the City’s existing certified Coastal Land Use Plan and certain overlapping sections of the general plan. The existing Coastal Land Use Plan was first certified by the Coastal Commission in 1981. Substantial amendments to the Coastal Land Use Plan were certified in 2001. However, neither the original certified Coastal Land Use Plan nor any currently certified amendments to it, established detailed policies governing building intensity in LCP Area 2. The existing certified CLUP thus only specifies permitted uses in the Harbor/Pier area and other planning Sub-Areas of LCP Area 2 as discussed below, but imposes virtually no quantitative restrictions on development.

Extensive amendments to the Coastal Land Use Plan for LCP Area 2 were approved by the City Council in 2002, at the same time the City Council approved the Heart-of-the-City Specific Plan and related zoning amendments. However, these amendments were never submitted to the Coastal Commission for certification. For this reason, the Coastal Land Use Plan as currently certified by the Coastal Commission is used as the basis for comparison with the amendments to the Coastal Land Use Plan presented in this measure.

The comparison with existing zoning classifications involves some controversy. At the time the City Council first called for the election on Coastal Land Use Plan and Coastal Zoning Ordinance amendments included in this measure, it was believed that amendments to the Coastal Zoning Ordinance approved in May, 2008, approximately six months before the enactment of Article XXVII, were legally effective and not within the scope of the retroactivity provisions of Article XXVII. After this determination was made, a citizens’ organization and one of its members brought suit to expand the scope of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments to be placed on the ballot. The suit resulted in a trial

court decision holding that the 2008 Coastal Zoning Ordinance amendments, as well as the August 2005 Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the AES Power Plant and Catalina Avenue area are not legally effective because they have not yet been certified by the Coastal Commission. As a result, the effective zoning in LCP Area 2 is zoning that went into effect some time prior to 2005. Under the court's decision, the zoning could either be what is generally known as the Heart of the City zoning adopted by the City Council in 2002, before the Coastal Commission certified any coastal zoning ordinance for any area of the City, or the zoning in effect in 1981, when the Coastal Commission first certified a Coastal Land Use Plan for the City. The trial court denied a request by the City to clarify which zoning was placed in effect by its decision after the request for clarification was opposed by the citizens' organization that brought the lawsuit. The City has since appealed the trial court's decision, meaning that the decision is technically no longer legally binding, and that a different decision clarifying the status of the zoning for LCP Area 2 may ultimately be rendered by the court of appeal. In order to fulfill the requirements of Section 27.4(b) of Article XXVII for present purposes, however, the City has been required to attempt to interpret the trial court decision and determine the current applicable zoning based on this decision. That zoning is the zoning in effect at the time the City's Coastal Land Use Plan was certified in 1981.

In light of the legal uncertainty generated by the trial court decision, a few members of the public suggested in City Council hearings that the sample ballot materials for this measure should include either no analytical comparison with existing applicable land use designations and zoning classifications, or an alternate analysis comparing the proposed Coastal Land Use Plan amendments or Coastal Zoning Ordinance amendments with other baselines, including a "no-zoning" assumption. Omission of any comparative analysis, as suggested by some commenter's, is not a legal option under Section 27.4(b) of Article XXVII. However, Article XXVII does not appear to prohibit the presentation of additional comparative analysis beyond that expressly required by that section. The comparison between the proposed amendments and existing land use designations and zoning classifications below is therefore followed by a comparison of the proposed measures against alternative baselines which represent various views as to what zoning is actually legally in effect in LCP Area 2 at the present time.

B. Determination of Comparative Densities, Intensities and Traffic Impacts

Article XXVII Section 27.4(b) requires that the comparison of a proposed Major Change in Allowable Land Use and existing applicable land use designations and zoning classifications include "accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts)".

Where quantitative limits on density or intensity appear in the existing or proposed regulations (i.e. Floor to Area Ratio (FAR), Height Limits, Dwelling Units Per Acre (Du/acre)), it is possible to calculate the maximum permitted residential density, building intensity or project traffic impacts that would result from full buildout under the regulations. A comparison of the figures for actual buildout, however, does not necessarily take into account all factors that will come into play in determining actual buildout within an area. The primary additional factor which will affect the actual ultimate buildout of an area is the amount of discretion afforded to local decisionmakers in reviewing individual development projects. Discretion to restrict development of individual parcels to less than the maximum FARs, height, bulk, intensity or density permitted by applicable general plan, Coastal Land Use Plan or zoning may be conferred by a number of legal mechanisms, including design review or architectural review procedures, conditional use permit requirements, site plan or development plan review procedures, or subdivision review procedures established by local ordinance. Buildout of individual properties may also be limited in practice in some cases by such considerations as access and egress requirements, parking requirements, topographical or geotechnical considerations, adopted covenants or private restrictions (CC&Rs), federal and state limitations, other environmental or economic constraints. In a very few instances, e.g., in

calculating buildout for specific properties under the existing Harbor-Civic Center Specific Plan (Section 4.D below), practical development limitations have been assumed where there are no quantifiable limitations. In such cases, buildout to FARs or height limits for comparable properties was assumed, which represents a conservative estimate of buildout that would actually be allowed under City discretionary review processes. The figures presented in the comparative analysis below thus should all be understood as expected maximums with respect to buildout under both the existing and proposed regulations, not firm predictions of the amount of development that would actually occur. In all cases, except for limitations imposed by area-wide development caps, the actual ultimate building intensity achieved will most likely be substantially less than the maximums permitted.

C. Comparison of Coastal Land Use Plan Amendments and Coastal Zoning Ordinance Amendments with Existing Land Use Designations and Zoning Classifications

1. Introduction and Basis for Comparative Analysis

Existing land use designations governing the project area are found in the City of Redondo Beach general plan and in the existing Coastal Land Use Plan. The City's general plan contains general discussion and policies applicable to all areas of the City, including the coastal zone. More specific policies governing development in the coastal zone, however, are contained in the Coastal Land Use Plan. The existing Coastal Land Use Plan was first certified by the Coastal Commission in June, 1981. Since that time the City has adopted, and the Coastal Commission has certified, a number of minor amendments, and one major set of amendments designed to ensure that the Coastal Land Use Plan was consistent with the updated general plan. However, the existing certified Coastal Land Use Plan land use designations and policies for LCP Area 2 are limited in detail, and provide minimal development standards in terms of height limits, setback requirements, floor-to-area ratios ("FARs") or other constraints on building intensity. The proposed Coastal Land Use Plan amendments presented in this measure were adopted by the City Council with the intention of providing more specific policies and standards for development in LCP Area 2, as well as to make some changes in permitted uses in the area.

As discussed above, the existing zoning for the Harbor/Pier area has been determined to be the PD-Planned Development zoning in effect in 1981 for all areas west of Harbor Drive. The zoning areas east of Harbor Drive are "N-S-C" for the Crowne Plaza hotel site, "P-I" for the Generating Plant and other locations east of Catalina Avenue, "P-D-R" for the Salvation Army site, and "GC" for the area located northwest of Catalina Avenue and Pacific Coast Highway. These zoning classifications are shown on Figure 10.

The comparison of permitted uses, residential densities and building intensities permitted by the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments is set forth below for each Sub-Area affected by the amendments. The analysis of comparative traffic impacts is set forth in Sections 5 and 6, below.

2. Harbor/Pier Area (Figures 1 and 3):

a. *Existing and Proposed Allowable Land Uses*

The land uses allowed under the existing General Plan land use designations and the existing and proposed Coastal Land Use Plan and zoning ordinances are summarized in Table SBM-2, below. Additional detailed information on allowable uses under the proposed Coastal Land Use Plan and Coastal Zoning Ordinance may be found in Section 2 above.

In general terms, the existing land use designations in the General Plan for properties in the Harbor/Pier area consist of “CC Coastal Commercial” (coastal and recreation-oriented commercial retail and services uses) and “P Public or Institutional” (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). The primary uses allowed by these designations are, respectively, coastal and recreation-oriented commercial retail and service uses, and 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.

Applicable land use designations in the existing certified Coastal Land Use Plan consist of “Commercial Recreation” (including hotels and motels), “Parks, Recreation and Open Space”, and a small amount of “Industrial” land. Typical uses allowed by the Commercial Recreation designation are food services, retail sales and service, fishing supplies, boat facilities, other uses, apartments (no expansion or new construction). Uses allowed by the “Parks, Recreation and Open Space” designation are local, county, state or other free public recreation areas, support facilities, including parking areas and libraries. Uses allowed by the “Industrial” designation are small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts.

The existing zoning for the Harbor Pier area west of Harbor Drive is “Planned Development (P-D)” -The P-D zoning allows development of any use allowed in any other zoning district, subject only to approval of a site plan. The existing zoning for the Crowne Plaza hotel site is “Neighborhood Shopping Center District (N-S-C)”. This zoning classification allows, the following bakery shops, barber and beauty shops, cleaning and dyeing agencies or pressing establishments, cafes, confectionery, delicatessen, drug stores, groceries, ice cream shops, liquor stores, meat stores, laundry, restaurants, offices, shoe repair shops, retail sales, post offices, plant nurseries, private or public parking lots, banks, automobile service stations, beer bars and cocktail lounges.

The land uses permitted by the amended Coastal Land Use Plan are described in greater detail in Section 2, above. The “Commercial Recreation” and “P-PRO Parks, Recreation, and Open Space” land use designations would generally provide for a similar but broader array of commercial and recreational uses than the existing Coastal Land Use Plan. Allowable uses are also further defined for 4 specified Commercial Recreation Sub-Areas in the Harbor/Pier area in the text of the amended Coastal Land Use Plan. (See Ballot Measure Text, Section 4.) The allowance of commercial offices in certain Sub-Areas (and subject to certain restrictions) would be the most significant change in terms of commercial uses allowed by the existing and amended Coastal Land Use Plan. The amended CLUP would also eliminate the “Industrial” designation for one parcel in the Harbor-Pier area, and replace this with a Commercial Recreation designation. Residential uses are not allowed under either the existing or amended Coastal Land Use Plan. Under either plan, the existing 229 apartment units in the Harbor/Pier area would be legal non-conforming uses, and would not be allowed to expand.

The amended Coastal Zoning breaks down the area into the following Coastal Commercial Zones CC-1, CC-2, CC-3, CC-4, CC-5, and P-PRO which are consistent with the amendments to the Coastal Land Use Plan. In contrast to the existing PD zoning for most of the Harbor/Pier area, this zoning would drastically restrict the range of allowable land uses. The amended Coastal Zoning Ordinance would eliminate general industrial and residential uses (except for continuation of existing legal nonconforming uses). The amended Coastal Zoning Ordinance would allow many but not all commercial uses permitted by the PD zoning. The amended Coastal Zoning Ordinance would generally permit the same type of open space, park, public recreational uses as the PD zoning in most but not all areas west of Harbor Drive. The amended Coastal Zoning Ordinance for the Crowne Plaza location provides uses similar to those allowed under the “N-S-C” zoning (compare N-S-C uses above to the CC-5 zone in 10-5.810 in Section 19 of the text of the Ballot Measure). More detailed information on the specific types of uses allowed by the

amended may be found in Sections 10-5.810 and 10-5.1110 of the amended Coastal Zoning Ordinance (Sections 19 and 31 of the Ballot Measure Text.)

**Table SBM-2: Comparative Summary of Allowable Land Uses
(Harbor/Pier Area)**

Allowable Uses	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Residential Uses Permitted	No (legal non-conforming residential use may continue)	No (legal non-conforming residential use may continue)	No.	No	Yes, unlimited (except Crowne Plaza site east of Harbor Dr.)
Commercial Uses Permitted	Yes, as specified	Yes, as specified	Yes (unlimited)	Yes, as specified	Yes
Industrial Uses Permitted	No	No	No	Yes (northwest of Harbor Dr. and Beryl St.)	Yes, except Crowne Plaza site east of Harbor Dr
Parks, Recreation, Open Space, Other Public Uses	Yes, as specified	Yes, as specified	Yes	Yes, as specified	Yes, except Crowne Plaza site east of Harbor Dr
Building Intensity Permitted	FARs and height limits for most areas; max. 400,000 sq. ft. above existing development allowed	FARs and height limits for most areas; 400,000 square feet above existing levels	No quantitative development limits (with limited exception) ³ (relies on Coastal Land Use Plan, zoning and Specific Plan)	No quantitative development limits	No quantifiable development limits; development subject to discretionary review
Discretionary Review	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses and Design Review for most uses	site plan review zoning	Yes, Conditional Use Permit required for most uses	Yes, subject to review by the Harbor Review Board

b. Existing and Proposed Allowable Development Density and Intensity

The limitations imposed on new development density and intensity by the existing and proposed amended land use designations and zoning classifications for the Harbor Pier are summarized in Table SBM-2 above.

The existing land use designations in the General Plan (“CC Coastal Commercial” and “P Public or Institutional”) do not include any quantitative limitations on development, with exceptions noted in footnote below. The General Plan defers to the Coastal Land Use Plan, zoning and Harbor-Civic Center Specific Plan for development standards development limits).

The existing Coastal Land Use Plan policies and land use designations for the Harbor/Pier area contain no quantitative development standards, i.e. no direct constraints on building height, bulk, setbacks, floor area ratios or other restrictions on building intensity.

³ “Sub-Area 2: Hotel Triangle Site” is limited to a FAR of 2.25. Development on the Pier is “further limited to “intensity limitations prescribed in the rebuilding of the Pier.” Furthermore the Pier and King Harbor Marina are limited to a cumulative floor to area ratio of 0.35 for the leasehold areas.

The existing zoning also imposes limited quantitative limits on development. However, for the N-S-C zone, building height is limited to two stories or 35 feet. However, greater heights can be constructed with a conditional use permit. Development standards in the N-S-C zone and the P-D zone may also be imposed on a project-by-project basis through site plan review procedures.

The amended Coastal Land Use Plan and Coastal Zoning Ordinance contain extensive development standards for all properties in the Harbor/Pier area, including height limits, FAR limits and other requirements for most properties. These development standards would serve to substantially limit potential building intensity on most properties in the Harbor/Pier area. Additional development restrictions include preservation of views corridors from North Harbor Drive and Czuleger Park to the ocean and other measures which may restrict building intensity on various properties. (See Ballot Measure Text, Sections 4 - 32, for greater detail.)

The principal limitation on overall building intensity, however, is imposed by the 400,000 square foot development cap imposed by both the amended Coastal Land Use Plan and amended Coastal Zoning Ordinance. Imposition of this development cap will limit future increase in overall building intensity to approximately 47% of existing development, or a total of 1,330,177 square feet when added to the existing 930,117 square feet of development in the Harbor/Pier area. The amended Coastal Land Use Plan and Coastal Zoning Ordinance also do not permit new residential development in the Harbor/Pier area, and thus would not allow any increase in residential density for existing legal nonconforming residential uses or new residential uses.

3. AES Power Plant Site (Figures 2 and 4; “Generating Plant”/“P-GP” only)

a. *Existing and Proposed Allowable Land Uses*

The land uses allowed on under the existing and proposed Coastal Land Use Plan and zoning ordinances are summarized in Table SBM-3, below.

The current general plan designation for the AES Power Plant site is “P Public or Institutional Use”. This designation is applied to properties owned by public agencies, service districts and public utilities.

The existing Coastal Land Use Plan designation is “Industrial”. This designation is generally intended to accommodate small to medium-size industrial operations that do not result on obnoxious output that would detrimentally impact surround districts. The AES generating facility was build prior to adoption of the Coastal Land Use Plan in 1981.

The existing zoning for the site is “P-I - Planned Industrial”. This zoning allows various types of industrial uses, including electric generating plants, as permitted uses, and additional types of industrial uses with a conditional use permit.

The proposed amended Coastal Land Use Plan designation is “Generating Plant”. This designation would allow continuation and potential modernization of the existing AES generating plant on the site, but would not generally allow other types of industrial uses, or public uses unrelated to utility use. The new “Generating Plant” designation would also allow parks and open space as permitted future uses of the property. Policy 9 of the amended Coastal Land Use Plan provides that this designation is intended to allow for a reduction in size and modernization of the existing power plant on a portion of the site, and to allow future conversion of the property to parks, open space and recreational facilities if the site can be acquired by a public, private, or non-profit agency. The amended Coastal Zoning Ordinance classifies the AES Power Plant site as “P-GP – Generating Plant Zone”. (Coastal Zoning Ordinance section 10-5.1110 and 10-5.1114 (development standards); Ballot Measure Text, section 31.) This zoning classification

allows public utility facilities, subject to the requirement for a conditional use permit for any new or substantially altered us, and also adds parks, open space, and recreational facilities as permitted uses, and related public buildings as uses permitted with a conditional use permit.

The principal effects of the amended Coastal Land Use Plan and Coastal Zoning Ordinance are to expand permissible uses of the property to allow public (or non-profit) park, open space and recreational uses as allowable uses, and restrict future industrial use to continuation or modification of the existing generating plant and related facilities, or possibly addition of or replacement with other similar types of public utility facilities.

**Table SBM-3: Comparative Summary of Allowable Land Uses
(AES Power Plant Area)**

	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Residential Uses	No	No	No	No	No
Commercial Uses	No	No	No	No	No
Industrial Uses Permitted	Generating Plant	Public Utility facilities only	Public Utilities only	Yes (“Industrial”)	Yes
Other Uses Permitted	Parks and open space	Parks and open space	Parks and open space	No	No
Total Residential Development Permitted	None	None	None	None	None
Building Intensity Permitted	No quantitative development limits, subject only to City review	No quantitative development limits, subject only to City review	No quantitative development limits (relies on Coastal Land Use Plan, zoning and Specific Plan)	No quantitative development limits, subject only to City review	No quantitative development limits with a CUP.
Discretionary Review	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses	Determined by applicable zoning	Determined by applicable zoning	Yes, certain industrial uses and heights over 110 feet subject to conditional use permit

b. Existing and Proposed Allowable Development Intensity

The existing certified Coastal Land Use Plan and the General Plan have no quantifiable development limits for the “Industrial” and “P Public or Institutional Use” land use designations. The existing Planned Industrial zoning classification also does not impose restrictions on permitted development intensity.

The amended Coastal Land Use Plan does not impose any specific quantitative development standards or limitations on development of the site. In the existing P-I zone, building height is limited to 110 feet. However greater heights can be constructed with a conditional use permit (CUP). The amended Coastal Zoning Ordinance would impose the requirement for a conditional use permit for any new utility use or significant alteration of the existing generating facility, allowing restrictions to be imposed on a case-by-case basis. The amended Coastal Land Use Plan and Coastal Zoning Ordinance also do not directly impose any development limitations on new park, recreational or open space uses of the property, but require a conditional use permit for related new public buildings other than minor accessory structures.

4. Catalina Avenue Corridor (see Figures 2 and 4);

a. *Existing and Proposed Allowable Land Uses*

The land uses allowed in the Catalina Avenue Corridor under the existing General Plan and existing and proposed Coastal Land Use Plan and zoning ordinances are summarized in Table SBM-4, below. Maps showing the existing general plan designations and existing and proposed Coastal Land Use Plan and zoning designations are provided in Figures 11, 9, 10, and 1 - 4. The existing General Plan land use designations for properties in the Catalina Avenue Corridor are “C-3 Commercial” (retail commercial, eating and drinking establishments, household goods, food sales, drugstores, building materials and supplies, professional offices, personal services, cultural facilities, movie theaters, overnight accommodations), “MU-2 Mixed Use” (same as C-3 except large-scale single use food sales and retail facilities exceeding 30,000 square feet), “C-5 Commercial” (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), “I-2 Industrial” (Light industrial, research and development, office park facilities, manufacture of spacecraft and associated aerospace systems, supporting commercial uses educational and governmental facilities, and day care centers), “P Public or Institutional” (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).

The existing certified Coastal Land Use Plan land use designations are “Commercial”, “Commercial Recreation” (including hotels and motels), “Parks, Recreation and Open Space”, “Medium Density Residential”, and a limited amount of “Industrial” north of Gertruda Avenue. (See Figure 9.)

The existing zoning designations and principal permitted uses for the Catalina Ave Corridor are the following:

- P-D (Planned Development) – allows all uses permitted in any District.
- P-D-R (Planned Development Residential) – allows all uses permitted in any Residential District, subject to site plan review
- P-I (Planned Industrial) – allows industrial uses including electric generating plants, manufacturing, warehousing, research and development and other industrial uses. Other uses conditionally permitted.
- G-C (General Commercial) – allows hotels, motels, offices and other commercial uses. Additional uses conditionally permitted.
- NSC (Neighborhood Shopping Center) – allows commercial shopping uses to serve local business needs including cafes, groceries, drug stores, and offices and other commercial uses. Other uses conditionally permitted.

The amended Coastal Land Use Plan would eliminate the “Commercial Recreation” designation northeast of Harbor Drive and Beryl Street and change it to “C-3 Commercial”. The proposed Coastal Land Use Plan amendments would also change the parcels located west of Catalina Avenue from “Commercial” to “C-5 Commercial”. The parcel designated as “Medium Density Residential,” also referenced as the Salvation Army Site, would be changed to “MU Mixed Use Commercial/Residential”. The proposed amendments would change the land use designation located southwest of Herondo Street and Catalina Avenue from “Parks, Recreation, and Open Space” to “P Public or Institutional”. (See Figure 2)

Despite the changes in land use designation titles, the permissible uses for this area would generally remain similar in character to those provided under the existing certified coastal land use plan, with limited exceptions. The proposed amendments for the Salvation Army site would allow some commercial development, including community and non-profit service uses, in addition to residential, as part of the “MU Mixed use Commercial/Residential” designation. The new “C-5” commercial designations west of Catalina Avenue would also add parks, open space, and light industrial uses and mini-storage uses as allowable uses. The “Industrial” designation has also been revised to allow parks and open space. Finally the areas located southwest of Herondo Street and Catalina Avenue would be changed to “Public or Institutional”.

The amended Coastal Zoning breaks down the area into the following Zones C-3A, C-5A, MU-2, I-2A, and P-ROW (see Figure 4). The uses allowed by these zoning classifications are consistent with the amended Coastal Land Use Plan, and are discussed in greater detail in Section 2, above, and in Sections 2 - 15 of the Ballot Measure Text. These zoning classifications would generally allow the same types of development allowed in the area by the existing zoning, but would broaden the range of specific uses permitted on individual parcels, particularly those classified as C-5A. The general effect of the amended Coastal Land Use Plan and Coastal Zoning Ordinance thus would be to promote increased development and diversification of commercial, service, storage, light industrial and public or non-profit uses in the Catalina Avenue Corridor. More detailed information on the types of uses for each zone is provided in Sections 10-5.630, 10-5.710, 10-5.910, 10-5.1010, 10-5.1011, and 10-5.1110 of the amended Coastal Zoning Ordinance and Sections 26, 27, 28, 29, and 31 of the Ballot Measure Text.

**Table SBM-4: Comparative Summary of Allowable Land Uses
(Catalina Avenue Corridor Area)**

	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Residential Uses Permitted	Yes (“MU” only)	Yes (“MU-2” only)	Yes (“Sub-Area 3: Salvation Army Site” only)	Yes (“Medium Density Residential” only)	Yes, in the PD zone southwest of Herondo and Catalina and in the P-D-R District (the Salvation Army site).
Commercial Uses Permitted	Yes	Yes	Yes	Yes	Yes, except for the P-D-R District (Salvation Army site) and Planned Industrial District west of Catalina
Industrial Uses Permitted	Yes (“C-5” and “I” only)	Yes (“C-5A” and “I-2a” only)	Yes (“Sub-Area 1: Pacific Coast Highway to Beryl Street” only)	Yes (“Industrial”)	Yes, except for the General Commercial District west of PCH, the P-D-R District (Salvation Army site) and the N-S-C District, northeast of Harbor Dr and Beryl St.

	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Parks, Recreation, open space, other public uses Permitted	Yes (“Parks, Recreation, and Open Space” only, located northeast from the AES Generating Plant)	Yes	Yes	Yes (“Parks, Recreation, and Open Space” only, located northeast from the AES Generating Plant)	Yes, in the P-D District southwest of Herando and Catalina and the P-D-R District only (Salvation Army Site)
Total Residential Development Permitted	54 dwelling units (35 du/acre)	54 dwelling units (35 du/acre)	54 dwelling units (35 du/acre)	36 dwelling units (23.3 du/acre)	No quantifiable development limits
Discretionary Review	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses	Determined by applicable zoning	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses

b. *Existing and Proposed Allowable Development Density and Intensity*

The existing General Plan land use designations establish height limits and density or intensity limitations (FARs) for a number of designations that apply to the Catalina Avenue Corridor properties, or to individual properties in the area, e.g. the Salvation Army site. These limitations are the following:

- “C-3 Commercial” – 0.70 FAR
- “MU-2 Mixed Use” – Salvation Army Site – (0.7 FAR for commercial, 1.5 FAR for mixed use; height limit, 2 stories, 30 feet for commercial only; 3 stories, 45 feet for mixed use; residential density, 35 du/acre)
- “C-5 Commercial” – (0.7 FAR, 1.0 FAR for Light Industrial, 1.5 FAR for Self Storage; height limits, 2 stories, 30 feet generally; permitted increase to 4 stories, 65 feet on west side of Catalina Avenue between Francisca Avenue and Beryl Street)
- “I-2 Industrial” – FAR 1.0
- “Public or Institutional” – (no quantitative limitations)

The existing certified Coastal Land Use Plan has no quantifiable development limits for the following land use designations, “Commercial (applicable to N. Catalina Corridor as shown in Exhibit H-1,)”,⁴ “Commercial Recreation”, “Parks, Recreation and Open Space”, and “Industrial”. Development is limited only by City review in the Coastal Land Use Plan. However, the existing Coastal Land Use Plan contains development limits for “Medium Density Residential” designation on the Salvation Army site, limiting the site to 23.3 dwelling units per net acre, with no more than one dwelling unit permitted on lots less than 5,000 square feet, and limiting development to two stories.

The existing zoning classifications for properties in the Catalina Avenue Corridor impose limited substantive limitations on building intensity or density. The following height limits are applicable; however greater heights can be constructed with a conditional use permit (CUP). The G-C zone, building

⁴ The existing certified Coastal Land Use Plan contains several types of Commercial designations. The “Commercial (applicable to N. Catalina Corridor as shown in Exhibit H-1)” designation contains no development limits. However, the “C-2 Commercial”, “C-3 Commercial”, and “C-4 Commercial” designations contain FAR and height limits, which are not applicable in this area in the existing Coastal Land Use Plan.

height is limited to three stories or 40 feet (without a CUP). Similarly, in the N-S-C zone, building height is limited to two stories or 35 feet (without a CUP). The P-I zone, building height is limited to 110 feet (without a CUP). Height, bulk and design limitations for projects in the P-D and P-D-R zoning classifications may be imposed on a case-by-case basis through the site plan review process. Conditionally permitted uses in the P-I, G-C and N-S-C Districts are also subject to discretionary City review and could be limited on a case-by-case basis.

The density and building intensity restrictions imposed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance are discussed in Section 3, above. Generally the amendments would impose effective limitations on building intensity throughout the affected area through height limitations and FARs. The net effect of these restrictions, as compared to the existing regulations, is summarized in Table SBM-5, below.

With respect to specific parcels, the property located northeast of Harbor Drive and Beryl Street would be changed from “Commercial Recreation” to “C-3 Commercial”. This new designation limits FAR to 0.7 and building height to two stories (30 feet). The locations west of Catalina Avenue would be changed from “Commercial” to “C-5”. This new designation would limit development to a FAR of 0.7 and a maximum building height of two stories (30 feet), with limited exceptions for self storage uses (FAR of 1.5), light industrial uses (FAR of 1.0), and the locations between Beryl and Francisca Avenue (4 stories subject to Planning Commission review). Finally the areas located southwest of Herondo Street and Catalina Avenue would be changed to “Public or Institutional”. This new designation provides additional development limits for this area which vary based upon the type of use. See Section 4 of the Ballot Measure Text for greater detail.

With respect to residential density, the proposed amendments to the Coastal Land Use Plan would change the “Medium Density Residential” designation of the existing Coastal Land Use Plan to “MU Mixed use Commercial/Residential”. The revisions would increase the residential density from 23.3 dwelling units/acre (du/acre) to 35 du/acre, or a total of 54 units on the site. Given that this property is already developed with the 49 unit Salvation Army senior residential facility, the change in density restrictions would be significant only in major redevelopment of the site is undertaken. The proposed amendments also add a FAR limitation of 1.0 for commercial only redevelopment of this site, and a FAR limitation of 1.5 for mixed use development, of which a minimum FAR of 0.3 and maximum FAR of 0.7 must be commercial.

Table SBM-5: Allowable Additional Building Intensity (Catalina Avenue Corridor)

Use Category	Amended CLUP/CZO	Existing General Plan	Existing Coastal LUP	Existing Zoning
Commercial/Other	248,203 sq.ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Industrial	96,358 sq. ft.	Same as amended CLUP/CZO CZO	Not limited	Not limited with a CUP
Mini-storage	195,654 sq. ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Total Building Intensity Increase	540,215 sq. ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Total Building Intensity (Existing & Allowable)	942,372 sq.ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Residential	54 units (replacing 49 existing senior units)	Same as amended CLUP/CZO	36 units (replacing 49 existing senior units)	Not limited

D. Comparison Including Other Applicable Land Use Regulations.

1. Introduction and Basis for Comparative Analysis

Although Section 27.4(b) of City Charter Article XXVII specifically requires a comparison of the proposed project to existing “land use designations” and “zoning classifications” found in the General Plan, Coastal Land Use Plan and zoning ordinances, such a discussion is potentially misleading in that it omits consideration of other land use regulations and discretionary permitting procedures which may dramatically affect actual development in the project area. This section compares the allowable land uses and building densities and intensities that will potentially occur with approval of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments against currently allowable land uses, densities and intensities taking into account all applicable land use regulations. The analysis and conclusions differ from those presented in Section 4.C above in that the former analysis and conclusions take into account only constraints imposed by the currently operative General Plan, Coastal Land Use Plan and zoning.

The primary additional legal constraint on development in LCP Area 2 is the Harbor/Civic Center Specific Plan. Under California law, cities and counties may adopt a specific plan for portions of their territory to assist in implementing their general plan. (See California Government Code § 65450 et seq.) The specific plan serves as an intermediary level of regulation between a general plan and zoning ordinances and may be used to delineate the proposed distribution of land uses within the specific plan area, to establish specific development policies and standards for the area, and to plan public facilities required for the area. (Government Code § 65451.) In general law cities, the specific plan must be consistent with the adopted general plan, and zoning ordinances adopted after approval of the specific plan must be consistent with the specific plan. (Government Code §§ 65454, 65455.) Although these requirements are not technically applicable to charter cities such as the City of Redondo Beach, the policies and standards contained in the Harbor/Civic Center Specific Plan would as a matter of policy normally be applied to any development project in the specific plan area that required discretionary City approvals, including conditional use permits, design review or subdivision approvals. One or more of these discretionary review procedures would apply to all significant future development in LCP Area 2. The Harbor/Civic Center Specific Plan is therefore considered as a substantive constraint on future development for purpose of this analysis.

The Harbor/Civic Center Specific Plan was first adopted by the City of Redondo Beach in 1992. Geographically, the Harbor/Civic Center Specific Plan covers all properties in LCP Area 2, i.e. the properties affected by the Coastal Land Use Plan and Coastal Zoning Ordinance amendments submitted for voter approval in this election, as well as additional territory outside these boundaries. The Harbor/Civic Center Specific Plan was last amended by City Council Resolution No. CC-0805-47 on May 8, 2008. These amendments were approved at the same time with City Council approved the proposed Coastal Land Use Plan and Coastal Zoning Ordinance for the Harbor/Pier area that are presented in Measure G, and after the 2005 City Council approvals of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the AES Power Plant site and Catalina Avenue Corridor that are also presented in Measure G.⁵ The amended Harbor/Civic Center Specific Plan was intended to be consistent with and to operate in conjunction with these amendments to the certified Coastal Land Use Plan and Coastal Zoning Ordinance. As further discussed below, the allowable land uses and the development standards contained in the Harbor/Civic Center Specific Plan thus generally mirror those found in the amended Coastal Land Use Plan and/or amended Coastal Zoning Ordinance.

⁵ The Harbor/Civic Center Specific Plan is not a part of the City’s adopted or proposed Local Coastal Program. The amendments to the Harbor/Civic Center Specific Plan were adopted in May, 2008 and are not affected by the enactment of City Charter Article.

The existing General Plan, certified Coastal Land Use Plan and zoning also apply to the project area. In almost all cases, however, the Harbor/Civic Center Specific Plan contains more restrictive provisions and development standards, and thus provides the operative limitations on allowable uses and development. Exceptions are noted in the text below.

Future development projects in LCP Area 2 could be subject to a number of additional building, land use and environmental regulations. Depending on the nature of the project, additional regulatory approvals could or would require compliance with building codes, subdivision regulations, environmental regulations, policies or standards contained in noise ordinances or elements of the General Plan outside the Land Use Plan, and potentially other regulations. While compliance with these requirements may significantly affect planning, design, construction and future operation of new development, these regulations are not likely to significantly affect the categories of uses allowed under current and proposed regulations, nor measurably affect the maximum buildout densities, intensities and potential traffic impacts permitted by the current or proposed Coastal Land Use Plan, Coastal Zoning Ordinance, General Plan Land Use Element, or Harbor/Civic Center Specific Plan.

2. Comparison of Allowable Land Uses

A comparison of uses allowed by the existing General Plan, certified Coastal Land Use Plan and zoning is contained in Section 4.C, above. Addition of the Harbor/Civic Center Specific Plan to the applicable land use regulations affects range of allowable uses in a number of areas within LCP Area 2.

The Harbor/Civic Center Specific Plan generally identifies primary and alternative land uses allowed in each planning Sub-Area of the specific plan. The lists for portions of the specific plan area found in LCP Area 2 are located the sections of the Specific Plan establishing development policies and standards for Harbor/Pier Sub-Area Zones 1, 2, 3 and 5 and Catalina Avenue Sub-area Zones 1 – 4 and 6. The primary and alternative uses designated for the Harbor/Civic Center Specific Plan are identical with those designated for the Harbor/Pier area in the amended Coastal Land Use Plan, and similarly correlate with the uses allowed by the proposed amended Coastal Zoning Ordinance. The uses allowed by the Harbor/Civic Center Specific Plan on the AES Power Plant site and Catalina Avenue Corridors are also consistent with those allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. The general uses allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance and by existing land use regulations, including the Harbor/Civic Center Specific Plan, are summarized in Table SBM-6 below.

Generally, the Harbor/Civic Center Specific Plan is far more specific and restrictive as to precise uses allowed than any of the other applicable land use plans or zoning regulations. Without approval of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments, the Harbor/Civic Center Specific Plan will thus generally provide the operative limitations on new development. An exception exists for commercial offices in the Harbor/Pier area, which are not allowed by the existing Coastal Land Use Plan, but are allowed (with various restrictions) by the Harbor/Civic Center Specific Plan. In this situation, the more restrictive provisions of the Coastal Land Use Plan would prevail, meaning commercial office uses would not be allowed in the Harbor/Pier area under existing regulations. Commercial offices would be allowed in some portions of the Harbor/Pier area by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This difference does not affect the calculation of expected total building intensity allowed under existing regulations and under the amended Coastal Land Use Plan and Coastal Zoning Ordinance.

Table SBM-6: Comparison of Allowable Land Uses, Including Harbor Civic Center Specific Plan

		Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Harbor Civic Center Specific Plan
Residential Uses Permitted	Harbor/Pier:	No	No	No
	AES Site	No	No	No
	Catalina Corridor	Yes (MU only)	Yes ("MU-2" only)	Yes (Catalina Avenue Sub-Area 6C only)
Commercial Uses Permitted	Harbor/Pier:	Yes	Yes	Yes
	AES Site	No	No	No
	Catalina Corridor	Yes	Yes	Yes
Industrial Uses Permitted	Harbor/Pier:	No	No	No
	AES Site	Yes	Yes	Yes
	Catalina Corridor	Yes ("C-5" and "I" only)	Yes ("C-5A" and "I-2a" only)	Yes (Catalina Avenue Sub-Area 1, Area 3, and Area 4)
Park, Open Space, Public Uses Permitted	Harbor/Pier:	Yes	Yes	Yes
	AES Site	Yes (Parks and open space)	Yes (Parks and open space)	Yes (Parks and Open space)
	Catalina Corridor	Yes	Yes	Yes

3. Comparison of Allowable Residential Densities and Intensities

a. *Harbor/Pier Area*

The Harbor/Civic Center Specific Plan contains extensive development standards that generally mirror those in found in the amended Coastal Land Use Plan and Coastal Zoning Ordinance. More specifically, the FAR and height limitations established in the Harbor/Civic Center Specific Plan development standards for Harbor/Pier Sub-Areas 1, 2, 3 and 5 and Catalina Avenue Sub-Area Zone 6 (Crowne Hotel site) match the FARs and height limits for all properties in amended Coastal Land Use Plan Commercial Recreation Sub-Areas 1 through 4, and corresponding provisions of amended Coastal Zoning Ordinance. An exception exists for the International Boardwalk, where the Harbor/Civic Center Specific Plan contains no specific limitations on building intensity, but refers only to limitations imposed by the Coastal Land Use Plan and zoning. The other major difference between the Harbor/Civic Center Specific Plan and amended Coastal Land Use Plan and Coastal Zoning Ordinance is that the Harbor/Civic Center Specific Plan does not contain an express cumulative development cap of 400,000 square feet of new development, as do the amended Coastal Land Use Plan and Coastal Zoning Ordinance. These two factors are the principle reasons that estimated additional potential buildout of the Harbor/Civic Center Specific Plan (680,946 square feet) is substantially higher than potential buildout (400,000 square feet) for the amended Coastal Land Use Plan and Coastal Zoning Ordinance.

b. *AES Power Plant Site*

The Harbor/Civic Center Specific Plan, like the amended Coastal Land Use Plan and Coastal Zoning Ordinance, does not contain any specific standards for future development on the AES site. (See Harbor/Civic Center Specific Plan, pp. 105-107 (Catalina Avenue Sub-Area Zone 2). Instead, any further public utility development or substantial park/recreational building development will be regulated through discretionary City review process.

c. *Catalina Avenue Corridor*

Substantially identical FARs and height limits for development in the Catalina Avenue Corridor are found in the development standards for relevant properties in Catalina Avenue Sub-Area Zones 1, 3, 4 and 6 as are found in the amended Coastal Zoning Ordinance regulations for the corresponding properties zoned P-ROW, I-2A, C-5A, MU-2 and C3A (Figure 4). Allowed buildout of the Catalina Avenue Corridor is thus be substantially the same under existing regulations including the Harbor/Civic Center Specific Plan as will be the case if the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments are approved.

d. *Cumulative Development*

The principal difference between the Harbor/Civic Center Specific Plan and proposed Coastal Land Use Plan and Coastal Zoning Ordinance is that the Harbor/Civic Center Specific Plan does not contain the 400,000 square foot development cap for the Harbor/Pier area. Instead, the Harbor/Civic Center Specific Plan provisions governing cumulative development defer to the Coastal Land Use Plan and zoning ordinances, which currently do not impose any development cap. Consequently, cumulative development for the Harbor/Pier area is not limited by the 400,000 square foot development cap, but limited only by the FARs and other restrictions found in the Harbor/Civic Center Specific Plan. Using these restrictions, the probable maximum buildout for the Harbor/Pier area under the Harbor/Civic Center Specific Plan has been calculated to be approximately 680,000 square feet of new development. Allowable development and maximum potential buildout of the AES Power Plant site and Catalina Avenue Corridor properties remains the same under the amended Coastal Land Use Plan and Coastal Zoning Ordinance as under the existing Harbor/Civic Center Specific Plan. These differences are reflected in the summary in Table SBM-7 below.

Table SBM-7: Comparison of Allowable Building Intensity with Harbor Civic Center Specific Plan

	Area	Proposed Coastal LUP Amendments	Proposed Coastal Zoning Amendments	Harbor Civic Center Specific Plan	General Plan Land Use Plan
Additional Building Intensity Allowed	Harbor/Pier:	400,000 sq. ft.	400,000 sq. ft.	680,946 sq. ft.	No direct limits
	AES Site	No quantifiable limit	No quantifiable limit	No quantifiable limit	No quantifiable limit
	Catalina Corridor	540,215	540,215	540,215	540,215
	Total: (excluding AES site)	940,215	940,215	1,221,161	No quantifiable limit
Existing Building Intensity	Harbor/Pier:	930,117	930,117	930,117	930,117
	AES Site	Power plant	Power plant	Power plant	Power plant
	Catalina Corridor	402,157	402,157	402,157	402,157
	Total (excluding AES site):	1,332,274	1,332,274	1,332,274	1,332,274
Total Allowed Building Intensity	Harbor/Pier:	1,330,117	1,330,117	1,611,063	No direct limits
	AES Site	No quantitative limits	No quantitative limits	No quantitative limits	No quantitative limits
	Catalina Corridor	942,372	942,372	942,372	942,372
	Total: (Excluding AES site)	2,272,489	2,272,489	2,553,435	No direct limits

Buildout of residential development would not significantly differ under the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments as compared to existing regulations. The amended Coastal Land Use Plan and Coastal Zoning Ordinance would allow development of 54 multi-family residential units at Salvation Army, which currently has 49 senior residential units. All other existing residential uses in LCP Area 2 would remain legal nonconforming and could not be expanded under the amended Coastal Land Use Plan and Coastal Zoning Ordinance

Section 5: Project Traffic Analysis

A. Introduction and Summary

A detailed study of potential traffic impacts of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments was conducted for the City by Fehr & Peers Transportation Consultants. This firm was previously employed to conduct traffic analysis for the pending update of the Circulation Element of the City's General Plan. The following is a summary of the results of the Traffic Study, including tables documenting the study results. The full text of the report and appendices may be downloaded from the City of Redondo Beach website at www.redondo.org/trafficstudy, copies may be viewed in the City Clerk's office or if you wish to obtain copy please call the City Clerk's office at (310) 318-0656.

1. Traffic Conditions Analyzed

The traffic study analyzed the following conditions and projected traffic impact scenarios:

- **“As-Built” Conditions** – Actual traffic conditions in 2007, the “As-Built” date directed by Article XXVII. The 2007 data used in the study was derived from traffic counts taken in the spring of 2007, when schools were in session. It should be noted that as part of the study, Fehr & Peers reviewed more recent traffic data from 2008 and traffic counts taken at selected locations in 2010. This data indicates variations both upwards and downwards from traffic counts recorded in June, 2007. Overall, however, this data indicates that traffic counts from 2007 are reasonably representative of actual existing conditions (2010), with variations being within the normal range of daily or seasonal variations at any traffic location.
- **“As-Built” plus Project Conditions** – The “As-Built” plus Project Conditions analysis measures “As-Built Conditions” with the addition of traffic expected to be generated by buildout of LCP Area 2, as limited by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This analysis shows the incremental changes in existing conditions that could be expected to occur from buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance alone, without taking into account cumulative traffic increases from other sources.
- **Cumulative Base Conditions** – Future traffic conditions were projected for the year 2030 without the any new development in the Project area. The objective of this analysis is to forecast the future traffic growth and intersection operating conditions expected to result from general regional growth and projects developed outside of LCP Area 2 by the year 2030. This scenario is used as the baseline against which the proposed amendments' contribution to cumulative traffic impacts is determined.
- **Cumulative Base plus Project** – The cumulative plus project analysis measures future traffic conditions with traffic expected to be generated by buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance added to the 2030 cumulative base traffic conditions. The incremental impacts of the proposed amendments on future traffic operating conditions were then identified.

- Comparison of Project against All Existing Land Use Regulations – This analysis compares the traffic impacts that would be expected to occur from buildout under existing land use regulations affecting LCP Area 2 (i.e., existing Coastal Land Use Plan, zoning, General Plan Land Use Plan and Harbor/Civic Center Specific Plan) with traffic impacts of buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This analysis allows a comparison of what conditions would result from approval or rejection of the proposed amendments, assuming no other major changes in the allowable land use for the Project area.
- Comparison of Project Against Existing Zoning and Coastal Land Use Plan Only – This analysis was undertaken to compare the traffic impacts that would occur under the existing and proposed Coastal Land Use Plan and zoning without additional constraints imposed by other land use regulations, e.g., the Harbor/Civic Center Specific Plan. Because the existing Coastal Land Use Plan and zoning do not impose any significant quantitative constraints on buildout, no quantification of comparative traffic impacts was possible for this analysis. A sensitivity analysis conducted by Fehr & Peers confirmed that that potential buildout under the existing Coastal Land Use Plan and zoning would result in saturation of the area road network and conditions significantly worse than the threshold for LOS “F” conditions at all major intersections.

1. Roadways and Intersections Analyzed

The following road segments and intersections were included in the traffic study. These include (1) all intersections defined as Critical Intersections in Article XXVII; (2) segments of roadways designated as Critical Corridors in Article XXVII; and (3) intersections operating at Level of Service (“LOS”) E or worse at one or both peak hours under the “As-Built” condition, that are (4) located in or within 3,000 feet of LCP Area 2.

Intersections Analyzed:

1. Pacific Coast Highway (PCH) & Herondo Street/Anita Street (“Critical” designation in Article XXVII)
2. PCH & Catalina Avenue (“Critical” designation in Article XXVII)
3. Catalina Avenue & Francisca Avenue (Operates at LOS E or worse during one or both peak hours under “As-Built Conditions”)
4. PCH & Beryl Street (Operates at LOS E or worse during one or both peak hours under “As-Built Conditions”)
5. Catalina Avenue & Beryl Street (“Critical” designation in Article XXVII)
6. Catalina Avenue & Torrance Boulevard (“Critical” designation in Article XXVII)
7. PCH & Torrance Boulevard (“Critical” designation in Article XXVII)
8. Catalina Avenue & Esplanade/Pearl Street (“Critical” designation in Article XXVII)

Road Segments Analyzed:

1. PCH between Aviation Boulevard and Torrance Boulevard
2. PCH between Torrance Boulevard and Topaz Street
3. Catalina Avenue between PCH and Beryl Street
4. Catalina Avenue between Beryl Street and Torrance Boulevard

5. Herondo Street between Harbor Drive and PCH
6. Anita Street between PCH and Harkness Lane
7. Torrance Boulevard between its western terminus and PCH
8. Torrance Boulevard between PCH and Irena Avenue
9. Prospect Avenue between Anita Street and Diamond Street

2. Methodologies Used

“Level of Service” or “LOS” was calculated for intersections and roadways using two standard methods of analysis. LOS definitions for both methodologies are provided in Tables T1 and T2.

- Intersection Capacity Utilization (“ICU”)

The ICU method of intersection analysis was used to determine the intersection V/C ratio and corresponding LOS for the turning movements and intersection characteristics at the signalized intersections. The ICU value is determined by summing the vehicle to capacity (“V/C”) ratio sum of the critical movements, plus a factor for yellow signal time.

Table T1: Level of Service Definitions for Signalized Intersections – ICU Method

Level of Service	Intersection Capacity Utilization (ICU)	Definition
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Adapted from Transportation Research Board

- Highway Capacity Manual

The signalized intersections were analyzed using the Operations Methodology for signalized intersections from the Highway Capacity Manual (HCM) (Transportation Research Board, 2000), which was the current Highway Capacity Manual as of August, 2007. Intersection delay was calculated, and used to find the corresponding LOS in Table T2 based on the amount of control delay. The un-signalized intersection was analyzed using the Two-Way Stop method from the HCM. Delay was calculated based on the worst-case approach, and used to find the corresponding LOS listed in Table T2.

Table T2: Intersection Level of Service Thresholds – HCM Method

Level of Service	Signalized Intersection Control Delay (sec/veh) ¹	Unsignalized Intersection Control Delay (sec/veh) ¹	General Description
A	0 – 10.0	0 – 10.0	Little to no congestion or delays.
B	10.1 – 20.0	10.1 – 15.0	Limited congestion. Short delays.
C	20.1 – 35.0	15.1 – 25.0	Some congestion with average delays.
D	35.1 – 55.0	25.1 – 35.0	Significant congestion and delays.
E	55.1 – 80.0	35.1 – 50.0	Severe congestion and delays.
F	> 80.0	> 50.0	Total breakdown with extreme delays.

Notes:
 1. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.
 Source: *Highway Capacity Manual* (Transportation Research Board, 2000).

3. Traffic Generation

Expected traffic generation from new development allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance, or generated by buildout under alternate scenarios, was calculated using standard trip generation factors developed by the Institute of Traffic Engineers (“ITE”). Table T3 shows the land uses allowed in the Project area, the ITE traffic generation categories assigned and the amount of development in each category assumed at buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance.

Table T3: Net-New Project Land Use Types

Land Use Type	ITE Traffic Generation Category	Amount/Intensity
Harbor/Pier Parcels		
Coastal Commercial (CC-1 – CC-5 zones)	#820 Shopping Center	365,000 sf
Government Office	#730 Government Office	35,000 sf
AES Power Plant/Catalina Corridor Parcels		
Commercial (C3-A, C-5A, MU-2 zones)	#820 Shopping Center	248,203 sf
Industrial (I2-A, C-5A zones)	#110 General Light Industrial	96,358 sf
Mini-Warehouse (C-5A zone)	#151 Mini-Warehouse	195,654 sf
Park (P-GP zone)	#412 County Park	24.7 Acres
Multi-Family Dwelling Units (MU-2 zone)	#220 Apartments	46 DU*
Notes: SF = Square Feet, DU = Dwelling Units * Equivalent increase above existing residential.		

The ITE trip generation rates were chosen on the basis of the following analysis.

- Shopping Center (ITE Land Use #820): This rate was determined to be the most appropriate rate to analyze Coastal Commercial, (CC-1 through CC-5) and Commercial (C-3A and C-5A) land

use zoning classifications, and also commercial development allowed in the MU-2 zoning classification in the Project area. The ITE surveys for the Shopping Center rate include surveys of shopping centers with both retail and non-retail uses, such as restaurants, banks, health clubs, and recreational facilities. It is anticipated that the foregoing zoning districts will have a variety of retail and non-retail uses similar to the mixed-use shopping centers included in the ITE surveys. Therefore, the Shopping Center rate is the most appropriate Trip Generation, 7th Edition rate to apply to these project land use types. The C-5A zoning classification also permits light industrial uses and storage uses. Expected development of these uses in C-5A zones is separately accounted for in trip generation forecasts for General Light Industrial and Mini-Warehouse classes of development discussed below.

- Government Office rate (ITE Land Use #730): This rate was applied to the Government Office land use type because it was determined to be the most applicable to this land use type. These uses would occur within the Harbor/Pier area, located within CC zones, but are separately analyzed due to the different nature of trip generation for these uses.
- General Light Industrial rate (ITE Land Use #110): This rate was applied to the Industrial (I-2A) land use type because it was determined to be the most applicable rate to this land use type. This rate was applied to some of the industrial use that is permitted in C-5A zones.
- Mini-Warehouse rate (ITE Land Use #151): This rate was applied to the Mini-Warehouse land use type because it was determined to be the most applicable rate to this land use type. This use is allowed in the C-5A zone.
- County Park rate (ITE Land Use #412): This rate was applied to the park land use type. It is anticipated that a potential park at the current AES Power Plant site would be a city park, but the City Park rate (ITE Land Use #411) only provides a daily trip rate, and therefore could not be used for AM and PM peak hour analysis. Additionally, it is anticipated that the potential park would have a mixture of passive open space, and active park space. This is consistent with the County Park uses that were served to develop the Land Use #412 daily, AM and PM trips rates. Therefore, it was determined that the County Park rate was most applicable rate to this land use type.
- Apartment rate (ITE Land Use #220): This rate was applied to the multi-family dwelling unit land use type (allowed in the MU-2 mixed use zone) because it was determined to be the most applicable and conservative rate for this land use type (condominiums have lower trip generation rates).

4. Impact Analysis

For purpose of rating the significant of traffic impacts resulting from Project traffic or other traffic increases, the following criteria were applied in the Traffic Study.

- The planning department of the City of Redondo Beach has tentatively established a standard incremental significance threshold to determine if a project creates a significant traffic impact. These criteria are expected to be formally adopted by the City Council with the approval of the 2009 Circulation Element Update. A project impact on an intersection is deemed significant under these criteria if any of the following occur:
 - Four percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS C; or
 - Two percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS D; or

- One percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS E or worse.
- The following additional impact criteria were developed from Section 27.2(c)(1) of Article XXVII Section 27.2(c)(1), which defines a “significant increase” in traffic for purposes of Article XXVII.
 - An increase in intersection capacity utilization (ICU) of 0.01 or more at any critical intersection operating at a level of service (LOS) “E” or worse, or having an ICU of 0.9 or higher
 - Any increase in ICU at any City intersection from less than 0.9 to 0.9 or higher
 - Any change in LOS at any critical intersection or on any critical corridor from better than “E” to “E” or worse.

B. As-Built Traffic Conditions

This section presents the As-Built traffic conditions in terms of peak hour LOS at study intersections and road segments, using both ICU and HCM methodologies. Additional detail, including measured As-Built traffic volumes used to calculate existing LOS at these intersections and road segments is contained in the full Traffic Study available at www.redondo.org/trafficstudy.

1. Intersection LOS Analysis

Table T6 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

Table T6: As-Built Conditions Intersection Levels of Service (ICU Methodology)

Intersection	As-Built Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
1. PCH & Anita/Herondo Street	E	0.924	E	0.917
2. PCH & Catalina Avenue	B	0.673	E	0.931
3. Catalina Avenue & Francisca Avenue	See Table T7 for HCM Analysis (ICU analysis for signalized intersections only)			
4. PCH & Beryl Street	D	0.856	E	0.953
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532
7. PCH & Torrance Boulevard	D	0.893	E	0.907
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353

Based on the ICU analysis, the following intersections operate at LOS E during one or both peak hours under As-Built Conditions:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (PM peak hour)

All other intersections operate at an acceptable LOS D or better during both peak hours under As-Built Conditions.

2. Road Segment LOS Analysis

The following tables summarize traffic conditions existing in the “As-Built Condition” which serves as the baseline for the traffic impact analysis.

Table T7 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

**Table T7: As-Built Conditions
Intersection Levels of Service (HCM Methodologies)**

Intersection	As-Built Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	D	36.5	D	47.5
2. PCH & Catalina Avenue	B	14.2	B	14.3
3. Catalina Avenue & Francisca Avenue *	B	13.4	F	63.1
4. PCH & Beryl Street	A	9.7	B	17.0
5. Catalina Avenue & Beryl Street	B	17.6	C	23.4
6. Catalina Avenue & Torrance Boulevard	C	22.6	C	22.5
7. PCH & Torrance Boulevard	D	38.2	D	39.6
8. Esplanade/Pearl Street & Catalina Avenue	B	12.4	B	11.6
* Unsignalized intersections analyzed using Two-Way Stop methodology from <i>Highway Capacity Manual</i> .				

Based on the HCM analyses, the following intersection operate at LOS E or worse during the PM peak hour under As-Built Conditions:

3) Catalina Avenue & Francisca Avenue

Table T8 details the As-Built condition daily volumes on critical road segments in the study area, as well as the LOS using the HCM Urban Arterials methodology. As can be seen in the table, all segments operate at LOS E or worse under As-Built Conditions.

Table T8: As-Built Conditions Daily Segment Volumes and Level of Service

Segment	As-Built Conditions	
	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F
PCH Torrance Boulevard to Topaz Street	37,500	E
Catalina Avenue PCH to Beryl Street	16,000	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E
Herondo Street Harbor to PCH	11,000	E
Anita Street PCH to Harkness Lane	22,100	E
Torrance Boulevard Western terminus to PCH	13,000	E
Torrance Boulevard PCH to Irena Avenue	22,200	E
Prospect Avenue Anita Street to Diamond Street	19,300	E

3. Qualitative Observations of As-Built Conditions

Observations made in June, 2010 record the following additional conditions affecting traffic performance and safety. It is believed these observations are reasonably likely to reflect conditions in the 2007 “As-Built Condition” defined by Article XXVII.

- Heavy Vehicle Traffic – A small amount of heavy vehicle traffic was observed on PCH and on Torrance Boulevard. No heavy vehicle traffic was observed on other roadway corridors. No issue with heavy vehicle traffic was noted.
- Bus Stops – Bus stops were observed every few blocks on PCH. In several locations, bus stops do not have a curb cut, so when a bus stops to pick-up or drop-off passengers, through traffic in some cases, or a right-turn lane in other cases, is temporarily blocked. For example, during the AM peak period, a bus stopped to pick up passengers at the northbound bus stop on Pacific Coast

Highway just north of Torrance Boulevard. This temporarily blocked one lane of northbound through traffic, and contributed to the queuing observed along PCH.

- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – Heavy traffic flows were observed along several points of PCH during AM and PM peak periods. During AM peak periods, northbound PCH was heaviest, while during PM peak periods, southbound PCH was heaviest, though the flows in both directions were more balanced than during the AM peak period. Moderately heavy north and southbound traffic was observed on Catalina Avenue at Torrance Boulevard during the PM peak period. Downstream queuing and oversaturation were observed at several points along PCH. For example, during the AM and PM peak periods, queues about two blocks long were observed along PCH south of Torrance Boulevard (northbound traffic) and north of Torrance (southbound traffic).
- Side Street and Driveway Entrances and Exits – No major issues related to the location of side streets and driveway entrances and exits were observed, as most side streets could be accessed via left-turn only lanes off of PCH, and so would not block traffic. The observed exception was at Garnett Street, where northbound or southbound vehicles waiting to make a turn onto Garnett would block traffic. However, no vehicles were observed making these turns. One vehicle was observed making a turn into a driveway from southbound Pacific Coast Highway. This move temporarily blocked one southbound through lane, but southbound traffic on PCH was relatively light at that point, so did not contribute to queuing.
- Ingress Stacking and Overflowing – No issues related to ingress stacking and overflowing were observed.
- Left-Turn Lane Queuing and Overflow – Overflow from left-turn pockets was observed at a limited number of intersections during the PM peak period. The westbound double left pockets at the intersection of PCH & Anita Street were observed to regularly fill to their storage capacity, with overflow of one or two vehicles into the westbound through lane. The southbound left-turn pocket at the intersection of PCH & Torrance Boulevard was also observed overflowing into one of the southbound through lanes.
- Traffic, Pedestrian & Bicycle Safety – No unsafe conditions were observed. All traffic controls were observed to operate according to relevant safety standards. All pedestrian crossings and on-street bike lanes appeared to be designed to relevant safety standards. Little pedestrian and bicycle traffic was observed in the study area.

While queuing and congestion was observed, the field observations indicated that all roadway facilities have been designed and maintained in accordance with the national standards outlined in *Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials (AASHTO). Traffic signals and signage were observed to be designed in accordance with the national standards outlined in the *Manual on Uniform Traffic Control Devices (MUTCD)*, Federal Highway Administration (FHA), and the California state standards outlined in the Traffic Manual, California Department of Transportation (Caltrans). Thus traffic impacts resulting from unusual or unsafe street, intersection or driveway configurations or other anomalies are not expected to be a factor in traffic performance in the Project area or surrounding roadways and intersections.

C. As-Built Plus Project Traffic Conditions

This section assesses incremental traffic impacts directly caused by buildout of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance. This analysis does not address actual traffic conditions that are likely to result in the Project area when cumulative increases in traffic from development outside the

Project area and in the region are considered. Assessments of expected cumulative background traffic increases and cumulative traffic plus Project traffic conditions are contained in Sections D and E below.

1. Vehicle Trip Generation and Distribution

Table T9 shows the total traffic estimated to be generated by new development allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance, in terms of average total daily trips and AM and PM peak hour trips.

Table T9: Project Trip Generation Estimates

Designation	Size	Units	Trip Generation Rates			Trip Generation Estimates						
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
Harbor/Pier Parcels												
Coastal Commercial (CC-1 - CC-5) [a]	365	KSF	42.94	1.03	3.75	15,673	229	147	376	657	712	1,369
Government Office [b]	35	KSF	68.93	5.88	1.21	2,413	173	33	206	13	29	42
AES Power Plant/Catalina Corridor Parcels												
Commercial (C-3A, C-5A, MU-2) [a]	248.203	KSF	42.94	1.03	3.75	10,658	156	100	256	447	484	931
Industrial (I-2A, C-5A) [c]	96,358	KSF	6.97	0.92	0.98	672	78	11	89	11	83	94
Mini-Warehouse (C-5A)[d]	195.654	KSF	2.50	0.15	0.26	489	17	12	29	26	25	51
Park (P-GP) [e]	24.7	Ac	2.28	0.01	0.06	56	1	0	1	1	1	2
Multi-Family Dwelling Units (MU-2) [f]	46	DU	6.72	0.51	0.62	309	5	18	23	19	10	29
<i>Total</i>						<i>30,270</i>	<i>659</i>	<i>321</i>	<i>980</i>	<i>1,174</i>	<i>1,344</i>	<i>2,518</i>
Notes: [a] Trip generation rate and in/out split Land Use 820 from <i>Trip Generation, 7th Edition</i> . [b] Trip generation rate and in/out split Land Use 730 from <i>Trip Generation, 7th Edition</i> . [c] Trip generation rate and in/out split Land Use 110 from <i>Trip Generation, 7th Edition</i> . [d] Trip generation rate and in/out split Land Use 151 from <i>Trip Generation, 7th Edition</i> . [e] Trip generation rate and in/out split Land Use 412 from <i>Trip Generation, 7th Edition</i> . [f] Trip generation rate and in/out split Land Use 220 from <i>Trip Generation, 7th Edition</i> .												

The geographic distribution of the traffic generated by the Project depends on several factors, including the geographic population distribution from which visitors would be drawn and the location of the Project in relation to the surrounding street system. The trip distribution pattern used to assess impacts was generated by the Redondo Beach Traffic Model (RBTM) developed by Austin-Foust Associates (AFA). Further details as to how trip distribution was assigned to estimate project impacts are contained in the full Traffic Study available from the City of Redondo Beach website at www.redondo.org/trafficstudy, or copies may be viewed in the City Clerk’s office. If you wish to obtain copy please call the City Clerk’s office at (310) 318-0656.

2. As-Built Plus Project Intersection LOS

Table T10 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

**Table T10: As-Built Plus Project Conditions
Intersection Levels of Service (ICU Methodology)**

Intersection	As-Built Conditions				As-Built plus Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.951	F	1.153
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.689	E	0.999
3. Catalina Avenue & Francisca Avenue	See Table T11 for HCM Analysis (ICU analysis for signalized intersections only)							
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.901	F	1.038
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	A	0.550	E	0.967
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532	A	0.581	B	0.653
7. PCH & Torrance Boulevard	D	0.893	E	0.907	E	0.902	E	0.943
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353	A	0.421	A	0.378

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T11 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodology.

**Table T11: As Built Plus Project Conditions
Intersection Levels of Service (HCM Methodologies)**

Intersection	As-Built Condition				As-Built plus Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	D	36.5	D	47.5	D	44.4	F	104.4
2. PCH & Catalina Avenue	B	14.2	B	14.3	B	15.4	B	19.9
3. Catalina Avenue & Francisca Avenue [a]	B	13.4	F	63.1	B	15.0	F	>120 [b]
4. PCH & Beryl Street	A	9.7	B	17.0	B	12.3	C	25.8
5. Catalina Avenue & Beryl Street	B	17.6	C	23.4	C	24.6	D	54.2
6. Catalina Avenue & Torrance Boulevard	C	22.6	C	22.5	C	21.1	C	24.4
7. PCH & Torrance Boulevard	D	38.2	D	39.6	D	39.9	D	43.0
8. Esplanade/Pearl Street & Catalina Avenue	B	12.4	B	11.6	B	12.2 [c]	B	11.3 [c]
<p>Notes:</p> <p>[a] Unsignalized intersections analyzed using Two-Way Stop methodology from Highway Capacity Manual.</p> <p>[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.</p> <p>[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.</p>								

Based on the HCM analyses, the following intersections are projected to operate at LOS F during the PM peak hour, but LOS D or better during the AM peak hour:

- 1) PCH & Herondo Street/Anita Street
- 3) Catalina Avenue & Francisca Avenue

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T12 summarizes traffic impacts of the Project utilizing the significance criteria set forth in Section 5.A.5 above.

Table T12: As-Built Plus Project Conditions Intersection Levels of Service and Impact Analysis (ICU Methodology)

Intersection	As-Built Conditions				As-Built plus Project Conditions				As-Built plus Project Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact?	Change in VC	Sig Impact?
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.951	F	1.153	0.027	Yes	0.236	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.689	E	0.999	0.016	No	0.068	Yes
3. Catalina Avenue & Francisca Avenue	See Table T13 for HCM Analysis (ICU analysis for signalized intersections only)											
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.901	F	1.038	0.045	Yes	0.085	Yes
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	A	0.550	E	0.967	0.160	No	0.331	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532	A	0.581	B	0.653	0.052	No	0.121	No
7. PCH & Torrance Boulevard	D	0.893	E	0.907	E	0.902	E	0.943	0.009	Yes	0.036	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353	A	0.421	A	0.378	0.013	No	0.025	No

As indicated in Table T12, the Project is expected to impact the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)
3. Segment Volumes and Levels of Service

Daily project segment volumes were forecast using the same distribution pattern utilized for estimating intersection impacts. The Project-generated segment volumes were added to the existing daily segment volumes detailed in Section 5.C to develop As-Built plus Project Conditions daily segment volumes. These volumes were analyzed using the HCM Urban Arterials methodology to estimate LOS on the

roadway segments with the implementation of the Project. As seen in Table T13, the LOS is expected to remain the same for each segment with the addition of Project traffic, with all segments operating at LOS E or worse.

Table T13: As-Built Plus Project Conditions Segment Volumes and Level of Service

Segment	As-Built Conditions		As-Built plus Project Conditions	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	46,948	F
PCH Torrance Boulevard to Topaz Street	37,500	E	38,408	E
Catalina Avenue PCH to Beryl Street	16,000	E	20,502	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	21,916	E
Herondo Street Harbor to PCH	11,000	E	16,948	E
Anita Street PCH to Harkness Lane	22,100	E	29,062	E
Torrance Boulevard Western terminus to PCH	13,000	E	14,908	E
Torrance Boulevard PCH to Irena Avenue	22,200	E	24,622	E
Prospect Avenue Anita Street to Diamond Street	19,300	E	20,133	E

4. Qualitative Assessment of As-Built plus Project Conditions

The following details the expected changes to the qualitative operating conditions with the addition of Project traffic:

- Heavy Vehicle Traffic – The Project would modestly increase heavy vehicle traffic, as needed to support the typical service and delivery functions of the Project land uses. This increase in heavy vehicle traffic would not be expected to impact operating conditions.
- Bus Stops – With the addition of Project traffic, queues caused by temporary bus blockages would be longer.

- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of Project traffic, the heavy traffic flows and intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of Project traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of Project traffic.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of Project traffic.
- Traffic, Pedestrian & Bicycle Safety – The Project would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

In addition to these qualitative observations, some of the traffic concerns addressed above are a factor in the HCM analysis using the Synchro software package. Delay calculations are affected by traffic volumes on intersecting side streets, as well as turn lane queuing and overflow at intersections. Impacts on traffic flow from these factors are therefore reflected in the LOS analysis produced using the HCM methodology.

D. Cumulative Background Traffic Conditions

In order to evaluate the impacts of the Project on the local street system, estimates of future traffic conditions without the Project were developed for the build-out year using the RBTM developed by AFA. The RBTM is based on the Regional Transportation Model (RTM), which is prepared by the Southern California Association of Governments (SCAG), and uses a land use database for the City, which contained all cumulative projects from the last eight years, as well as future projects that are reasonably foreseeable. AFA also modified SCAG’s model within the City to reflect the local network of streets and create a finer zone system to allow for more detailed forecasts for the City’s streets. The RBTM can be used as a tool for forecasting future average daily traffic and peak hour traffic conditions in the City of Redondo Beach. The following forecasts of cumulative traffic conditions for the year 2030, excluding traffic generated from the Project area, were developed using the RBTM.

1. Cumulative Traffic Without Project - Intersection Traffic Volumes

Table T14 summarizes the results of the AM and PM peak hour cumulative traffic intersection analysis using the ICU methodology.

Table T14: Cumulative Base Intersection Levels of Service (ICU Methodology)

Intersection	Cumulative Base			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay
1. PCH & Anita/Herondo Street	F	1.008	F	1.073
2. PCH & Catalina Avenue	B	0.694	E	0.968
3. Catalina Avenue & Francisca Avenue	See Table T15 for HCM Analysis (ICU analysis for signalized intersections only)			
4. Pacific Coast Highway & Beryl Street	D	0.894	E	0.998
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682
6. Catalina Avenue & Torrance Boulevard	A	0.571	A	0.566
7. PCH & Torrance Boulevard	F	1.047	F	1.098
8. Esplanade/Pearl Street & Catalina Avenue	A	0.452	A	0.539

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T15 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

Table T15: Cumulative Base Intersection Levels of Service (HCM Methodologies)

Intersection	Cumulative Base			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	E	65.2	F	83.1
2. PCH & Catalina Avenue	B	15.5	B	15.1

Intersection	Cumulative Base			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
3. Catalina Avenue & Francisca Avenue [a]	B	15.3	F	>120 [b]
4. PCH & Beryl Street	B	11.5	C	21.3
5. Catalina Avenue & Beryl Street	B	18.0	C	25.5
6. Catalina Avenue & Torrance Boulevard	B	17.7	C	28.6
7. PCH & Torrance Boulevard	E	65.6	F	87.3
8. Esplanade/Pearl Street & Catalina Avenue	B	13.6	B	13.1
Notes: [a] Unsignalized intersections analyzed using Two-Way Stop methodology from <i>Highway Capacity Manual</i> . [b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.				

Based on the HCM analyses, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 3) Catalina Avenue & Francisca Avenue (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

2. Cumulative Traffic without Project – Road Segment Volumes and Levels of Service

Cumulative traffic conditions on road segments were forecast using the HCM Urban Arterials methodology to estimate LOS on the roadway segments. As seen in Table T16, all segments are forecast to operate at LOS E or worse under Cumulative Base conditions:

Table T16: Cumulative Base Daily Segment Volumes and Level of Service

Segment	Cumulative Base	
	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F
PCH Torrance Boulevard to Topaz Street	42,943	E

Segment	Cumulative Base	
	Daily Volume	LOS
Catalina Avenue PCH to Beryl Street	16,000	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E
Herondo Street Harbor to PCH	12,691	E
Anita Street PCH to Harkness Lane	22,100	E
Torrance Boulevard Western terminus to PCH	15,806	E
Torrance Boulevard PCH to Irena Avenue	33,232	F
Prospect Avenue Anita Street to Diamond Street	21,672	E

3. Qualitative Assessment of Cumulative Base Conditions

The following details the changes to the qualitative operating conditions with the addition of traffic from background and cumulative development:

- Heavy Vehicle Traffic – With the addition of cumulative land use, heavy vehicle traffic would be expected to modestly increase to support the day-to-day deliver and haul needs for the cumulative land use. This would not be expected to negatively impact operating conditions.
- Bus Stops – With the addition of cumulative traffic, queues caused by temporary bus blockages would be longer.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of cumulative traffic, heavy traffic flows and intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of cumulative traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, unless particular cumulative developments attract significant traffic into or out of their driveways, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of cumulative traffic, unless particular developments attract heavy inbound or outbound traffic at their driveways that could overflow.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of cumulative traffic.

- Traffic, Pedestrian & Bicycle Safety – The Project would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

E. Cumulative Plus Project Traffic Conditions

The analysis of cumulative plus Project traffic volumes estimates traffic conditions that would occur with buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance after taking into account cumulative traffic increases from local and regional development outside the Project area. Cumulative plus Project traffic conditions were forecast using the same baseline conditions, trip generation and distribution, estimates, cumulative traffic forecasts and methodologies described in Sections 5.B through 5.D above.

1. Cumulative Plus Project – Intersection Levels of Service

Table T17 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

Table T17: Cumulative Plus Project Intersection Levels of Service and Impact Analysis (ICU Methodology)

Intersection	Cumulative Base				Cumulative plus Project				Cumulative plus Project Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.092	F	1.251	0.084	Yes	0.178	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.711	F	1.037	0.017	No	0.069	Yes
3. Catalina Avenue & Francisca Avenue	See Table T18 for HCM Analysis (ICU analysis for signalized intersections only)											
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.939	F	1.100	0.045	Yes	0.102	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	A	0.552	F	1.019	0.160	No	0.337	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.571	A	0.566	B	0.622	B	0.687	0.051	No	0.121	No
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	1.055	F	1.124	0.008	Yes	0.026	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.452	A	0.539	A	0.464	A	0.539	0.012	No	0.000	No

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)

- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T18 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

TABLE T18 CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (HCM METHODOLOGIES)								
Intersection	Cumulative Base				Cumulative plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	E	65.2	F	83.1	E	76.7	F	>120[b]
2. PCH & Catalina Avenue	B	15.5	B	15.1	B	17.1	C	22.7
3. Catalina Avenue & Francisca Avenue [a]	B	15.3	F	>120 [b]	B	17.1	F	>120 [b]
4. PCH & Beryl Street	B	11.5	C	21.3	B	14.1	C	31.9
5. Catalina Avenue & Beryl Street	B	18.0	C	25.5	C	24.3	E	62.0
6. Catalina Avenue & Torrance Boulevard	B	17.7	C	28.6	B	19.9	C	27.6
7. PCH & Torrance Boulevard	E	65.6	F	87.3	E	68.8	F	93.8
8. Esplanade/Pearl Street & Catalina Avenue	B	13.6	B	13.1	B	13.5 [c]	B	12.9 [c]

Notes:

[a] Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

Based on the HCM analyses, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)

- 3) Catalina Avenue & Francisca Avenue (PM peak hour)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

Utilizing the impact criteria detailed in Section 5.A.5 and the results shown in Table T18, the Project is expected to have significant impacts when compared to cumulative baseline conditions at the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
 - 2) PCH & Catalina Avenue (PM peak hour)
 - 4) PCH & Beryl Street (both peak hours)
 - 5) Catalina Avenue & Beryl Street (PM peak hour)
 - 7) PCH & Torrance Boulevard (both peak hours)
2. Cumulative Plus Project – Road Segment Volumes and Level of Service

The project segment volumes were added to the Cumulative Base daily segment volumes to develop Cumulative plus Project daily segment volumes. These volumes were analyzed using the HCM Urban Arterials methodology to estimate LOS on the roadway segments with the implementation of the Project. As seen in Table T19, the LOS is expected to remain the same for each segment with the addition of Project traffic, with the exception of Prospect Avenue, which would degrade to LOS F. All segments forecast to operate at LOS E or worse under Cumulative plus Project conditions.

TABLE T19 CUMULATIVE PLUS PROJECT SEGMENT VOLUMES AND LEVELS OF SERVICE				
Segment	Cumulative Base		Cumulative plus Project	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	46,948	F
PCH Torrance Boulevard to Topaz Street	42,943	E	43,851	E
Catalina Avenue PCH to Beryl Street	16,000	E	20,502	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	21,916	E
Herondo Street Harbor to PCH	12,691	E	18,639	E

Anita Street PCH to Harkness Lane	22,100	E	29,062	E
Torrance Boulevard Western terminus to PCH	15,806	E	17,714	E
Torrance Boulevard PCH to Irena Avenue	33,232	F	35,654	F
Prospect Avenue Anita Street to Diamond Street	21,672	E	22,505	E

3. Cumulative Plus Project – Qualitative Assessment of Cumulative plus Project Conditions

The following details the changes to the qualitative operating conditions with the addition of Project traffic:

- Heavy Vehicle Traffic – The Project would modestly increase heavy vehicle traffic, as needed to support the typical service and delivery functions of the Project land uses. This increase in heavy vehicle traffic would not be expected to impact operating conditions.
- Bus Stops – With the addition of Project traffic, queues caused by temporary bus blockages would be longer in length.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of Project traffic, the heavy traffic flows and intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of Project traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of Project traffic.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of Project traffic.
- Traffic, Pedestrian & Bicycle Safety – The Project would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

4. Possible Mitigation of Cumulative Plus Project Impacts

As part of the Traffic Study, Fehr & Peers attempted to identify feasible mitigation measures that could be implemented by the City to reduce traffic impacts for the five intersections significantly impacted by

Project traffic under cumulative plus Project conditions. However, only one feasible physical mitigation measure could be identified:

7) PCH & Torrance Boulevard – A physical improvement is proposed (restriping of northbound approach to include one left-turn lane, two through lanes, and one right-turn lane). This measure was proposed mitigation in the Circulation Element.

No feasible physical mitigation measures were identified at any other study intersections.

Operational mitigation measures such as signal timing optimization could also benefit operations at impacted intersections. However, because the ICU methodology is a volume to capacity analysis, the operational benefits of signal optimization cannot be quantified with ICU, and have therefore not been analyzed.

Tables T20 and T21 show traffic conditions at the five significantly impacted intersections with implementation of the above-identified mitigation measure for Intersection 7, under As-Built Plus Project Conditions and Cumulative Plus Project Conditions.

<p style="text-align: center;">TABLE T20 AS-BUILT PLUS PROJECT CONDITIONS WITH MITIGATIONS INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (ICU METHODOLOGY)</p>												
Intersection	As-Built Conditions				As-Built plus Project Conditions with Mitigations				As-Built plus Project Conditions with Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.951	F	1.153	0.027	Yes	0.236	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.689	E	0.999	0.016	No	0.068	Yes
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.901	F	1.038	0.045	Yes	0.085	Yes
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	A	0.550	E	0.967	0.160	No	0.331	Yes
7. PCH & Torrance Boulevard	D	0.893	E	0.907	D	<i>0.873</i>	E	<i>0.909</i>	-0.020	No	0.002	Yes

Note: ***Bold italics indicate ICU improved by mitigation measures***

As Table T20 indicates, the mitigation measure would reduce the overall ICU at this intersection to an LOS D or better during the AM peak hour, thus mitigating that peak hour, but would not reduce the PM peak hour ICU to an LOS D or better during the PM hour. All other intersections would remain impacted under As-Built plus Project Conditions using the ICU methodology.

**TABLE T21
CUMULATIVE PLUS PROJECT WITH MITIGATIONS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	Cumulative Base				Cumulative plus Project with Mitigations				Cumulative plus Project with Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.092	F	1.251	0.084	Yes	0.178	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.711	F	1.037	0.017	No	0.069	Yes
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.939	F	1.100	0.045	Yes	0.102	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	A	0.552	F	1.019	0.160	No	0.337	Yes
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	<i>1.008</i>	F	<i>1.066</i>	<i>-0.039</i>	Yes	<i>-0.032</i>	Yes

Note: ***Bold italics indicate ICU improved by mitigation measures***

As Table T21 indicates, the mitigation measure described above would reduce the overall ICU at Intersection 7 (PCH & Torrance Boulevard), but the intersection would remain at LOS E, so would not be considered mitigated according to the impact criteria set forth in the Circulation Element and Article XXVII. All other intersections would remain impacted under Cumulative plus Project conditions using the ICU methodology.

Section 6: Comparative Traffic Analysis – Buildout Under Existing Land Use Regulations

A. Introduction And Summary

This section contains an analysis of traffic impacts that would result from buildout in LCP Area 2 under existing City land use regulations governing development in that area, and without approval of the additional policies and development standards contained in the amended Coastal Land Use Plan and Coastal Zoning Ordinance. These regulations include the existing General Plan Land Use Plan, certified Coastal Land Use Plan, operative zoning, and the Harbor/Civic Center Specific Plan. A comparison of the development and land uses allowed under these existing regulations versus development and land uses allowed with the addition of the amended Coastal Land Use Plan and Coastal Zoning Ordinance appears in Section 4.3 of this analysis. The detailed comparative analysis prepared by Fehr & Peers appears in Appendix E of the Traffic Report available on the City’s website at www.redondo.org/trafficstudy and copies may be viewed in the City Clerk’s office or if you wish to obtain copy please call the City Clerk’s office at (310) 318-0656.

1. Traffic Generation

For purposes of this analysis, land uses permitted under the existing regulations were assigned traffic generation categories as was done for the analysis of Project traffic, i.e. traffic generated by buildout under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance. Where differences occur in the relevant planning documents, it was assumed that the most restrictive regulations would apply, consistent with past City practice. Table T22 details the general types of land uses permitted by existing regulations, the land areas authorized for these uses, and the traffic generation rates assigned to these uses for purposes of the traffic analysis. As discussed in Section 4.3, the primary current regulatory constraint on development in the Project area is the Harbor/Civic Center Specific Plan. The differences in allowable amount and intensity of development in the Project area under current regulations and under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance results from the absence of a cumulative development cap for the Harbor/Pier area in the Harbor/Civic Center Specific Plan. This difference is reflected in that amount and intensity of development shown in the right-hand column of Table T22.

TABLE T22 NET-NEW PROJECT LAND USE TYPES (EXISTING REGULATIONS)		
Land Use Type	ITE Traffic Generation Category	Amount/Intensity
Harbor/Pier Parcels		
Coastal Commercial	#820 Shopping Center	621,363 sf
Government Office	#730 Government Office	59,583 sf
AES Power Plant/Catalina Corridor Parcels		
Commercial	#820 Shopping Center	248,203 sf
Industrial	#110 General Light Industrial	96,358 sf
Mini-Warehouse	#151 Mini-Warehouse	195,654 sf
Park	#412 County Park	24.7 Acres
Multi-Family Dwellings	#220 Apartments	46 DU*
Notes: SF = Square Feet, DU = Dwelling Units		
* Equivalent net increase over existing residential.		

2. Study Scope

The comparative analysis utilizes the same existing baseline conditions (As-Built Conditions, and Cumulative Base conditions) as the Project analysis in Section 5. The following traffic impact analyses were conducted for the comparative analysis:

- **As-Built plus Buildout under All Existing Regulations:** This analysis assesses changes in traffic conditions resulting from traffic reasonably expected to be generated by buildout of the Project area under existing regulations, and assuming no substantial future changes in allowable development. The incremental impacts of this buildout scenario on As-Built traffic operating conditions were then identified.
- **Cumulative Base plus Buildout under All Existing Regulations:** This analysis assesses changes in 2030 cumulative traffic conditions resulting from traffic reasonably expected to be generated by buildout of the project area under existing regulations. The incremental impacts of this buildout on future traffic operating conditions were then identified.

- **Buildout Under Existing Coastal Land Use Plan and Zoning Only:** This analysis was intended to compare potential buildout under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance against potential buildout under the existing Coastal Land Use Plan and zoning, without taking into account additional constraints imposed by other regulations, e.g., the Harbor/Civic Center Specific Plan. Since the existing Coastal Land Use Plan and zoning contain no quantitative limits on building intensity, no quantitative comparison was possible. Fehr & Peers conducted a sensitivity analysis to confirm that unrestricted development allowed by the existing Coastal Land Use Plan and zoning would result in saturation of the area road network and LOS “F” at all study intersections at some increment of development above that allowed by the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance.

The same study area and intersections and roadway segments as the Project were analyzed for the All Existing Regulations Analysis.

B. As-Built Plus Buildout Under All Existing Regulations.

1. Trip Generation

Daily, AM Peak Hour and PM Peak Hour vehicle trips expected to be generated by buildout under existing regulations are shown in Table T23. As indicted in Table T23, buildout under existing regulations would be expected to generate 1,388 AM and 3,509 PM trips. This increase in expected trips over expected trips from the amended Coastal Land Use Plan and Coastal Zoning Ordinance is attributable to the substantial increase in square footage of allowable development in the Harbor/Pier area (680,946 versus 400,000 sf) under the All Existing Regulations scenario

TABLE T23 BUILDOUT UNDER ALL EXISTING REGULATIONS TRIP GENERATION ESTIMATES												
Designation	Size	Units	Trip Generation Rates			Trip Generation Estimates						
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
Harbor/Pier Parcels												
Coastal Commercial (CC-1 - CC-5) [a]	621.363	KSF	42.94	1.03	3.75	26,681	390	250	640	1,118	1,212	2,330
Government Office [b]	59.583	KSF	68.93	5.88	1.21	4,107	294	56	350	22	50	72
AES Power Plant/Catalina Corridor Parcels												
Commercial (C-3A, C-5A) [a]	248.203	KSF	42.94	1.03	3.75	10,658	156	100	256	447	484	931
Industrial (I-2A, C-5A) [c]	96.358	KSF	6.97	0.92	0.98	672	78	11	89	11	83	94
Mini-Warehouse (C-5A)[d]	195.654	KSF	2.50	0.15	0.26	489	17	12	29	26	25	51
Park (P-GP)[e]	24.7	Ac	2.28	0.01	0.06	56	1	0	1	1	1	2
Multi-Family Dwelling Units (MU-2) [f]	46	DU	6.72	0.51	0.62	309	5	18	23	19	10	29
<i>Total</i>						<i>42,972</i>	<i>941</i>	<i>447</i>	<i>1,388</i>	<i>1,644</i>	<i>1,865</i>	<i>3,509</i>
Notes:												
[a] Trip generation rate and in/out split Land Use 820 from <i>Trip Generation, 7th Edition</i> .												

- [b] Trip generation rate and in/out split Land Use 730 from *Trip Generation, 7th Edition*.
- [c] Trip generation rate and in/out split Land Use 110 from *Trip Generation, 7th Edition*.
- [d] Trip generation rate and in/out split Land Use 151 from *Trip Generation, 7th Edition*.
- [e] Trip generation rate and in/out split Land Use 412 from *Trip Generation, 7th Edition*.
- [f] Trip generation rate and in/out split Land Use 220 from *Trip Generation, 7th Edition*.

2. Intersection Traffic Volumes

The traffic volumes described above were analyzed using the analysis methodologies described in Section 5 above. The trip distribution for the Buildout Under All Existing Regulations is also consistent with the trip distribution used in the Project traffic analysis in Section 5. Table T24 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

TABLE T24 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (ICU METHODOLOGY)												
Intersection	As-Built				As-Built plus Buildout Under All Existing Regulations				As-Built plus Buildout Under All Existing Regulations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact?	Change in VC	Sig Impact?
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.977	F	1.246	0.053	Yes	0.329	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.696	F	1.026	0.023	No	0.095	Yes
3. Catalina Avenue & Francisca Avenue	See Table T25 for HCM Analysis (ICU Analysis is for signalized intersections only)											
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.921	F	1.073	0.065	Yes	0.120	Yes
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	B	0.634	F	1.137	0.244	No	0.501	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532	B	0.601	C	0.701	0.072	No	0.169	No
7. PCH & Torrance Boulevard	D	0.893	E	0.907	E	0.905	E	0.962	0.012	Yes	0.055	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353	A	0.426	A	0.388	0.018	No	0.035	No

Based on the ICU analyses, the following intersections are projected to operate at LOS E or F during the one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)

- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T25 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

TABLE T25 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE (HCM METHODOLOGIES)									
Intersection	As-Built				As-Built plus Buildout Under All Existing Regulations				
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
1 PCH & Anita/Herondo Street	D	36.5	D	47.5	D	50.0	F	119.6	
2. PCH & Catalina Avenue	B	14.2	B	14.3	B	16.4	C	22.5	
3. Catalina Avenue & Francisca Avenue [a]	B	13.4	F	63.1	C	15.7	F	>120 [b]	
4. PCH & Beryl Street	A	9.7	B	17.0	B	13.3	C	31.2	
5. Catalina Avenue & Beryl Street	B	17.6	C	23.4	C	30.6	F	91.2	
6. Catalina Avenue & Torrance Boulevard	C	22.6	C	22.5	C	23.7	C	25.8	
7. PCH & Torrance Boulevard	D	38.2	D	39.6	D	40.5	D	45.0	
8. Esplanade/Pearl Street & Catalina Avenue	B	12.4	B	11.6	B	12.2 [c]	B	11.2 [c]	

Notes:

[a] Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

Based on the HCM analyses, the following intersections are projected to operate at LOS E or F during the PM peak hour:

- 1) PCH & Herondo Street/Anita Street

- 3) Catalina Avenue & Francisca Avenue
- 5) Catalina Avenue & Beryl Street

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Applying the impact criteria listed in Section 5.A.5, Buildout Under All Existing Regulations is expected to significantly impact the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street
- 7) PCH & Torrance Boulevard (both peak hours)

3. Segment Volumes and Levels of Service

Daily alternative segment volumes were forecast using the same approach described in Section 5 for the analysis of the Project, and were analyzed using the HCM Urban Arterials methodology to estimate LOS on the roadway segments with Buildout Under All Existing Regulations. As seen in Table T26, the LOS is expected to remain the same for each segment with the addition of Project traffic, and all segments are forecast to operate at LOS E or worse under As-Built plus Buildout Under All Existing Regulations.

TABLE T26 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS SEGMENT VOLUMES AND LEVEL OF SERVICE				
Segment	As-Built		As-Built plus Buildout Under All Existing Regulations	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	49,234	F
PCH Torrance Boulevard to Topaz Street	37,500	E	38,790	E
Catalina Avenue PCH to Beryl Street	16,000	E	22,584	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	22,678	E
Herondo Street Harbor to PCH	11,000	E	20,072	E
Anita Street PCH to Harkness Lane	22,100	E	31,984	E

Torrance Boulevard Western terminus to PCH	13,000	E	15,708	E
Torrance Boulevard PCH to Irena Avenue	22,200	E	25,638	E
Prospect Avenue Anita Street to Diamond Street	19,300	E	20,482	E

4. Qualitative Assessment of As-Built plus Buildout Under All Existing Regulations Conditions

Per the requirements of Measure DD, the following details the changes to the qualitative operating conditions with the addition of the Buildout Under All Existing Regulations traffic:

- Heavy Vehicle Traffic – Heavy vehicle traffic would be expected to marginally increase to support the day-to-day delivery and haul needs of the land use that could potentially be built with Buildout Under All Existing Regulations. This marginal increase in heavy vehicle traffic would not be expected to negatively impact traffic operations.
- Bus Stops – With the addition of traffic with Buildout Under All Existing Regulations, queues caused by temporary bus blockages would be longer.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of traffic with Buildout Under All Existing Regulations, intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of traffic with Buildout Under All Existing Regulations, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of traffic with Buildout Under All Existing Regulations.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of traffic with Buildout Under All Existing Regulations.
- Traffic, Pedestrian & Bicycle Safety – Buildout Under All Existing Regulations would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

C. Cumulative Plus Buildout Under All Existing Regulations Traffic Conditions

This section details the assessment of the Cumulative plus Buildout Under All Existing Regulations conditions. Cumulative Base conditions utilized in the assessment are consistent with the Cumulative Base scenario described in the Project traffic study in Section 5.

1. Levels of Service

Table T27 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

TABLE T27 CUMULATIVE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (ICU METHODOLOGY)												
Intersection	Cumulative Base				Cumulative plus Buildout Under All Existing Regulations				Cumulative plus Buildout Under All Existing Regulations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.127	F	1.344	0.119	Yes	0.271	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.717	F	1.064	0.023	No	0.096	Yes
3. Catalina Avenue & Francisca Avenue	See Table T28 for HCM Analysis (ICU Analysis is for signalized intersections only)											
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.959	F	1.139	0.065	Yes	0.141	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	B	0.636	F	1.197	0.244	No	0.515	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.571	A	0.566	B	0.643	C	0.735	0.072	No	0.169	No
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	1.059	F	1.143	0.012	Yes	0.045	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.452	A	0.539	A	0.469	A	0.539	0.017	No	0.000	No

* Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)

7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T28 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

TABLE T28 CUMULATIVE BASE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE (HCM METHODOLOGIES)								
Intersection	Cumulative Base				Cumulative Base plus Buildout Under All Existing Regulations			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	E	65.2	F	83.1	F	84.1	F	>120 [b]
2. PCH & Catalina Avenue	B	15.5	B	15.1	B	18.4	C	30.1
3. Catalina Avenue & Francisca Avenue [a]	B	15.3	F	>120 [b]	C	18.1	F	>120 [b]
4. PCH & Beryl Street	B	11.5	C	21.3	B	14.9	D	40.0
5. Catalina Avenue & Beryl Street	B	18.0	C	25.5	C	30.2	F	104.1
6. Catalina Avenue & Torrance Boulevard	B	17.7	C	28.6	C	20.9	C	29.2
7. PCH & Torrance Boulevard	E	65.6	F	87.3	E	69.7	F	98.0
8. Esplanade/Pearl Street & Catalina Avenue	B	13.6	B	13.1	B	13.5 [c]	B	12.8 [c]

Notes:

[a] Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

Based on the HCM analyses, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 3) Catalina Avenue & Francisca Avenue (PM peak hour)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

Based on the impact criteria detailed in Section 5.A.5, cumulative traffic with Buildout Under All Existing Regulations is expected to significantly impact the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
 - 2) PCH & Catalina Avenue (PM peak hour)
 - 4) PCH & Beryl Street (both peak hours)
 - 5) Catalina Avenue & Beryl Street (PM peak hour)
 - 7) PCH & Torrance Boulevard (both peak hours)
2. Segment Volumes and Level of Service

Table T29 shows daily volumes and LOS expected to occur along critical road segments in the traffic study area under the Cumulative Base plus Buildout Under All Existing Regulations condition. These volumes were analyzed using the HCM Urban Arterials methodology consistent with the analysis of the Project in Section 5. As seen in Table T29, the LOS is expected to remain the same for each segment with the addition of the Buildout Under All Existing Regulations’s traffic, with the exception of Prospect Avenue, which would degrade to LOS F. All segments are projected to operate at LOS E or worse.

TABLE T29 CUMULATIVE BASE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS SEGMENT VOLUMES AND LEVELS OF SERVICE				
Segment	Cumulative Base		Cumulative plus Buildout Under All Existing Regulations	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	49,234	F
PCH Torrance Boulevard to Topaz Street	42,943	E	44,233	E
Catalina Avenue PCH to Beryl Street	16,000	E	22,584	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	22,678	E
Herondo Street Harbor to PCH	12,691	E	21,763	E
Anita Street PCH to Harkness Lane	22,100	E	31,984	E
Torrance Boulevard Western terminus to PCH	15,806	E	18,514	E

**TABLE T29
CUMULATIVE BASE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS
SEGMENT VOLUMES AND LEVELS OF SERVICE**

Segment	Cumulative Base		Cumulative plus Buildout Under All Existing Regulations	
	Daily Volume	LOS	Daily Volume	LOS
Torrance Boulevard PCH to Irena Avenue	33,232	F	36,670	F
Prospect Avenue Anita Street to Diamond Street	21,672	E	22,854	F

3. Qualitative Assessment of Cumulative plus Buildout Under All Existing Regulations Conditions

The following changes to qualitative operating conditions within the study area are expected to occur with the addition of cumulative and Buildout Under All Existing Regulations traffic:

- Heavy Vehicle Traffic – Heavy vehicle traffic would be expected to marginally increase to support the day-to-day delivery and haul needs of the land use that could potentially be built with Buildout Under All Existing Regulations. This marginal increase in heavy vehicle traffic would not be expected to negatively impact traffic operations.
- Bus Stops – With the addition of the Buildout Under All Existing Regulations traffic, queues caused by temporary bus blockages would be longer in length.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of the Buildout Under All Existing Regulations traffic, intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of the Buildout Under All Existing Regulations traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of the Buildout Under All Existing Regulations traffic.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of the Buildout Under All Existing Regulations traffic.
- Traffic, Pedestrian & Bicycle Safety – The Buildout Under All Existing Regulations traffic would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

D. Future Conditions with Mitigation

As noted in Section 5.E.4, attempts were made to identify mitigation measures for impacted intersections in the study area. One feasible physical mitigation measure was identified:

- 7) PCH & Torrance Boulevard – A physical improvement is proposed (restriping of northbound approach to include one left-turn lane, two through lanes, and one right-turn lane). This measure was proposed mitigation in the Circulation Element.

Table T30 details conditions that would be expected to occur with As-Built plus Buildout Under All Existing Regulations Conditions and the suggested mitigation. As the table indicates, the mitigation measure would reduce the overall ICU at this intersection to an LOS D or better during the AM peak hour, thus mitigating that peak hour, but would not reduce the PM peak hour ICU to an LOS D or better during the PM hour, so would remain impacted during that peak hour according to the impact criteria set forth in the Circulation Element and Article XXVII. All other intersections would remain significantly impacted under As-Built plus Buildout Under All Existing Regulations Conditions using the ICU methodology.

<p style="text-align: center;">TABLE T30 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS WITH MITIGATIONS INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (ICU METHODOLOGY)</p>												
Intersection	As-Built Conditions				As-Built plus Buildout Under All Existing Regulations with Mitigations				As-Built plus Buildout Under All Existing Regulations with Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.977	F	1.246	0.053	Yes	0.329	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.696	F	1.026	0.023	No	0.095	Yes
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.921	F	1.073	0.065	Yes	0.120	Yes
5. Catalina Ave & Beryl Street	A	0.390	B	0.636	B	0.634	F	1.137	0.244	No	0.501	Yes
7. PCH & Torrance Boulevard	D	0.893	E	0.907	D	0.877	E	0.928	-0.016	No	0.021	Yes

Note: *Bold italics indicate ICU improved by mitigation measures*

Table T31 details conditions that would be expected to occur with Cumulative plus Buildout Under All Existing Regulations Conditions traffic and the suggested mitigation measure. As the table indicates, the mitigation measure would reduce the overall ICU at the intersection of PCH & Torrance Boulevard, but would not reduce it to a level better than LOS E, therefore, the intersection would not be considered mitigated according to the impact criteria set forth in Article XXVII. All other intersections would remain impacted under As-Built plus Buildout Under All Existing Regulations Conditions using the ICU methodology.

**TABLE T31
CUMULATIVE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS WITH MITIGATIONS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	Cumulative Base				Cumulative plus Buildout Under All Existing Regulations with Mitigations				Cumulative plus Buildout Under All Existing Regulations Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.127	F	1.344	0.119	Yes	0.271	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.717	F	1.064	0.023	No	0.096	Yes
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.959	F	1.139	0.065	Yes	0.141	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	B	0.636	F	1.197	0.244	No	0.515	Yes
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	<i>1.012</i>	F	<i>1.087</i>	<i>-0.035</i>	Yes	<i>-0.011</i>	Yes

Note: ***Bold italics indicate ICU improved by mitigation measures***

E. Comparison of Buildout Under All Existing Regulations Impacts to Project Impacts

This section presents a comparison of the results of the analysis of Buildout Under All Existing Regulations to that buildout under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance.

1. Intersection Operations Comparison

Table T32 compares the level of service and V/C ratios using ICU methodology for the As-Built plus Project scenarios.

**TABLE T32
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
AS-BUILT PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	As-Built plus Project				As-Built plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Change in VC
1. PCH & Anita/Herondo Street	E	0.951	F	1.153	E	0.977	F	1.246	0.026	0.093
2. PCH & Catalina Avenue	B	0.689	E	0.999	B	0.696	F	1.026	0.007	0.027
3. Catalina Avenue & Francisca Avenue	See Table T34 for HCM Analysis (ICU Analysis is for signalized intersections only)									
4. PCH & Beryl Street	E	0.901	F	1.038	E	0.921	F	1.073	0.020	0.035
5. Catalina Avenue & Beryl Street	A	0.550	E	0.967	B	0.634	F	1.137	0.084	0.170
6. Catalina Avenue & Torrance Boulevard	A	0.581	B	0.653	B	0.601	C	0.701	0.020	0.048
7. PCH & Torrance Boulevard	E	0.902	E	0.943	E	0.905	E	0.962	0.003	0.019
8. Esplanade/Pearl Street & Catalina Avenue	A	0.421	A	0.378	A	0.426	A	0.388	0.005	0.010
Note: Bold indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.										

As shown in Table T32, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the ICU methodology:

- 2) Pacific Coast Highway/Catalina Avenue (AM peak hour)
- 5) Catalina Avenue/Beryl Street (both peak hours)
- 6) Catalina Avenue/Torrance Boulevard (both peak hours)

Table T33 compares the level of service and V/C ratios using ICU methodology for the Cumulative plus Project scenarios.

**TABLE T33
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
CUMULATIVE PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	Cumulative plus Project				Cumulative plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Change in VC
1. PCH & Anita/Herondo Street	F	1.092	F	1.251	F	1.127	F	1.344	0.035	0.093
2. PCH & Catalina Avenue	C	0.711	F	1.037	C	0.717	F	1.064	0.006	0.027
3. Catalina Avenue & Francisca Avenue	See Table T35 for HCM Analysis (ICU Analysis is for signalized intersections only)									
4. PCH & Beryl Street	E	0.939	F	1.100	E	0.959	F	1.139	0.020	0.039
5. Catalina Avenue & Beryl Street	A	0.552	F	1.019	B	0.636	F	1.197	0.084	0.178
6. Catalina Avenue & Torrance Boulevard	B	0.622	B	0.687	B	0.643	C	0.735	0.021	0.048
7. PCH & Torrance Boulevard	F	1.055	F	1.124	F	1.059	F	1.143	0.004	0.019
8. Esplanade/Pearl Street & Catalina Avenue	A	0.464	A	0.539	A	0.469	A	0.539	0.005	0.000
Note: Bold indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.										

As shown in Table T33, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the ICU methodology:

- 5) Catalina Avenue/Beryl Street (AM peak hour)
- 6) Catalina Avenue/Torrance Boulevard (PM peak hour)

Table T34 compares the level of service and V/C ratios using HCM methodologies for the As-Built plus Project scenarios.

**TABLE T34
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
AS-BUILT PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(HCM METHODOLOGIES)**

Intersection	As-Built plus Project				As-Built plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Change in Delay	Change in Delay
1. PCH & Anita/Herondo Street	D	44.4	F	104.4	D	50.0	F	119.6	5.6	15.2
2. PCH & Catalina Avenue	B	15.4	B	19.9	B	16.4	C	22.5	1.0	2.6
3. Catalina Avenue & Francisca Avenue [a]	B	15.0	F	>120 [b]	B	15.7	F	>120 [b]	0.7	[b]
4. PCH & Beryl Street	B	12.3	C	25.8	B	13.3	C	31.2	1.0	5.4
5. Catalina Avenue & Beryl Street	C	24.6	D	54.2	C	30.6	F	91.2	6.0	37.0
6. Catalina Avenue & Torrance Boulevard	C	21.1	C	24.4	C	23.7	C	25.8	2.6	1.4
7. PCH & Torrance Boulevard	D	39.9	D	43.0	D	40.5	D	45.0	0.6	2.0
8. Esplanade/Pearl Street & Catalina Avenue	B	12.2	B	11.3	B	12.2	B	11.2 [c]	0.0	-0.1

Notes:

Bold indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.

[a] Unsignalized intersection analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

As shown in Table T34, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the HCM methodologies:

- 2) Pacific Coast Highway/Catalina Avenue (PM peak hour)
- 5) Catalina Avenue/Beryl Street (PM peak hour)

Table T35 compares the level of service and delay using HCM methodologies for the Cumulative plus Project scenarios.

**TABLE T35
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
CUMULATIVE PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(HCM METHODOLOGIES)**

Intersection	Cumulative plus Project				Cumulative plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Change in Delay	Change in Delay
1. PCH & Anita/Herondo Street	E	76.7	F	>120 [b]	F	84.1	F	>120 [b]	7.4	[b]
2. PCH & Catalina Avenue	B	17.1	C	22.7	B	18.4	C	30.1	1.3	7.4
3. Catalina Avenue & Francisca Avenue [a]	B	17.1	F	>120 [b]	B	18.1	F	>120 [b]	1.0	[b]
4. PCH & Beryl Street	B	14.1	C	31.9	B	14.9	D	40.0	0.8	8.1
5. Catalina Avenue & Beryl Street	C	24.3	E	62.0	C	30.2	F	104.1	5.9	42.1
6. Catalina Avenue & Torrance Boulevard	B	19.9	C	27.6	C	20.9	C	29.2	1.0	1.6
7. PCH & Torrance Boulevard	E	68.8	F	93.8	E	69.7	F	98.0	0.9	4.2
8. Esplanade/Pearl Street & Catalina Avenue	B	13.5	B	12.9	B	13.5	B	12.8 [c]	0.0	-0.1

Notes:

Bold indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.

[a] Unsignalized intersection analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

As shown in Table T35, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the HCM methodologies:

- 1) PCH & Anita/Herondo Streets (AM peak hour)
- 4) PCH & Beryl Street (PM peak hour)
- 5) Catalina Avenue/Beryl Street (PM peak hour)
- 6) Catalina Avenue/Torrance Boulevard (AM peak hour)

2. Segment Operations Comparison

Expected daily volumes and LOS along critical road segments under the amended Coastal Land Use Plan and Coastal Zoning Ordinance and under Existing Regulations are compared Table T36. Although the Buildout Under All Existing Regulations would add additional traffic onto the roadway segments, the HCS operations along the roadway segment remain consistent with the Project operations, as shown in the table.

TABLE T36 COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS SEGMENT VOLUMES AND LEVELS OF SERVICE										
Segment	As-Built + Project		As-Built + Buildout Under All Existing Regulations		Volume Delta	Cumulative + Project		Cumulative + Buildout Under All Existing Regulations		Volume Delta
	Daily Volume	LOS	Daily Volume	LOS		Daily Volume	LOS	Daily Volume	LOS	
PCH Aviation Boulevard to Torrance Boulevard	46,948	F	49,234	F	2,286	46,948	F	49,234	F	2,286
PCH Torrance Boulevard to Topaz Street	38,408	E	38,790	E	382	43,851	E	44,233	E	382
Catalina Avenue PCH to Beryl Street	20,502	E	22,584	E	2,082	20,502	E	22,584	E	2,082
Catalina Avenue Beryl Street to Topaz Street	21,916	E	22,678	E	762	21,916	E	22,678	E	762
Herondo Street Harbor to PCH	16,948	E	20,072	E	3,124	18,639	E	21,763	E	3,124
Anita Street PCH to Harkness Lane	29,062	E	31,984	E	2,922	29,062	E	31,984	E	2,922
Torrance Boulevard Western terminus to PCH	14,908	E	15,708	E	800	17,714	E	18,514	E	800
Torrance Boulevard PCH to Irena Avenue	24,622	E	25,638	E	1,016	35,654	F	36,670	F	1,016
Prospect Avenue Anita Street to Diamond Street	20,133	E	20,482	E	349	22,505	F	22,854	F	349

3. Significant Impact Comparison

As indicated in Table T37, there are no additional intersection impacts with Buildout Under All Existing Regulations, than with the Project as analyzed in Section 5. While Buildout Under All Existing Regulations would add more traffic to intersections than the Project, because these intersections are already projected to be impacted with the Project, this further degradation does not lead to additional impacts.

TABLE T37 COMPARISON OF IMPACTS OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS								
Intersection	As-Built + Project		As-Built + Buildout Under All Existing Regulations		Cumulative + Project		Cumulative + Buildout Under All Existing Regulations	
	Impact		Impact		Impact		Impact	
	AM	PM	AM	PM	AM	PM	PM	PM
1. PCH & Anita/Herondo Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2. PCH & Catalina Avenue	No	Yes	No	Yes	No	Yes	No	Yes
4. PCH & Beryl Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5. Catalina Avenue & Beryl Street	No	Yes	No	Yes	No	Yes	No	Yes
7. PCH & Torrance Boulevard	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

F. Comparison of Existing and Proposed Coastal Land Use Plan and Zoning

For purposes of comparative analysis, Fehr & Peers was asked to compare traffic impacts that would occur under the proposed Coastal Land Use Plan and Coastal Zoning Ordinance with potential buildout under the existing Coastal Land Use Plan and zoning, without consideration of any additional constraints imposed by other land use regulations, e.g., the Harbor/Civic Center Specific Plan. This traffic analysis would reflect the comparison of buildout potential analyzed in Section 4.B, above. This technical analysis could not be performed, however, due to the lack of any quantifiable limits on development intensity in the existing Coastal Land Use Plan and zoning. Based on traffic analysis performed for the Buildout Under All Existing Regulations scenarios, however, it is readily foreseeable that unrestricted development under the existing Coastal Land Use Plan and zoning would saturate City streets and worst-case levels of service (LOS F) at all major intersections. Actual operating conditions could result in V/C ratios and delay times far in excess of the minimum thresholds for LOS F.

In order to forecast the approximate level of additional development that would result in LOS F at key intersections, Fehr & Peers conducted a sensitivity analysis. A sensitivity analysis was performed utilizing the intersection of Catalina Avenue and Beryl Street as a focal point. (See Appendix D to Traffic Report, at www.redondo.org/trafficstudy copies are available in the City Clerk’s office or if you wish to obtain copy please call the City Clerk’s office at (310) 318-0656.)

This intersection was selected because it serves as the major gateway intersection to the Harbor/Pier area. The test indicated that the PM peak hour LOS at this intersection would degenerate from LOS E to LOS F with the addition of approximately 200 additional vehicle trips added to As-Built Plus Project condition, i.e. to traffic estimated to occur under the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This additional 200 vehicle trips would be generated by addition of approximately 53,300 square feet of additional commercial development in the Harbor/Pier area beyond the 400,000 square feet of development allowed by the proposed Coastal Land Use Plan and Coastal Zoning Ordinance. Additional increments of new development beyond the 400,000 square feet permitted in the Harbor/Pier area by the proposed amendments would be expected to compound these conditions and result in additional significant impacts at other locations. Unrestricted development, if permitted, could reliably be expected to further compound delay times and exceedances of vehicle/capacity ratios in the study area.

Figure 2: Coastal Land Use Plan Map (Resolution 0508-83)

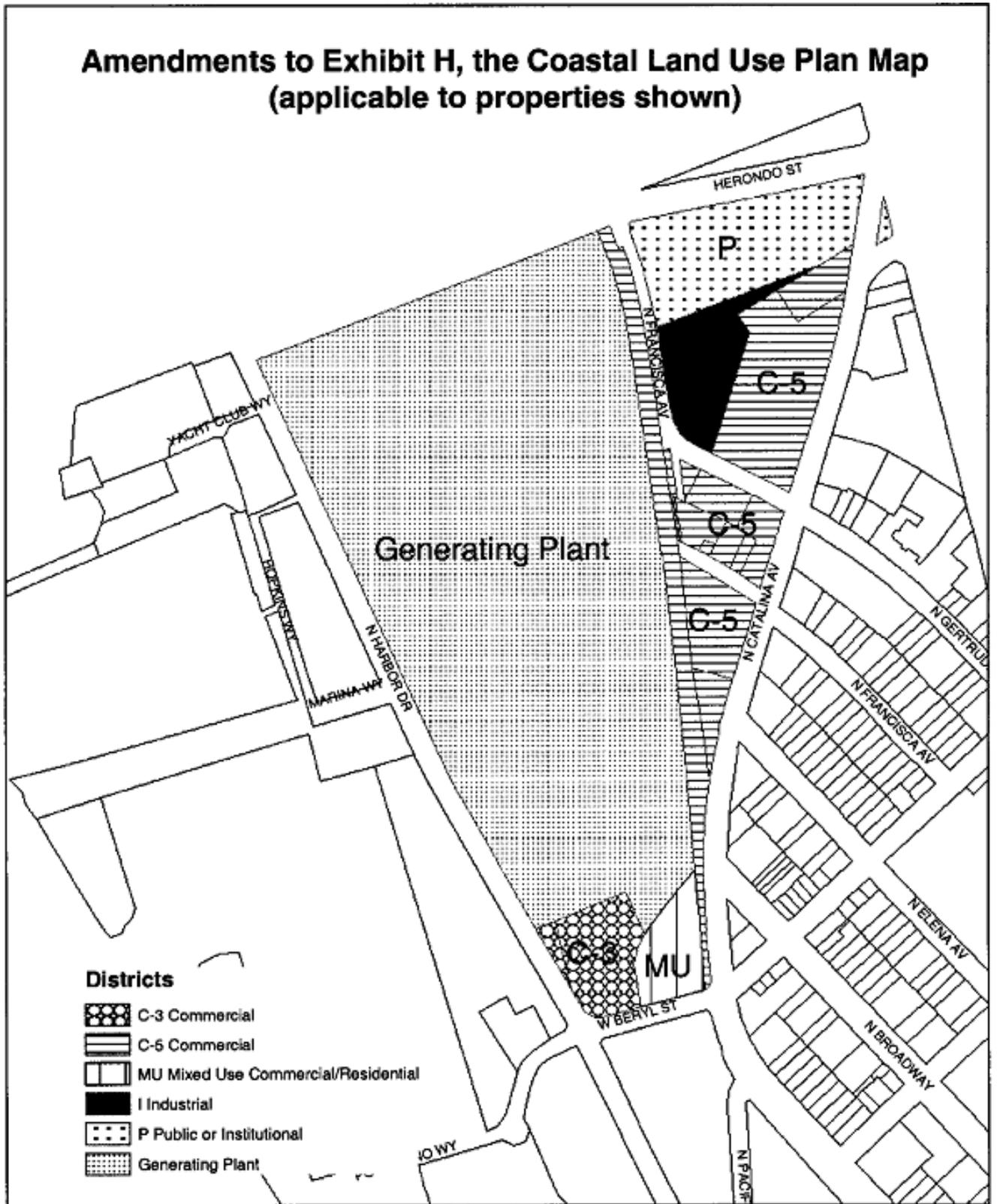


Figure 5: Proposed Coastal Land Use Plan Map Sub-Area 1(Resolution CC-0805-46)

Commercial Recreation Sub-area 1

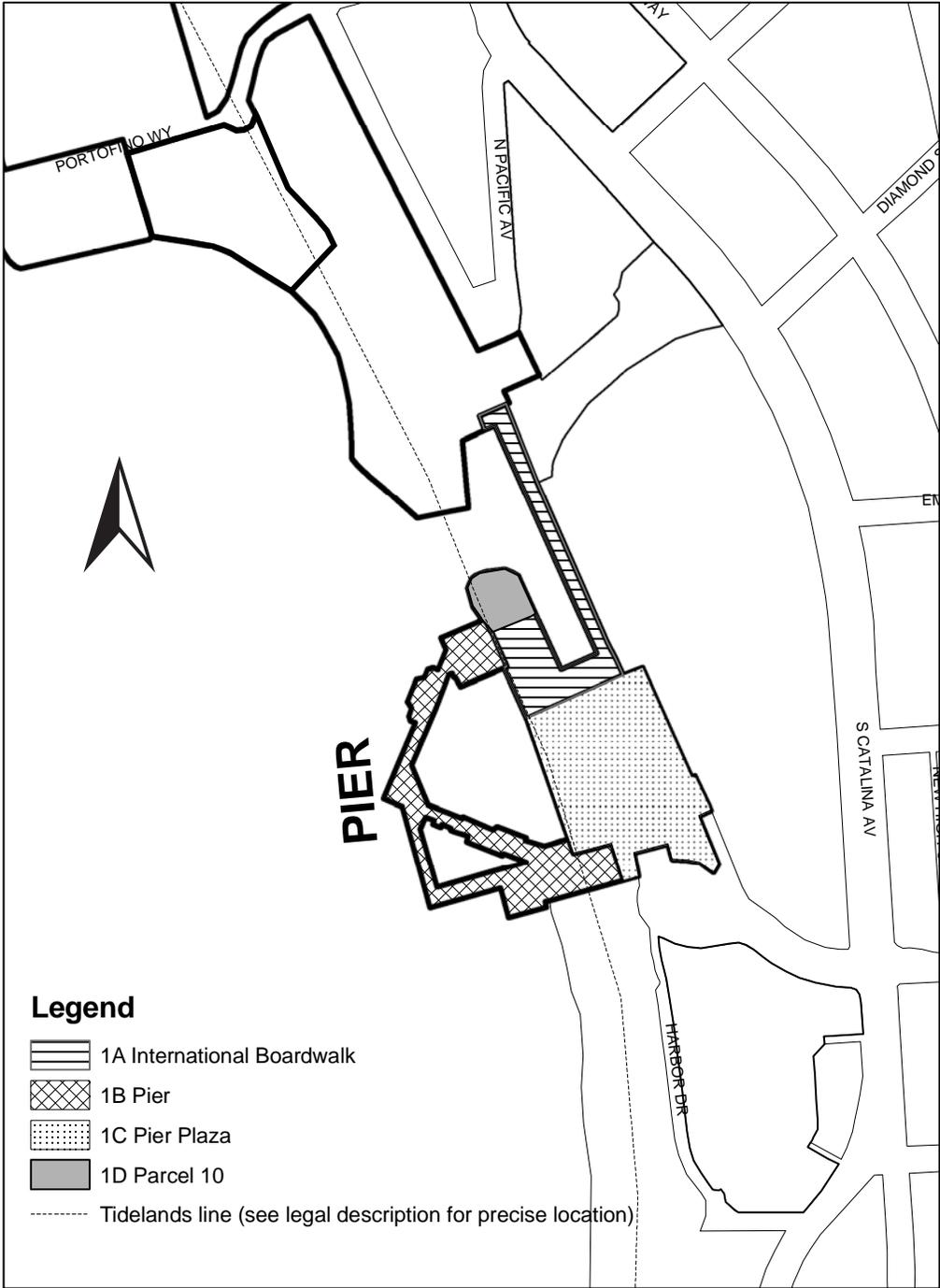


Figure 6: Proposed Coastal Land Use Plan Map Sub-Area 2(Resolution CC-0805-46)
Commercial Recreation Sub-area 2

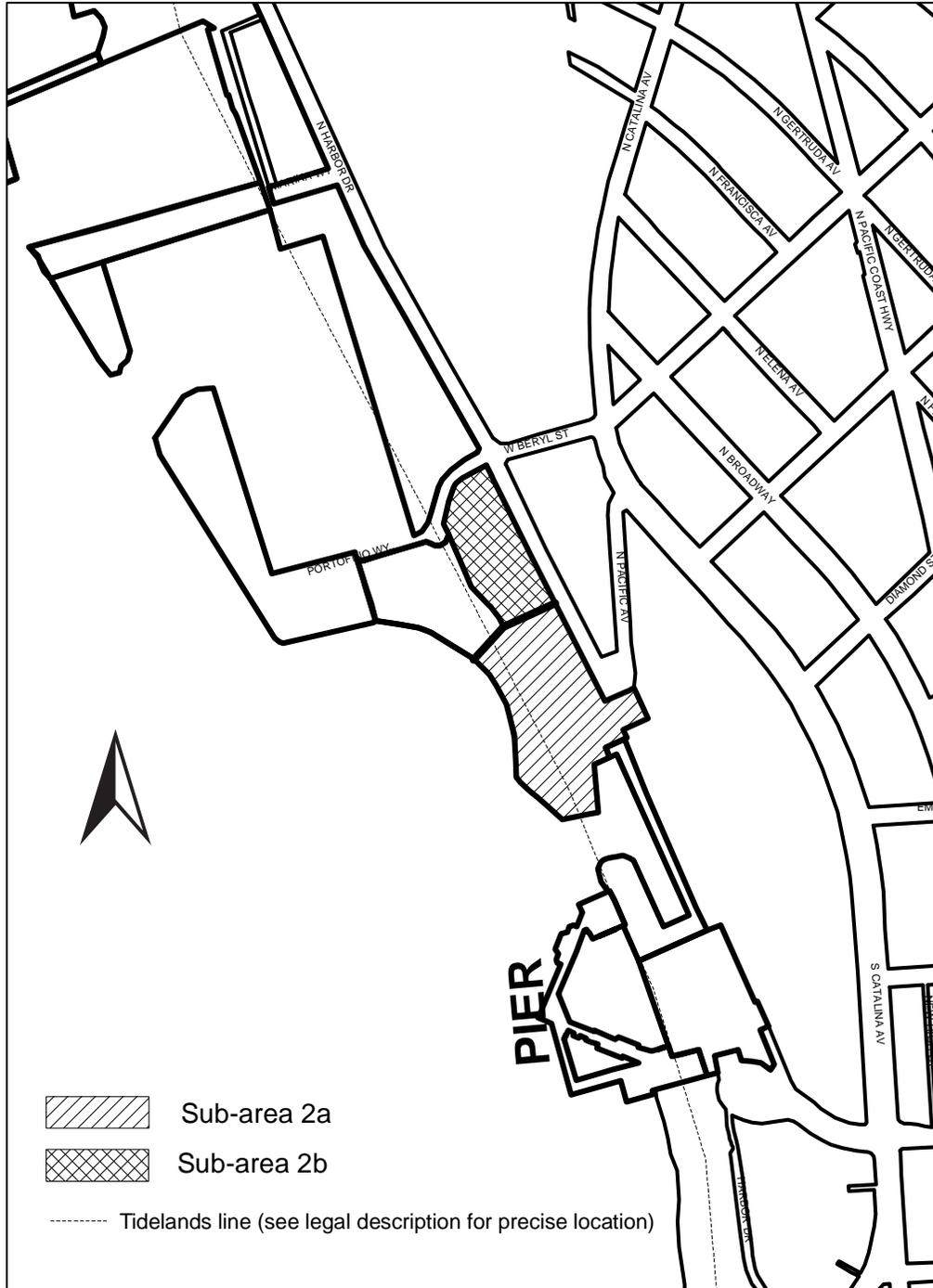


Figure 8: Proposed Coastal Land Use Plan Map Sub-Area 4(Resolution CC-0805-46)
Commercial Recreation Sub-area 4

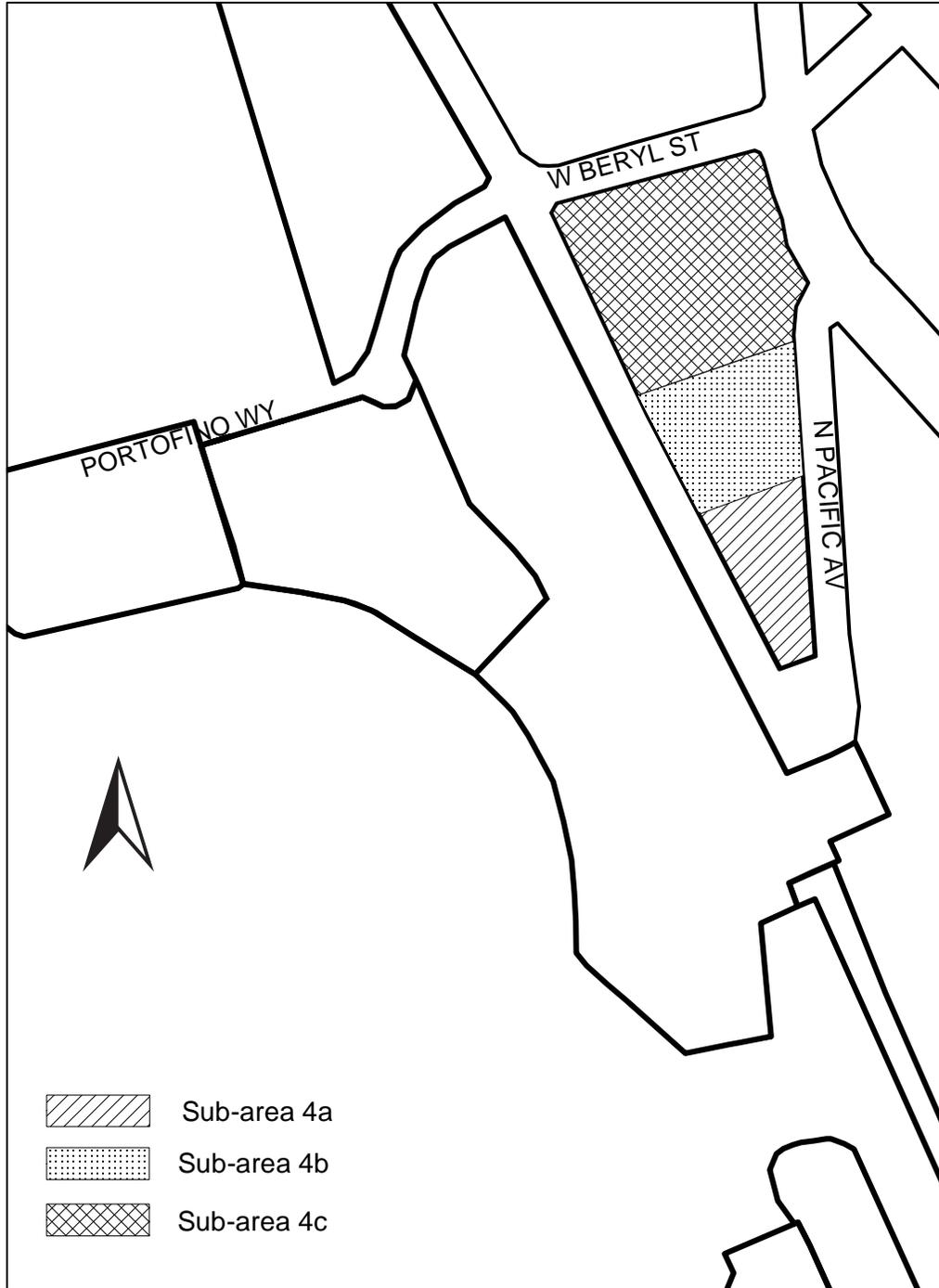


Figure 9: Existing Certified Coastal Land Use Plan Map

Exhibit H-1
Coastal Land Use Plan Map
(AES site, Harbor/Pier area, and N. Catalina corridor)

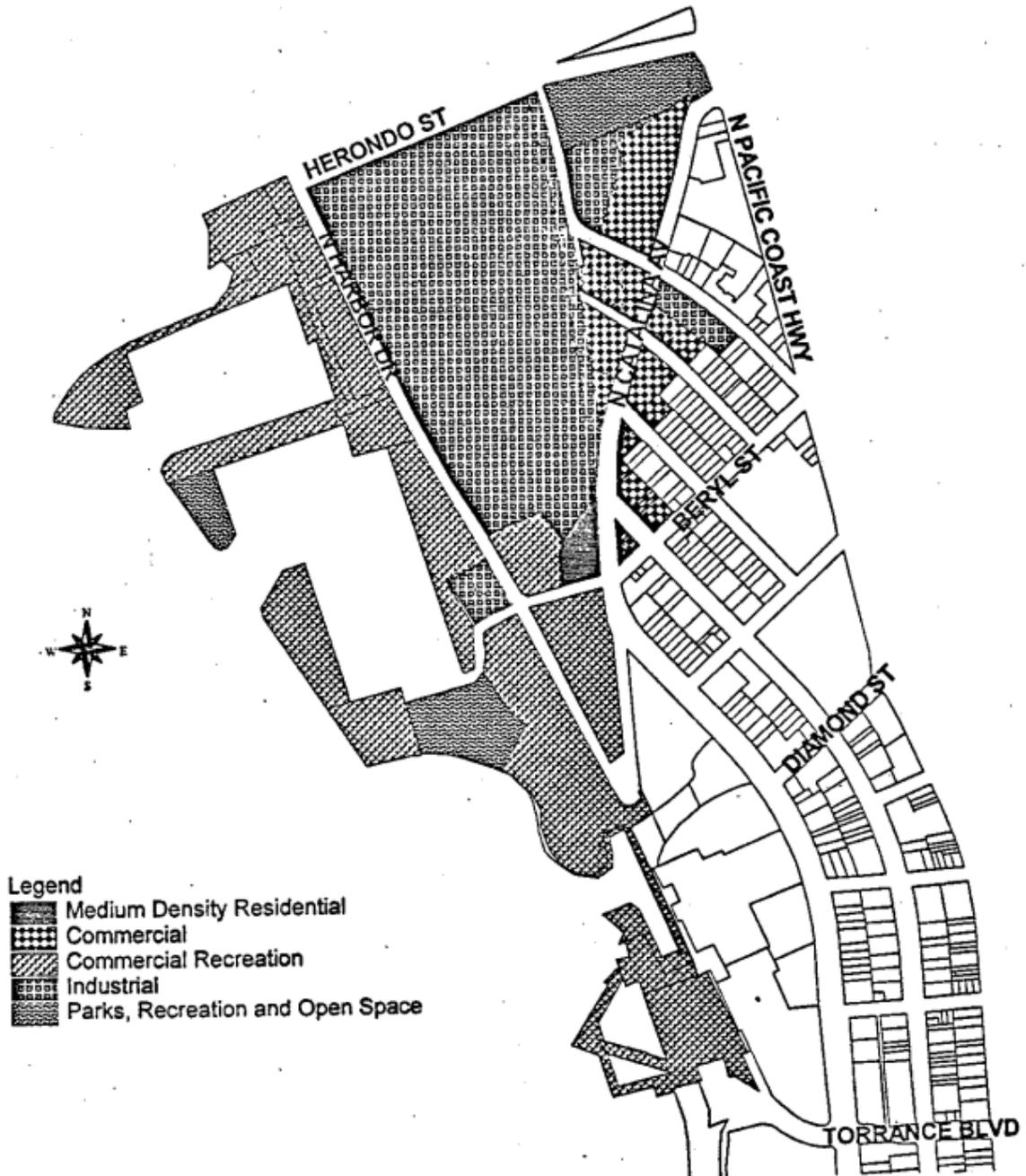


Figure 11: Existing General Plan Land Use Designations
 For a color map refer to
http://crb-internet.redondo.org/depts/city_clerk/election_info/default.asp



Mark your calendar.
Don't forget to vote on
November 2, 2010

October 2010

<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
17	18 Last day to register to vote for this election	19	20	21	22	23
24	25	26 Last day to request a Vote-by-Mail ballot by mail	27	28	29 * Last day to mail your voted Vote-by-Mail ballot locally	30

*** Vote-by-Mail ballots must be received by the LA County Elections Official or your polling place by November 2, 2010.**

Postmarks do not count.

November 2010

<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
October 31	1	2	4	5	6	7



WARNING !!! Your POLLING PLACE for this election may be different from the polling place you went to for the last election. See the back of the LA COUNTY Sample Ballot for your polling place or www.LAVOTE.net.



ELEANOR MANZANO CITY CLERK
CITY HALL 415 DIAMOND STREET
PO BOX 270
REDONDO BEACH CA 90277-0270
310/ 318-0656
www.redondo.org



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Redondo Beach, CA

BT
19-555-

**POLLS OPEN AT 7 A.M.
AND CLOSE AT 8 P.M.**

NOTE: Your POLLING PLACE LOCATION, and the COMPLETE SAMPLE BALLOT, and the VOTE-BY-MAIL APPLICATION, are being mailed under separate cover as required by the LA COUNTY REGISTRAR'S OFFICE, which is conducting this election.

**FindLaw Research—
Building Better Redondo Inc. v.
City of Redondo Beach**



Court of Appeal, Second District, Division 8.

BUILDING BETTER REDONDO INC v. CITY OF REDONDO BEACH

**BUILDING A BETTER REDONDO, INC., et al., Plaintiffs and Respondents, v.
CITY OF REDONDO BEACH et al., Defendants and Appellants.**

No. B226499.(Los Angeles County Super. Ct. No. BS 124769).

-- January 25, 2012

The Sohagi Law Group, Margaret M. Sohagi, Philip A. Seymour, R. Tyson Sohagi; Meyers, Nave, Riback, Silver, & Wilson, Deborah J. Fox, Margaret W. Rosequist; Michael W. Webb, City Attorney, and Cheryl Park, Assistant City Attorney, for Defendants and Appellants. Angel Law, Frank P. Angel and Jeff El-Hajj for Plaintiffs and Respondents.

Respondents Building a Better Redondo, Inc., and James A. Light (BBR) brought a petition for writ of mandate and declaratory relief claim against appellants City of Redondo Beach, its city council and city clerk (collectively, City or appellants). BBR sought an order compelling appellants to submit a local coastal program amendment to public vote in compliance with a recently enacted charter amendment requiring any “major change in allowable land use” to be approved by City voters. Appellants argued that the local coastal program amendment predated the charter amendment and thus was not governed by it. The trial court found the local coastal program amendment constituted a major change in allowable land use and ordered appellants to place the amendment before the voters. Although appellants appealed the judgment, they also voluntarily complied with the court's writ of mandate. The court subsequently awarded BBR its attorney fees. Appellants appeal the judgment and attorney fees order. We hold the appeal from the judgment should be dismissed as moot and affirm the award of attorney fees.

GENERAL BACKGROUND AND FACTS

1. Coastal Act

The Legislature enacted the California Coastal Act of 1976 (Pub. Resources Code, § 30000 et seq.)¹ as a comprehensive scheme governing land use planning for the entire California coastal zone. (*Yost v. Thomas* (1984) 36 Cal.3d 561, 565, 205 Cal.Rptr. 801, 685 P.2d 1152.) The Coastal Act requires cities and counties in the coastal zone to prepare and adopt a local coastal program to implement coastal development and preservation policies found in chapter 3 of the Coastal Act. (*Yost, supra*, at pp. 565–566, 205 Cal.Rptr. 801, 685 P.2d 1152; §§ 30200–30265, 30500–30519.) The local coastal program consists of (1) a land use plan and (2) zoning ordinances, zoning district maps and, if needed, other implementing measures. (*Yost, supra*, at p. 566, 205 Cal.Rptr. 801, 685 P.2d 1152; §§ 30511–30513.) Although local governments may amend any portion of their land use plans, “no such amendment shall take effect until it has been certified by the coastal commission.” (§ 30514, subd. (a).)

2. Coastal Land Use Plan

In 1981, the City approved, and the Coastal Commission certified, a coastal land use plan for Redondo Beach. The Redondo Beach coastal land use plan generally designated the area encompassing King Harbor and Redondo Beach Pier (Harbor/Pier area) for commercial uses, imposing no quantitative restrictions or standards of development.

In 2002, the city council approved a coastal zone ordinance intended to be part of the local coastal program. It concurrently approved a plan called “Heart of the City,” for the Harbor/Pier area and adjoining territory, comprising a combination of coastal land use plan, zoning ordinance, general plan and specific plan amendments. This plan would have allowed intensive commercial and condominium development for the Heart of the City. The proposed development was unacceptable to many City voters, who filed referendum petitions on the Heart of the City specific plan and related general plan amendments. In response to the petitions, the city council repealed the Heart of the City plan in June 2002 and reinstated a prior Harbor/Civic Center specific plan for the area.

The city council decided not to submit the Heart of the City zoning and coastal land use plan amendments to the Coastal Commission for certification. Instead, the city council submitted to the Coastal Commission portions of a new coastal zoning ordinance covering only the predominantly residential portions of the City's coastal zone (Area 1). In April 2003, after approving the geographical segmentation of the City into two areas (Area 1 and Area 2) for Coastal Act purposes,² the Coastal Commission certified the coastal zoning ordinance for Area 1, subject to the City's agreement to a number of modifications. (See § 30511, subd. (c).)

3. 2005 Ordinance

On August 2, 2005, the city council passed resolutions and ordinances (2005 ordinances) amending the coastal zoning ordinance, coastal land use plan, general plan and Harbor/Civic Center specific plan for Area 2. The 2005 ordinances provided: “This

ordinance . shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.” A companion resolution, however, further provided that “[t]he City Council hereby certifies that the [local coastal program] as amended . is intended to be carried out in a manner that is fully in conformity with the Coastal Act, and the submittal of the [local coastal program] amendments to the Coastal Commission is consistent with Section 30510.” The resolution further declared that the proposed amendments “will take effect automatically upon Coastal Commission approval pursuant to . Sections 30512, 30513, and 30519 for [local coastal programs].”

4. 2008 Enactments

On May 6, 2008, the city council approved a resolution and companion ordinance (2008 ordinance) amending the local coastal program for Area 2. The council eliminated earlier residential use designations in Area 2 and proposed five “coastal commercial” zones allowing for a net increase of 400,000 square feet in new development. The allowable uses in the coastal commercial zones were to include retail sales, restaurants, bars, nightclubs, offices, hotels and motels, as well as hybrids between motels and residential condominiums, referred to as “condominium-hotels,” “fractional ownership hotels” and “timeshares.”

The 2008 ordinance purported to decree two separate effective dates. Section 14 of the 2008 ordinance provided: “This ordinance . shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption. For purposes of approving Coastal Development Permits, this ordinance shall be effective on the date of certification by the Coastal Commission.” However, in the companion 2008 resolution the city council declared its 2008 coastal zoning and land use plan decisions were “proposed amendments” to its local coastal program that would “take effect automatically upon Coastal Commission approval pursuant to . Sections 30512, 30513, and 30519 for [local coastal programs].”

5. Measure DD

About this time, BBR and other advocates of a slow-growth or no growth philosophy began circulating an initiative petition (Measure DD) to place on the ballot a proposed amendment to the city charter. A notice of intention to circulate Measure DD was published in July 2007 and circulated among voters for signature. Proponents of the initiative petition obtained sufficient signatures to qualify the petition for submission to the voters at an election. In March 2008, the city council ordered the initiative measure to be placed on the ballot for the November 4, 2008 general election. The question put to the voters was: “Shall an Initiative to amend the Redondo Beach City Charter by adding Article XXVII to require voter approval of specified changes in allowable land use be adopted?”³

At the general election of November 4, 2008, Measure DD passed, adding article XXVII to the city charter.⁴ On December 16, 2008, the charter amendment was accepted and filed

by the California Secretary of State. Article XXVII thus took effect on December 16, 2008. (Cal. Const., art. XI, § 3, subd. (a).)

In passing Measure DD, the voters of Redondo Beach found, among other things, that “[t]he City's traffic circulation system is already oversaturated, and at or near gridlock during rush hours, and, as such, is inadequate to support the City's existing level of development” and that “[t]hese existing traffic and traffic circulation system conditions, and their adverse public safety, public health and quality of life consequences, bear testimony to the fact that the City's existing land use and development review and approval procedures do not carefully or accurately consider, nor adequately weigh, the adverse impacts to the local environment and quality of life caused by increased density and congestion resulting from major changes in allowable land use.” (Redondo Beach City Charter, art. XXVII, § 27(b) & (c).) Redondo Beach City Charter (Charter), article XXVII, section 27.4(a) provides: “Each major change in allowable land use shall be put to a vote of the People; provided, however, that no such change shall be submitted to the voters unless the City Council has first approved it. A major change in allowable land use shall become effective only after approval by the City Council and a majority of the voters of the City voting ‘YES’ on a ballot measure proposing such change at either a regular or special municipal election.” Charter section 27.2 defines a “Major Change in Allowable Land Use” as “any proposed amendment,” among other things, to the coastal zoning ordinance meeting any one or more of three listed conditions, including, defined significant increases in traffic, density or intensity of use above specified physical baseline conditions. (Charter § 27.2(f)(1)-(3).)⁵

6. Submittal to Coastal Commission

On May 19, 2008, the City submitted the 2005 and the 2008 local coastal program amendment resolutions and related ordinances to the Coastal Commission for certification under the Coastal Act.

On July 9, 2009, a public hearing took place before the Coastal Commission on the City's local coastal program amendment submittal. Based on detailed findings, the commission denied certification of the amendment proposed under the City's 2005 and 2008 land use plan amendment resolutions and ordinances. The Coastal Commission suggested a number of modifications to the City's local coastal program amendment proposal. The suggested modifications directed the City to amend portions of the land use and implementation plans to address certain deficiencies, such as in the protection of environmentally sensitive habitat areas and marine resources. The commission indicated that if the city council should accept and adopt the commission's suggested modifications, it would certify the amendment as modified. However, the City was notified that the amendment would not be deemed final and effective for implementation in the local coastal zone until certain conditions were satisfied. These conditions included the city council's acceptance by resolution of the Coastal Commission's suggested modifications, a determination by the executive director that the City has legally complied with the Coastal Commission's action and the commission's acceptance of that determination after a public hearing. (Cal.Code Regs., tit. 14, § 13544.)

7. Modification of Amendment to Local Coastal Program

On April 6 and April 20, 2010, the city council approved an amendment to the City's local coastal program for Area 2 incorporating the modifications suggested by the Coastal Commission, but it rejected putting the change to a vote as to the coastal zoning ordinance regulations and portions of the land use policies contained in them. The city council declared that only certain amendments to the Area 2 coastal land use plan adopted in May 2008 constituted or were integrally related to a major change in allowable land use within the meaning of Charter section 27.2 and thus were subject to a public vote. The city council also deferred the election order to an unspecified future time when, by a "further resolution," the council would set an election. The city council rejected requests that the entire Area 2 coastal zoning ordinance amendment be placed on an election ballot.

PROCEDURAL HISTORY

In face of the city council's refusal to place the entire Area 2 local coastal plan on a ballot, BBR filed a petition for writ of mandate and complaint for declaratory relief against appellants on May 20, 2010. BBR alleged it was formed to give City residents the right to vote on major commercial and residential zoning actions that would significantly increase traffic and traffic congestion in the City. BBR sought a writ of mandate to require appellants to submit the entire Area 2 local coastal program amendment, including the implementing coastal zoning ordinance amendment for Area 2, on the ballot for voter approval under Charter article XXVII. In addition to the 2008 coastal land use plan amendments that the city council indicated would be submitted to the electorate, BBR contended City residents should have the right to vote on the 2008 coastal zoning ordinance amendment (which the City deemed to be already legally effective), the 2005 coastal zoning and coastal land use plan amendments, and the modifications to the coastal zoning ordinance and coastal land use plan approved by the city council in April 2010.

A hearing was held before retired Judge Robert O'Brien, who issued a written decision in favor of BBR on July 28, 2010. The court determined that Charter section 27.2 defined a "Major Change in Allowable Land Use" as "any proposed amendment," among other things, to the zoning ordinance for the coastal zone, meeting any one or more of three listed conditions, including defined significant increases in traffic, density or intensity of use above specified physical baseline conditions. When such a major change takes the form of an amendment to the City's local coastal program, the court determined, voter approval is a supplement to, not substitute for, Coastal Commission review and certification.⁶ The court found that the Area 2 coastal zoning ordinance amendment constituted a major change in allowable land use because the amendment allowed 400,000 square feet of additional floor area.

The trial court rejected the City's argument that the coastal zoning ordinance amendment was not subject to a popular vote because the amendment's "predecessor" ordinances took effect prior to December 16, 2008, the date Charter article XXVII became effective. The court further disagreed with the City's position that the 2008 zoning ordinance and the 2005 zoning ordinance were effective 30 days after their adoption by the city council, i.e.,

September 1, 2005, for the 2005 zoning ordinance and June 5, 2008, for the 2008 zoning ordinance. The court found that because the 2005 and 2008 ordinances had not been certified by the Coastal Commission prior to December 16, 2008, they could not have taken effect prior to December 16, 2008, and so amounted to mere “contemplated legislation.”

The trial court determined, moreover, that the Coastal Act, state administrative regulations and City zoning regulations prescribe “special procedures” for passing, approving and putting into effect local coastal programs. The Coastal Act established the Coastal Commission's “duty and authority” to certify local coastal programs to ensure that coastal land programs anywhere in the California coastal zone met the requirements of and conformed to the policies set forth in chapter 3 of the Coastal Act. (See § 30512, subd. (c).) The court indicated that section 30513 specifically provides that if the Coastal Commission rejects a coastal zoning ordinance as submitted (as the court found occurred here), it may suggest modifications in rejecting such ordinance. Similarly, the same procedure equally applied to a proposed amendment before a local government may obtain certification of an amendment to a land use plan. (See § 30514, subd. (b).) The court concluded that pending City adoption and transmittal to the Coastal Commission of the commission's suggested modifications to the 2008 ordinance, the coastal zoning ordinance “cannot be ‘deemed approved.’ “ Without approval of the commission's suggested modifications to that ordinance, the court decided, the ordinance itself was inconsistent with several chapter 3 policies and with CEQA (Pub. Resources Code, § 21000 et seq.).

The trial court determined that the 2005 and 2008 zoning ordinances could not have been in effect before December 16, 2008, when Charter article XXVII took effect, because: (1) the ordinances were never certified by the Coastal Commission before December 16, 2008, (2) the ordinances were ultimately rejected by the commission, and (3) the City did not accept and formally approve of the modifications suggested by the commission until April 20, 2010. Accordingly, the court determined that the City must submit the coastal zoning ordinance amendment to public vote and that the City must place the entire Area 2 local coastal program amendment (including the Coastal Commission's suggested modifications) on the ballot.

The trial court rebuffed as “spurious” the City's further argument that section 30514 could not apply to the local coastal program amendments because no coastal zoning ordinance had ever been certified for Area 2 in the first instance. The City had consistently treated the 2008 ordinance as an amendment to the zoning ordinance for the coastal zone. Moreover, the court found that by September 2003 the City had an effectively certified local coastal program for the entire coastal zone and an effectively certified zoning ordinance for the coastal zone that contained development standards for Area 1, along with definitions and procedural provisions applicable to both Area 1 and Area 2. “There is no doubting,” the court stated, “that [the 2005 and 2008 ordinances] purported to amend the [C]ity's certified [local coastal program], including its certified zoning ordinance, and thus their effective dates are determined by reference to § 30514(a).” Neither ordinance, the court found, was certified by the Coastal Commission prior to the December 16, 2008 effective date of Charter article XXVII.

The trial court ruled the City must submit the amendment to the City's local coastal program for Area 2 to popular vote, "as mandated by City law." The trial court therefore granted the petition for writ of mandate and declaratory relief in its entirety and ordered BBR to prepare and submit a judgment and writ.

After unsuccessfully seeking clarification of the court's writ decision, the City interposed objections to the proposed writ of mandate and judgment submitted by BBR. The court signed the judgment as proposed on August 5, 2010, and it issued a writ of mandate on August 18, 2010. On August 6, 2010, appellants filed an appeal from the judgment.

On August 5 and August 10, 2010, appellants voluntarily complied with the writ of mandate issued by the trial court and adopted all resolutions necessary to place Measure G on the November 2, 2010 ballot.⁷ The voters approved the ballot measure by a majority of 52.50 percent. After obtaining the voters' approval, the City submitted the modifications to the Coastal Commission's executive director, who determined the City's action was legally adequate and so reported to the Coastal Commission. The commission concurred with the executive director's determination, and the certification of the Area 2 local coastal program became effective on January 14, 2011.⁸

On September 24, 2010, BBR filed a motion requesting an award of costs and attorney fees of \$354,978.12 pursuant to Code of Civil Procedure section 1021.5, which included a multiplier of 0.25 applied to the lodestar amount. The City opposed the motion. Although the City did not dispute that BBR was entitled to an award of fees, the City asserted counsel's rates were unreasonably high and the number of hours claimed was not reasonable. The City also claimed that there was no valid justification for applying a multiplier of 0.25 to the lodestar amount of fees and that out-of-pocket costs should not have been included in the claim for attorney fees. The City further argued that BBR was not entitled to attorney fees for administrative proceedings occurring prior to the lawsuit, and, in any case, the total fees should not exceed \$128,729 .33.

The trial court issued an order on October 25, 2010, awarding BBR attorney fees under Code of Civil Procedure section 1021.5. The court reduced the amount of precourt litigation fees, rejected the claim of costs, applied the full number of hours claimed for the court litigation along with a 0.25 multiplier and awarded attorney fees in the sum of \$313,000.

Appellants timely appealed from the court's order awarding attorney fees. We granted a motion to consolidate the appeal on the merits with the appeal of the attorney fee award.

CONTENTIONS

In its appeal, the City contends that (1) its 2005 zoning and coastal land use plan amendments were not subject to voter approval requirements under the plain language of City Charter article XXVII; (2) BBR's claims that the 2005 and 2008 coastal zoning ordinances were legally ineffective are barred by the 90-day statute of limitations governing challenges to the validity of zoning decisions; (3) the City was not precluded by

the Coastal Act from adopting legally effective zoning ordinances in Area 2 prior to certification of a complete local coastal program; (4) the trial court erred in finding that “minor” amendments to the zoning and land use plan adopted by the city council at the request of the Coastal Commission constituted “major changes in allowable land use” subject to voter approval; and (5) the trial court abused its discretion in awarding attorney fees. As we hold below, all of appellants' contentions except for the last are moot in light of appellants' voluntary compliance with the writ of mandate.

DISCUSSION

1. Mootness

After filing a notice of appeal from the judgment on August 5, 2010, on August 6 and 10, 2010, the city council took action to comply with the writ of mandate issued by the trial court by placing Measure G on the November 2, 2010 ballot.

On September 21, 2010, while the election was pending, BBR moved this court for an order dismissing the appeal as moot and for sanctions against appellant for filing a frivolous appeal. BBR argued that the appeal should be dismissed because by complying with the judgment, appellants had waived the right to appeal. BBR asserted that the city council's postjudgment actions and their implementation by the city clerk had “taken the life out” of the parties' controversies. Specifically, BBR stated that because the election day was only six weeks away, a decision on the merits of the appeal could have no practical effect in providing the City any effectual relief because no decision could be rendered by this court before election day.

Appellants opposed the motion to dismiss the appeal, arguing among other things that: (1) a motion for attorney fees was then pending in the trial court, and entitlement to such fees was dependent upon the correctness of the judgment;⁹ (2) the outcome of the upcoming election would directly affect the merits of the appeal as to the declaratory relief portion of the judgment; (3) the writ of mandate purported to reserve to the trial court “apparently unlimited authority” to monitor and enforce City compliance during the election process; and (4) the issues on appeal concern issues of “major interest” to numerous other cities and counties located in the California coastal zone that as yet do not have a certified local coastal program for their entire coastal zone, issues which this court has the discretion to hear and decide.

Both sides sought sanctions, either for filing and maintaining a “patently frivolous” appeal or for filing a frivolous motion.

On November 2, 2010, the voters of Redondo Beach overwhelmingly passed Measure G.¹⁰ Shortly afterwards, on November 12, 2010, this court denied the motion to dismiss the appeal and both of the motions for sanctions. The parties then proceeded to brief the appeal on the merits.

Having conducted a detailed review of the record and the briefs on the merits, we now conclude that the City's voluntary compliance with the trial court's judgment and writ of mandate during the pendency of this appeal renders the appeal of the judgment moot. As the prior motion to dismiss was summarily denied in an unsigned order, the prior ruling denying BBR's motion to dismiss the appeal is not binding upon us. (*Kowis v. Howard* (1992) 3 Cal.4th 888, 900–901, 12 Cal.Rptr.2d 728, 838 P.2d 250.) We may thus reexamine the issue of mootness to determine whether all or part of the pending appeals may be dismissed. (See *Department of Industrial Relations v. Nielsen Construction Co.* (1996) 51 Cal.App.4th 1016, 1023, fn. 6, 59 Cal.Rptr.2d 785 [summary denial of motion to dismiss appeal not law of the case].) Although the parties have not directly raised the question of mootness again in their briefs on the merits,¹¹ the court may examine a suggestion of mootness on its own motion. (*City of Hollister v. Monterey Ins. Co.* (2008) 165 Cal.App.4th 455, 479–480, 81 Cal.Rptr.3d 72; see also *Bullis Charter School v. Los Altos School District* (2011) 200 Cal.App.4th 1022, 1032, 134 Cal.Rptr.3d 133 (*Bullis*).) Upon reexamination, we conclude that through their acceptance and compliance with the judgment, and having effectively carried out the judgment, appellants have waived the right to appeal from the judgment.

When the trial court granted a judgment for BBR and issued a writ of mandate, appellants had two available options, i.e., to appeal the judgment or to comply with it. (*City of Carmel-by-the-Sea v. Board of Supervisors* (1982) 137 Cal.App.3d 964, 970, 187 Cal.Rptr. 379.) Appellants chose to voluntarily comply with the judgment, thereby waiving their right to challenge it. (*Ibid.*; see *Morehart v. County of Santa Barbara* (1994) 7 Cal.4th 725, 746, 29 Cal.Rptr.2d 804, 872 P.2d 143 (*Morehart*) [compliance by county with trial court's writ rendered dispute between parties over validity of zoning ordinances moot]; *MHC Operating Limited Partnership v. City of San Jose* (2003) 106 Cal.App.4th 204, 214, 130 Cal.Rptr.2d 564 (*MHC*) [city's postjudgment action in amending rent control ordinance in compliance with trial court's writ rendered appeal moot].)

Appellants' postjudgment acquiescence in the judgment rendered the issues raised in their appeal of the judgment moot. Appellants concede in their reply brief that “[i]t is true that the voter's approval of the minor amendments (and all other zoning and [coastal land use plan] amendments) on the November 2010 ballot and subsequent final certification of the [local coastal program] means that all measures passed by the City are now indisputably in effect for all purposes, and will remain so regardless of the outcome of this appeal.” (Italics added.) Therefore, even if this court should grant appellants relief from the judgment as requested, it would have no effect on the results of the November 2, 2010 election, which “are now indisputably in effect for all purposes” as appellants acknowledge. However, “[a]n action that involves only abstract or academic questions of law cannot be maintained. [Citation.] And an action that originally was based on a justiciable controversy cannot be maintained on appeal if all the questions have become moot by subsequent acts or events.” (9 *Witkin, Cal. Procedure* (5th ed. 2008) *Appeal*, § 749, p. 814; see also *Streator v. Linscott* (1908) 153 Cal. 285, 288, 95 P. 42.) If the issues on appeal are rendered moot, a reversal would be without practical effect, and the appeal will be dismissed. (*Witkin, supra, Appeal*, § 749, p. 814; *In re Jessica K.* (2000) 79

Cal.App.4th 1313, 1315–1316, 94 Cal.Rptr.2d 798, citing *Eye Dog Foundation v. State Board of Guide Dogs for the Blind* (1967) 67 Cal.2d 536, 541, 63 Cal.Rptr. 21, 432 P.2d 717 (*Eye Dog Foundation*).)

As we have explained: “It is well settled that an appellate court will decide only actual controversies and that a live appeal may be rendered moot by events occurring after the notice of appeal was filed. We will not render opinions on moot questions or abstract propositions, or declare principles of law which cannot affect the matter at issue on appeal.” (*Daily Journal Corp. v. County of Los Angeles* (2009) 172 Cal.App.4th 1550, 1557, 92 Cal.Rptr.3d 219; see also *Giles v. Horn* (2002) 100 Cal.App.4th 206, 226–227, 123 Cal.Rptr.2d 735, quoting *Finnie v. Town of Tiburon* (1988) 199 Cal.App.3d 1, 10, 244 Cal.Rptr. 581 [“ ‘It is well settled that an appellate court will decide only actual controversies. Consistent therewith, it has been said that an action which originally was based upon a justiciable controversy cannot be maintained on appeal if the questions raised therein have become moot by subsequent acts or events’ ”]; *Wilson v. L.A. County Civil Service Com.* (1952) 112 Cal.App.2d 450, 453, 246 P.2d 688 [“ ‘although a case may originally present an existing controversy, if before decision it has, through act of the parties or other cause, occurring after the commencement of the action, lost that essential character, it becomes a moot case or question which will not be considered by the court’ ”].)

The general rule regarding mootness, however, is tempered by the court's discretionary authority to decide moot issues. When an action involves a matter of continuing public interest that is likely to recur, a court may exercise an inherent discretion to resolve that issue, even if an event occurring during the pendency of the appeal normally would render the matter moot. (*Morehart, supra*, 7 Cal.4th at pp. 746–747, 29 Cal.Rptr.2d 804, 872 P.2d 143; *MHC, supra*, 106 Cal.App.4th at p. 214, 130 Cal.Rptr.2d 564; *Eye Dog Foundation, supra*, 67 Cal.2d at p. 542, 63 Cal.Rptr. 21, 432 P.2d 717; *Bullis, supra*, 200 Cal.App.4th at pp. 1033–1034.) Another exception exists when, despite the happening of a subsequent event, material questions remain for the court's determination. (*Eye Dog Foundation, supra*, at p. 541, 63 Cal.Rptr. 21, 432 P.2d 717; *Bullis, supra*, at p. 1034, 134 Cal.Rptr.3d 133.) This exception has been applied to declaratory relief actions on the basis that the court must do complete justice once jurisdiction has been assumed. (*Eye Dog Foundation, supra*, at pp. 541–542, 63 Cal.Rptr. 21, 432 P.2d 717.)

In the present case, appellants' compliance with the trial court's judgment has already taken place and the election ordered by the court has now been held. On August 5, 2010, the day before the filing of the notice of appeal, the city council adopted resolutions placing the Area 2 local coastal program amendment on the November 2, 2010 ballot; on August 10, 2010, the council adopted further resolutions amending the August 5 resolutions in compliance with the trial court judgment. City clerk Manzano implemented those resolutions as Measure G, which was overwhelmingly approved by the electorate. The reversal sought by appellants would be an exercise in futility because the election BBR sought has already taken place as ordered by the trial court. Appellants cannot maintain an appeal that their own discretionary decisions have rendered nonappealable and nonjusticiable. Appellants could have requested that the trial court stay enforcement of the

writ or sought a writ of supersedeas had there been any issue of the judgment being enforced pending appeal, but they did not. (See *City of Hollister v. Monterey Ins. Co.*, supra, 165 Cal.App.4th at pp. 481–482; , 81 Cal.Rptr.3d 72 9 Witkin, Cal. Procedure, supra, Appeal, §§ 223, 281, pp. 291, 335–336.)

Moreover, the appeal of the judgment in this case presents fact-specific issues that are unlikely to recur and thus does not justify our exercise of discretion to resolve moot questions.¹² In opposing the action in the court below and on appeal, appellants have taken the position that the 2005 and 2008 ordinances were “precursor” ordinances predating December 16, 2008, the date Charter article XXVII became law, and thus the ordinances were not subject to the vote of the electors. By logical necessity, no future zoning ordinances purporting to amend the City's local coastal program can ever be passed by the city council prior to the effective date of Charter article XXVII. Appellants assert that there are 36 coastal jurisdictions with incomplete local coastal programs and the issue of the legality of precertification amendments to local zoning regulations has a reasonable probability of recurring. As BBR notes, however, the unusual facts giving rise to the present suit with its unique ties to local events likely will not be replicated again. Nor is there merit to the argument that the claim for declaratory relief still presents a justiciable issue. BBR has acknowledged that its primary aim in the litigation was a writ commanding appellants to place the entire Area 2 local coastal program amendment to a public vote and the declaratory relief claim was merely ancillary to, and explanatory of, the writ relief. Moreover, as BBR notes, appellants have never disputed that any future major changes in allowable land use in the coastal zone passed by the city council will be subject to the voter approval requirement of Charter article XXVII.

Appellants assert that, when a petitioner has sought and been awarded attorney fees based on its success in the trial court under the private attorney general doctrine or other statute, a subsequent appeal on the merits is not subject to dismissal. Appellants claim their appeal from the judgment is not moot because the award of attorney fees is dependent upon the propriety of the trial court's ruling on the merits of the action. They maintain that a reversal of the trial court ruling on the merits necessarily would require reversal of any award of attorney fees, as BBR would no longer qualify as a prevailing or successful party for purposes of the attorney fee claim. We disagree.

Appellants rely on four cases for their proposition. (*Center for Biological Diversity v. County of San Bernardino* (2010) 185 Cal.App.4th 866, 111 Cal.Rptr.3d 374 (*Center for Biological Diversity*); *Carson Citizens for Reform v. Kawagoe* (2009) 178 Cal.App.4th 357, 100 Cal.Rptr.3d 358 (*Kawagoe*); *Mapstead v. Anchundo* (1998) 63 Cal.App.4th 246, 73 Cal.Rptr.2d 602 (*Mapstead*); *Save Our Residential Environment v. City of West Hollywood* (1992) 9 Cal.App.4th 1745, 12 Cal.Rptr.2d 308 (*Save Our Residential Environment*).) We find the cases are not controlling here.

Center for Biological Diversity and *Save Our Residential Environment* both arise under the provisions of CEQA. Unlike the appeal here, they involved the rights of third parties, who exercised their own, separate right of appeal from judgments finding environmental impact reports (EIR's) for their projects inadequate and thus ordering the agency to

perform further EIR review. (Center for Biological Diversity, *supra*, 185 Cal.App.4th at pp. 873, 879–881, 111 Cal.Rptr.3d 374; Save Our Residential Environment, *supra*, 9 Cal.App.4th at pp. 1748, 1750–1751, 12 Cal.Rptr.2d 308.) In Center for Biological Diversity, the objectors had filed a petition for writ of mandate against the county; however, the real party in interest had a written indemnity agreement with the county under which the real party was required to reimburse the county for any attorney fees incurred in a legal action arising from the proposed project. (Center for Biological Diversity, *supra*, at p. 881, 111 Cal.Rptr.3d 374.) The court of appeal held that the real party in interest was aggrieved and had standing to appeal the judgment and attorney fees order and that the county's voluntary compliance with the writ of mandate did not render the appeal of the judgment moot. (*Id.* at pp. 880–881, 111 Cal.Rptr.3d 374.) In Save Our Residential Environment, “[m]ultiple notices of appeal were filed,” and all the appeals were consolidated. (Save Our Residential Environment, *supra*, at p. 1749, 12 Cal.Rptr.2d 308.) The question arose whether the city had waived its right to appeal by complying with the writ. (*Id.* at p. 1750, 12 Cal.Rptr.2d 308.) After first reasoning that the appeal was not moot “[b]ecause the award of attorney fees depends on the propriety of the trial court's ruling on the merits of the action,” the court noted that “even if the City has waived its right to appeal the issuance of the writ by complying with its directives, the City is powerless to waive [the real party in interest's] right to appeal.” (*Id.* at p. 1751, 12 Cal.Rptr.2d 308.) The material facts in both cases therefore are distinguishable from our case as there are no third party rights at stake here.

Mapstead and Kawagoe are also distinguishable. Both involved local election officials with ministerial duties to verify petition signature requirements to be complied with by petition signers, circulators and proponents—requirements intended “to safeguard the integrity of the electoral process.” (Mapstead, *supra*, 63 Cal.App.4th at p. 257, 73 Cal.Rptr.2d 602.) The fee awards there were reversed despite the mootness of the appeal following an election. The cases did not involve a legislative body's own reversal of its prior refusal to enforce an important right affecting the public interest, thereby confirming the successful enforcer's status as a “successful party.” (See Code Civ. Proc., § 1021.5.)

Appellants' appeal from the judgment accordingly should be dismissed.

5. Attorney Fees

Appellants' appeal from the postjudgment award of attorney fees is separately appealable as an order after judgment.¹³ (Code Civ. Proc., § 904.1, subd. (a)(2); *Citizens Against Rent Control v. City of Berkeley* (1986) 181 Cal.App.3d 213, 223, 226 Cal.Rptr. 265.) BBR concedes that dismissal of the appeal from the judgment does not prejudice appellants' ability and right to challenge the amount of private attorney general fees granted by the trial court after judgment under Code of Civil Procedure section 1021.5. As BBR acknowledges, when appellants called for the November 2, 2010 election, BBR had yet to file its fee motion, and the trial court had yet to award any fees. Appellants therefore could not at that time object to the fee award and thus never waived any right to appeal from that award.

We review an award of attorney fees for abuse of discretion. (*Visher v. City of Malibu* (2005) 126 Cal.App.4th 364, 368, 23 Cal.Rptr.3d 816.) “ [T]he appropriate test for abuse of discretion is whether the trial court exceeded the bounds of reason.” “ (*Dove Audio, Inc. v. Rosenfeld, Meyer & Susman* (1996) 47 Cal.App.4th 777, 785, 54 Cal.Rptr.2d 830, quoting *Shamblin v. Brattain* (1988) 44 Cal.3d 474, 478, 243 Cal.Rptr. 902, 749 P.2d 339.)

In California, the fee setting inquiry ordinarily begins with the “lodestar,” i.e., the number of hours reasonably expended multiplied by the reasonable hourly rate. (*PLCM Group, Inc. v. Drexler* (2000) 22 Cal.4th 1084, 1095, 95 Cal.Rptr.2d 198, 997 P.2d 511 (*PLCM Group*).) The computation of time spent on the case and the reasonable value of that time is fundamental to determining an appropriate attorney fee award. (*Ibid.*) The reasonable hourly rate is the rate prevailing in the community for similar work. (*Ibid.*) After arriving at the lodestar figure, the court may then adjust that figure based on a consideration of factors specific to the case to arrive at an amount representing the fair market value for the legal services provided. (*Ibid.*) This approach “anchors the trial court's analysis to an objective determination of the value of the attorney's services, ensuring that the amount awarded is not arbitrary.” (*Ibid.*) Our Supreme Court has explained that an attorney fee award, including an award under Code of Civil Procedure section 1021.5, “should be fully compensatory” and, absent “circumstances rendering the award unjust, an . award should ordinarily include compensation for all the hours reasonably spent, including those relating solely to the fee.” (*Ketchum v. Moses* (2001) 24 Cal.4th 1122, 1133, 1135, 104 Cal.Rptr.2d 377, 17 P.3d 735 (*Ketchum*), citing *Serrano v. Unruh* (1982) 32 Cal.3d 621, 624, 639, 186 Cal.Rptr. 754, 652 P.2d 985 (*Serrano IV*) .)

In the present case, the attorney fees of \$354,978.12 that BBR claimed included a lodestar fee of \$278,751.33 for professional and paralegal services to and including September 23, 2010, the day before the motion for attorney fees was filed. The lodestar figure was based on hourly billing rates of \$500 to \$550 (partner), \$200 to \$250 (associate), and \$125 (paralegal).

In support of the request for attorney fees, counsel for BBR provided the court with declarations describing their professional backgrounds that included special expertise in the areas of environmental, land use and administrative law. Lead counsel explained the rates being sought by his firm were comparable to the market rates being charged in the Los Angeles area.

Attached as exhibits to lead counsel's declaration were billing surveys conducted by a national law journal reflecting that for law firms in Los Angeles handling environmental and land use cases, hourly partner rates ranged from \$475 to \$850 and hourly associate rates from \$275 to \$505. Also attached were detailed contemporaneous time records that were maintained throughout the litigation reflecting the hours billed and the tasks performed for the litigation. The exhibits recorded the dates professional services were performed from the time BBR's counsel was retained up to the date the motion for attorney fees was filed, the description of each service performed, the amount of attorney and paralegal time spent, in increments of not less than 6 minutes, the law firm's market hourly

rates and the corresponding dollar amounts. Counsel indicated that the time spent on preparing statements of professional services and expenses were not recorded or charged; the amount of time spent in some instances was reduced, omitted or eliminated; and time spent dealing with media inquiries were not recorded or included. Counsel also informed the court that a significant number of hours were consumed by addressing unnecessary procedural maneuvers by opposing counsel. Also, an extraordinary amount of time was generated by the necessity of researching City and Coastal Commission decisions and staff reports to reconstruct the City's local coastal zoning history.

The lodestar figure of \$278,751.33 consisted of \$244,341.33 for time commitments devoted to the merits of the case, plus \$34,410 time spent in preparing the fee motion up to the day before the motion was filed and \$11,500 in anticipated fees to be incurred in preparing a reply and attending the motion hearing. The lodestar amount further included \$27,308 incurred in attorney fees during the administrative phase. BBR also sought reimbursement for \$3,641.46 for out-of-pocket expenses incurred during the litigation. In addition, BBR sought a fee enhancement of \$61,085.33, corresponding to a multiplier of 0.25 multiplier applied only to the fees related to the merits of the action.

Appellants opposed the motion for attorney fees even while acknowledging that BBR “may be entitled to” attorney fees because the trial court had ruled in its favor. Appellants asserted, however, that the number of hours was excessive or inflated and that counsel's billing records were replete with block billing and duplicative entries, all of which required an across-the-board reduction of the claimed hours by “at least 20%.” Appellants also complained that the hourly rate for the lead attorney was not reasonable given his “experience, client base, practice area and type of firm.” Appellants argued that a reasonable hourly rate should not exceed \$350. Appellants further asserted that neither the time spent in the “administrative phase” nor out-of-pocket expenses should be included in any award for attorney fees. Appellants urged the trial court to limit the award of attorney fees to \$128,729.33 in light of all these considerations.

The trial court found that the claimed hourly fees were not unreasonably high, in view of the quality of work and counsel's special expertise. The court indicated that BBR's lead counsel was a leading expert in the field of environmental, land use and administrative law and that the quality of counsel's work and skill level justified the hourly rates charged, albeit they were at the “high end” of the scale. Characterizing the action as a “close case,” the court noted that it had reflected and analyzed both sides for a comparatively long time. The court did not question the veracity of the billing entries but observed there were some instances in which both counsel performed and charged for the same tasks, such as conferring with each other.¹⁴

Spending roughly the equivalent of two full working weeks preparing the petition and a similar amount of time preparing the motion for the writ of mandate, the court stated, “might appear excessive.” However, the court noted that judging by the court's own time spent in analysis, “it comes as no surprise that detailed and careful preparation and presentation were called for.” Accordingly, the court declined to reduce the number of hours allowed in calculating the fee award. With regard to prelitigation administrative

hearing fees, the court noted, the same level of fees as in a court proceeding was not warranted because there is not the same intensity and attention to legal detail and analysis that is called for in a court proceeding or more formal administrative proceedings. Even though exhaustion of administrative remedies is a necessary prerequisite to pursuing litigation, the court reasoned that there is no guarantee that litigation will necessarily ensue, and fees prior to the initiation of legal proceedings are incurred without any assurance of any opportunity to recover them. Accordingly, the court exercised its discretion and reduced the fee by the amount of the precourt litigation fees; it also rejected the claim for out-of-pocket costs. Allowing fees for the full number of hours claimed for the court litigation phase and applying the 0.25 multiplier, the court arrived at the sum of \$313,000 as reasonable attorney fees.

We find no abuse of discretion in the trial court's assessment of appropriate attorney fees. In awarding attorney fees, the court has broad discretion to determine the reasonableness of the fees claimed in light of a number of factors, including the nature of the litigation, its difficulty, the skill required in its handling, the skill employed, the attention given, the success or failure, and other circumstances. (PLCM Group, *supra*, 22 Cal.4th at p. 1096, 95 Cal.Rptr.2d 198, 997 P.2d 511.) “The ‘experienced trial judge is the best judge of the value of professional services rendered in his court, and while his judgment is of course subject to review, it will not be disturbed unless the appellate court is convinced that it is clearly wrong.’ “ (Serrano v. Priest (1977) 20 Cal.3d 25, 49, 141 Cal.Rptr. 315, 569 P.2d 1303 (Serrano III)); see also PLCM Group, *supra*, at p. 1095, 95 Cal.Rptr.2d 198, 997 P.2d 511.) Here, the attorney fees awarded are substantial, but the record shows the trial court also discounted the fees and claimed costs by over \$40,000 after analyzing the relevant factors.

An award of attorney fees under fee-shifting statutes is computed based on the reasonable market value of services even if the attorney has performed services pro bono or, as in this case, for a reduced fee and regardless of whether the plaintiff is represented by private or nonprofit counsel. (Flannery v. Prentice (2001) 26 Cal.4th 572, 585, 110 Cal.Rptr.2d 809, 28 P.3d 860.) Our Supreme Court has consistently approved of the compensation of public interest attorneys at rates equal to those charged by private practitioners in the same community. (Serrano IV, *supra*, 32 Cal.3d at p. 642, 186 Cal.Rptr. 754, 652 P.2d 985.) In Serrano IV, the court rejected the argument that compensating public interest attorneys at market rates represented a windfall to public interest attorneys saying that “ ‘compensation at a lesser rate would result in a windfall to the defendants.’ “ (Ibid., italics added.) Appellants object that the hourly rate for firms and attorneys representing public entities, “like rates for those representing public interest organizations,” is not commensurate with rates charged by large law firms representing private corporate entities. Appellants' reliance on the rate they paid their own attorneys, however, is akin to the cost-based approach rejected by the Supreme Court in Serrano IV. (Serrano IV, *supra*, at pp. 641–644, 186 Cal.Rptr. 754, 652 P.2d 985.) Although the fact of public or foundational support might be relevant in determining the ultimate size of award (see Serrano III, *supra*, 20 Cal.3d at p. 49, fn. 24, 141 Cal.Rptr. 315, 569 P.2d 1303), the appropriate hourly rate used to arrive at the lodestar is measured by “the prevailing rates of comparable private

attorneys as the ‘touchstone’ for determination of that value.” (Serrano IV, *supra*, at p. 643, 186 Cal.Rptr. 754, 652 P.2d 985.)

Without citation to authority, appellants also argue that there should be an inverse relationship between charging a rate at the “high end” of the scale, because one is an expert in the field, and the total number of hours billed. Appellants repeat their complaint made in the trial court that the billing records purport to show BBR's counsel logged excessive and duplicative hours on discrete tasks, such as claiming over 90 hours for drafting a single petition for writ of mandate and an additional 70-plus hours on the motion for the writ of mandate. It is not our role, however, to second-guess the trial court on such matters as whether the hours expended are justified by the product produced or whether an associate should have been assigned tasks performed by a partner. The trial court was fully cognizant of the quality of the services performed, the amount of time devoted to the case and the efforts of counsel. (See *PLCM Group, supra*, 22 Cal.4th at p. 1096, 95 Cal.Rptr.2d 198, 997 P.2d 511.) We reiterate that “ ‘[t]he value of legal services performed in a case is a matter in which the trial court has its own expertise.’ “ (Ibid.)

Appellants further complain that the trial court did not articulate any basis for applying an upward adjustment to the lodestar and offered no explanation for accepting BBR's 0.25 multiplier. Appellants argue that BBR claimed the novelty and difficulty of the question involved, the skill displayed in presenting them and the contingent nature of the fee award supported an upward adjustment of the lodestar. They maintain the trial court already had factored into the lodestar the novelty of the issues and counsel's skill in addressing these issues, leaving only the contingent nature of the fee award as a potential justification for an upward enhancement of the lodestar. The trial court was not required to issue a statement of decision with regard to the fee award. (Ketchum, *supra*, 24 Cal.4th at p. 1140, 104 Cal.Rptr.2d 377, 17 P.3d 735.) As appellants did not request a statement of decision, all intendments and presumptions must be indulged in to support the judgment on matters as to which the record is silent. (Id. at p. 1141, 104 Cal.Rptr.2d 377, 17 P.3d 735.) Thus, we will presume there was no double-counting of the novelty of issues and counsel's skill in addressing them. In any case, as BBR notes, the modest multiplier the trial court employed was justified by the contingent nature of counsel's compensation. (See *id.* at p. 1138, 104 Cal.Rptr.2d 377, 17 P.3d 735 [fee enhancement for risk that attorney will not receive payment if the suit does not succeed “constitutes earned compensation,” i.e., compensation that is “intended to approximate market-level compensation . . . which typically includes a premium for the risk of nonpayment or delay in payment of attorney fees”].) Although appellants claim that only a portion of the fee was contingent, by our calculation the major portion, about 75 percent of the claimed fees, was contingent in nature.

Nor is it significant in the context of this action that the appellants here are public entities. As we have recently noted: “Allowing properly documented attorneys' fees to be cut simply because a losing party is a governmental entity would defeat the purpose of the private attorney general doctrine codified in Code of Civil Procedure section 1021.5 and would also incentivize governmental entities to negligently or deliberately run up a claimant's attorneys' fees, without any concern for consequences.” (*Rogel v. Lynwood Redevelopment Agency* (2011) 194 Cal.App.4th 1319, 1332, 125 Cal.Rptr.3d 267.)

We conclude the record does not show the trial court was “ ‘ ‘clearly wrong” ‘ ‘ in setting attorney fees. (Ketchum, supra, 24 Cal.4th at p. 1132, 104 Cal.Rptr.2d 377, 17 P.3d 735.)

DISPOSITION

The appeal from the judgment is dismissed, and the order granting attorney fees is affirmed. BBR is to recover costs on appeal.

FLIER, J.

WE CONCUR: BIGELOW, P.J., and GRIMES, J.

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**City of Redondo Beach City Council
Approval of Modifications to CLUP**

TO: Mayor and City Council

FROM: William Meeker, Planning Director

SUBJECT: PUBLIC HEARING TO CONSIDER MODIFICATIONS SUGGESTED BY THE COASTAL COMMISSION TO AN AMENDMENT TO THE COASTAL LAND USE PLAN (LUP) ADOPTED BY THE CITY COUNCIL ON DECEMBER 14, 1999

RECOMMENDATION:

Staff recommends that the City Council:

A) open the public hearing and take public testimony;

B) adopt Resolution No. CC-0104-20, by title only, waiving further reading:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN TO INCLUDE MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION

EXECUTIVE SUMMARY:

During 1999 public hearings were held to bring the City's Coastal Land Use Plan (LUP) into consistency with the General Plan and Harbor/Civic Center Specific Plan. The City Council decided that the update should occur in two phases (the second phase will update land use and development standards relating to the AES power plant site, harbor-pier area, and North Catalina Avenue corridor in conjunction with development of the "Heart of the City Specific Plan"). On December 14, 1999 the City Council adopted a resolution containing the first phase of amendments to the LUP.

In reviewing the City's LUP amendment, Coastal Commission staff requested a number of modifications to the land use policy section, mostly relating to control of storm water runoff and pollution, siting and designing development to minimize hazards from wave uprush and from geologic hazards, and providing more detailed guidelines for preserving and enhancing public views and public access within the Harbor-Pier area. In some cases, the proposed modifications included requirements that City staff found inappropriate or infeasible to implement. Further discussions between City staff and Coastal Commission staff resulted in revisions to the requested modifications.

At a public hearing on January 11, 2001, the Coastal Commission adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts the modifications suggested by the Coastal Commission staff. Below is summary of the suggested modifications and attached to this report is a redlined version of the modifications to the City's LUP amendment.

It should be noted that the Coastal Commission is aware that the City intends to submit its LUP amendments in a two-phase process and the Coastal Commission understands that the **land use classifications and development standards** are not being amended at this time for the Harbor-Pier area, AES site, and North Catalina corridor. However, the Coastal Commission has stated that it cannot presume the completion of Phase 2 amendments and therefore the Phase 1 amendments must include certain public access, public safety, and environmental protection policies pursuant to the Coastal Act applicable to all portions of the Coastal Zone.

The Planning Commission held a public hearing on February 15, 2001 and adopted Resolution No. 8870 recommending the City Council adopt the amendments to the LUP suggested by the Coastal Commission.

BACKGROUND:

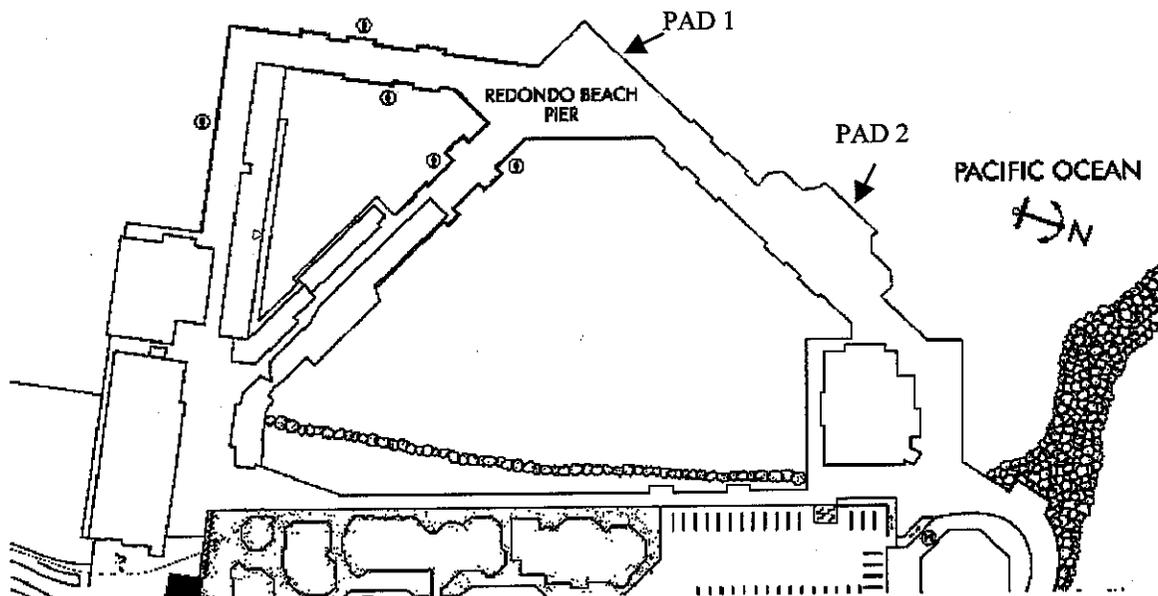
The City's Coastal Land Use Plan (LUP) was adopted in 1980, pursuant to the State Coastal Act of 1976. For Redondo Beach, the Coastal Zone includes all of the area west of Pacific Coast Highway. The Coastal LUP includes land use policies which have not been updated to conform with more recent City land use policies in the General Plan and Harbor/Civic Center Specific Plan adopted in 1992.

The City Council adopted Phase 1 of amendments to the LUP on December 14, 1999, bringing the LUP into consistency with the General Plan (land use and development standards relating to the AES power plant site, harbor-pier area, and North Catalina Avenue corridor will be updated in a second phase in conjunction with development of the "Heart of the City Specific Plan"). At a public hearing on January 11, 2001, the Coastal Commission adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts the modifications suggested by the Coastal Commission as summarized below.

Public Access Policy

The LUP as adopted includes a policy that new development, additions, or major rehabilitation projects within the Harbor-Pier area be required to provide various public amenities including pedestrian walkways to the water's edge. The Coastal Commission's proposed modification further requires new development to be sited and designed to be consistent with the scale of existing development and to preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive.

Coastal Commission staff originally recommended a requirement that new development be sited to provide continuous public access along the entire seaward side of the piers and moles. Previous conceptual plans for the Pier approved by the Coastal Commission include the placement of a building on "Pad 2" along the seaward side rail (see illustration below). City staff determined that it is infeasible to relocate the building intended for Pad 2 due to public safety and fire access requirements and due to the reduced economic viability that would result from a smaller building pad away from the rail.



The City Council met on November 14, 2000 and authorized staff to suggest a revised policy to permit development of Pad 2 along the seaward side of the Pier in exchange for permitting no permanent building on Pad 1 of the Pier. The Coastal Commission agreed to this revision

which will have an overall beneficial impact on the quality of the recreational experience offered on the Pier. By eliminating future development of Pad 1 at "The Point", public access/recreation will be enhanced by maintaining a large public outdoor space used for strolling, sitting and appreciating the views, or providing space for outdoor recreational events and entertainment by musicians and artists.

Historic Overlay Zone

The City's historic overlay zone may be established to permit consideration of alternative uses (where necessary to ensure preservation of the historically significant building), subject to a Conditional Use Permit, for sites containing locally designated historic landmarks. In the Coastal Zone, the Sweetser House at 417 Beryl Street is the only property with an historic overlay zone (the property is zoned residential, but has been permitted certain commercial uses).

The modifications proposed by the Coastal Commission would broaden the potential establishment of an historic overlay zone to include State landmarks or landmarks on the National Register of Historic Places and would give priority to visitor serving or commercial uses in reuse of structures in the Historic Overlay Zone, consistent with the Coastal Act. These changes are not expected to impact the manner in which the City currently makes use of the historic overlay zone. Establishment of an historic overlay zone to permit additional uses in a landmark building is subject to public hearings before the Planning Commission and City Council, and through this discretionary decision-making process the City may place similar conditions on any State or federal landmarks that may be applied to locally designated landmarks.

Stormwater run-off

The Coastal Commission, consistent with requirements in the Coastal Act, requires the LUP to include water quality standards to reduce stormwater run-off and associated water pollution. The modifications required by the Coastal Commission reference the City's adopted Stormwater and Urban Runoff Pollution Control Regulations developed pursuant to the standards of the Regional Water Quality Control Board. The policy required by the Coastal Commission further requires new development on the pier and the first row of lots adjacent to

the beach to comply with the provisions of the ordinance and with applicable state and federal water quality standards for discharges into sensitive habitat areas.

Hazards

The Coastal Commission requires the LUP to incorporate policies that development be sited and designed to minimize hazards from wave uprush and from seismic hazards such as liquefaction. These policies are consistent with state law and with seismic safety policies already included in the City's General Plan. The LUP policy also requires that, with the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if sited and designed so that no future shoreline protective devices will be necessary to protect them from storm waves and bluff erosion.

The proposed LUP policy further requires development in the Pier and Harbor area to provide, in advance of approval, erosion and wave uprush studies and projections of sea-level rise. All development below elevation 15 feet above mean sea level shall provide information concerning the height and force of potential tsunami run-up. However, the LUP policy permits such individual studies to be waived if a certified EIR includes information and maps addressing the above issues for the Pier-Harbor area and areas below 15 feet elevation. The EIR for the Heart of the City Specific Plan is expected to satisfy these wave uprush and tsunami run-up requirements.

Density Bonus Policy

The City's General Plan and Zoning Ordinance already are consistent with State law requirements relating to provision of density bonuses and incentives for low and moderate-income housing. The Coastal Commission modification is intended to recognize the applicability of State density bonus requirements within the Coastal Zone. The policy further provides direction that, consistent with State law, in the Coastal Zone the City may grant only incentives having no adverse effect on coastal resources. If all feasible incentives would have an adverse impact on coastal resources, the policy requires that the City grant only the additional incentive that is most protective of significant coastal resources.

Environmental review

On November 16, 1999 the City Council adopted Resolution No. 8155 adopting Negative Declaration 99-6 and finding the proposed amendments to the Coastal Land Use Plan will not have a significant effect on the environment. The Coastal Commission has determined that the modifications it has proposed to the City's LUP will not result in significant adverse environmental impacts under the meaning of CEQA. Pursuant to Section 15061(b)(2) and (b)(3) and Section 15307 of the CEQA guidelines, the modifications proposed by the Coastal Commission are exempt from further review under CEQA.

CONCURRENCE:

None.

FISCAL IMPACT:

None.

Prepared by:



RANDY BERLER
Senior Planner

Submitted by:



WILLIAM MEEKER
Planning Director

Attachments:

1. Recommended Resolution No. CC-0104-20 adopting amendments to the LUP as suggested by the Coastal Commission.
2. Redline version of proposed LUP amendments.
3. Planning Commission Resolution No. 8870.
4. Minutes, public hearing before the Planning Commission, February 15, 2001.
5. Staff report to Planning Commission, February 15, 2001.
6. California Coastal Commission letter dated January 22, 2001 relating to action of Coastal Commission at January 11, 2001 public hearing
7. California Coastal Commission staff report dated 12/19/00 relating to Major Amendment Request No. 1-2000 to the City of Redondo Beach certified Land Use Plan

RESOLUTION NO. CC-0104-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN TO INCLUDE MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION

WHEREAS, the City Council of the City of Redondo Beach held public hearings and adopted an amendment to the Coastal Land Use Plan (LUP) on December 14, 1999 to bring the LUP into consistency with the City's General Plan and Harbor/Civic Center Specific Plan (with the exception of the Pier-Harbor area, AES site, and North Catalina Avenue corridor that will be considered in a second phase of amendments to the LUP in conjunction with the preparation of the "Heart of the City Specific Plan"); and

WHEREAS, the California Coastal Commission, following a public hearing on January 11, 2001, adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts a number of modifications suggested by the Coastal Commission; and

WHEREAS, the modifications suggested by the Coastal Commission update public access, public safety, and environmental protection policies pursuant to requirements under the Coastal Act; and

WHEREAS, in compliance with the California Environmental Quality Act, the California Coastal Commission has found that the proposed modifications to the Coastal LUP will not result in significant adverse environmental impacts; and

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on February 15, 2001 on the proposed amendment to the Coastal Land Use Plan and adopted Resolution No. 8870 recommending the City Council adopt the amendments suggested by the Coastal Commission; and

WHEREAS, the City Council held a public hearing on April 3, 2001 to consider the proposed amendments to the Coastal Land Use Plan.

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

1. The proposed modifications to the Coastal LUP are consistent with the Comprehensive General Plan of the City.

2. The proposed amendment to the Coastal LUP is intended to be carried out in a manner that is fully in conformity with the Coastal Act.
3. The proposed amendment to the Coastal LUP is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.
4. The proposed amendment will not have a significant effect on the environment and will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 1. The City Council hereby amends subsections C and D of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows:

C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications will be submitted as the implementation section of the City of Redondo Beach LCP.

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories and standards for these areas were not changed as part of the 1999 update to the LUP (as reflected in Exhibit H-1 of the Coastal Land Use Plan Map).

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. **Single Family:** The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. **Low Density Multiple-Family:** The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. **Medium Density Multiple-Family:** The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. **High Density Multiple-Family:** The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted 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.

Commercial

The C-2, C-3, and C-4 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

AES Power Plant, Harbor/Pier area, and North Catalina corridor

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories in place prior to the 1999 update of the LUP have been retained for these areas (as described below and reflected in Exhibit H-1).

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities. This classification will provide regional-serving recreational facilities for all income groups by including the following general use categories. Each use permitted will be subject to approval by the City based on criteria whether or not the subject use is compatible with surrounding land uses in the area in which it is located.

1. Food Services: restaurants with and without liquor; fish markets -- retail and wholesale; coffee shops; snack bars; delicatessen; bakery; fruits and vegetables; ice cream and candy.
2. Retail Sales and Service: specialty retail; general merchandise; marine hardware, etc.; barber, etc. bike rentals.
3. Fishing Supplies: live bait; and bait and tackle shops.
4. Boat Facilities, Supplies and Service: berthing; dry storage; shipyard -- haulout and repair of crafts; boat launch ramp; mechanical boat launch; boat rental; boat yard -- repair and painting; sportfishing; excursion boat rides; service float; brokerage.-- new and used; and clubs -- yacht, boat, beach, bay, fishing and sailing.
5. Other Uses: hotels and motels; parking; harbor-related office uses; arcades; recreational facilities including parks; discotheques; cocktail lounges with entertainment; multi-purpose recreational facilities;
6. Apartments: No expansion or new construction -- only maintenance.

Commercial (applicable to N. Catalina corridor as shown in Exhibit H-1)

This is the heaviest commercial district, permitting grocery-food stores or supermarkets with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial (applicable to areas shown in Exhibit H-1)

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. Performance standards will be designed as part of the implementation phase of the Local Coastal Program to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Residential, Medium Density (applicable to areas shown in Exhibit H-1)

The primary use in this district is multiple family residential with a range of 19 to 23 dwelling units per net acre. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 feet. Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.

Parks, Recreation and Open Space (applicable to areas shown in Exhibit H-1)

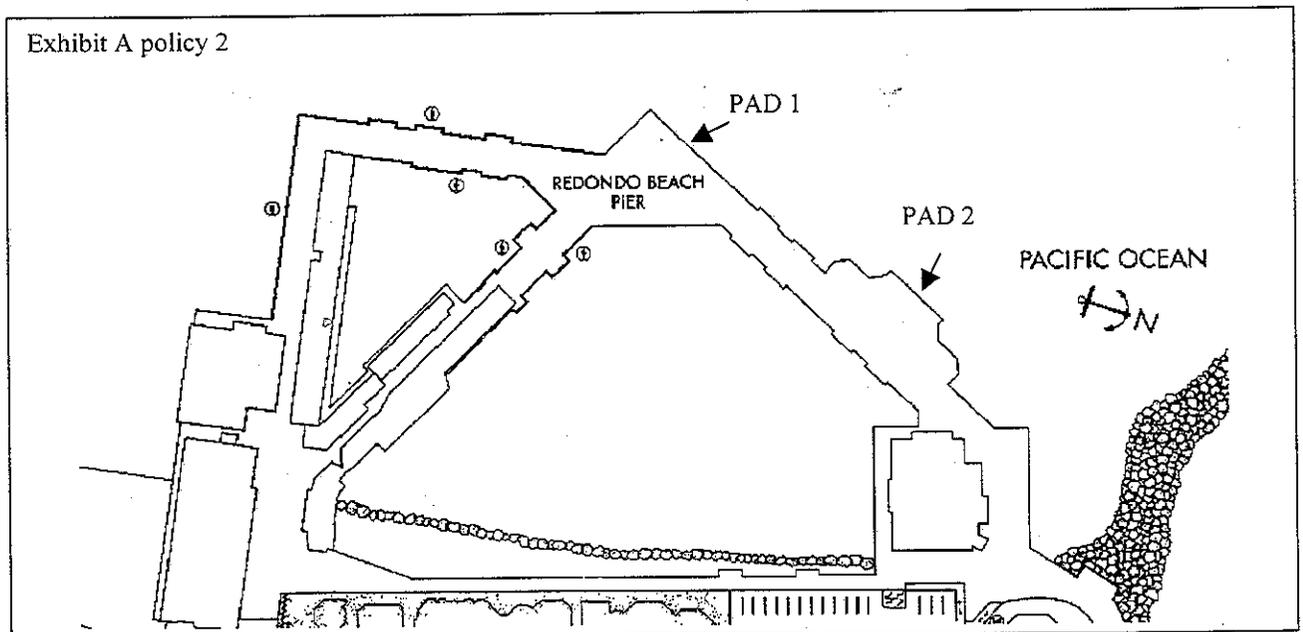
This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.

D. Land Use Policies

The following policies, in conjunction with the land use development standards in Section C above, set forth land use guidelines for the future development in the City's Coastal Zone.

1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.
2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:
 - a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;
 - b) Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below.)
 - c) Be consistent and harmonious with the scale of existing development, and
 - d) Provide appropriate public-serving amenities such as benches and pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas.

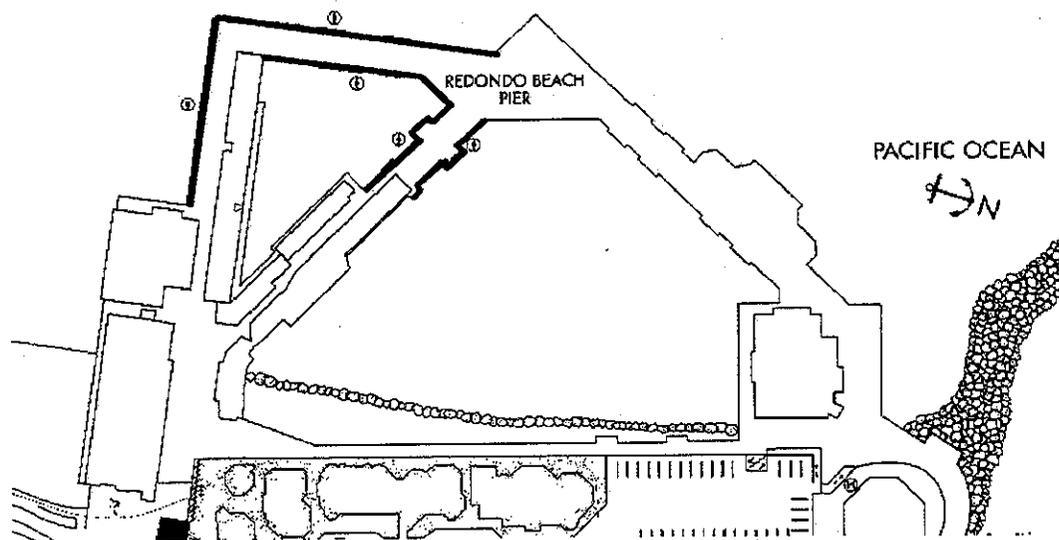
Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier.



3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region; ensuring maximum public access, a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts.

4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor-serving uses and recreational facilities where feasible.
6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.

Figure 16
Pier Fishing Areas (indicated by heavy line)



7. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.
8. Allow for provision of buildings or structures used by any public utility (including gas, electrical, telephone and cellular communications, and water corporations), to be considered subject to a Conditional Use Permit in all districts.

9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan, General Plan, and Zoning Ordinance to permit reuse of portions of the site for nonindustrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This planning process will also include consideration of new land use and development standards for the area surrounding the AES Plant, including the harbor/pier area and the North Catalina Avenue corridor.
10. For properties designated by the City of Redondo Beach as historic landmarks or historic districts, or under the State Historic Preservation Act, or which are listed on the National Register of Historic Places, permit the establishment of an Historic Overlay zone to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a Conditional Use Permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located. Visitor serving or commercial uses shall be given priority in the reuse of such structures.
11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or to other coastal resources, such as sensitive habitat areas or coastal waters. All development in the coastal zone, public and private, shall be in conformance with the storm water standards of the State of California as cited in section 5-701.101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff (specifically, the Standard Urban Storm Water Mitigation Plan¹). New development or major rehabilitation projects will also be required to conform to any amendment to, or re-issuance of these state, federal and municipal standards. Pursuant to this:
 - a) All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No. 2851, "Stormwater and Urban Runoff Pollution Control Regulations" and with applicable state and federal water quality standards for discharges into sensitive habitat areas.
 - b) All development shall be designed to minimize the creation of impervious surfaces, and, to the maximum extent possible, to reduce directly-connected impervious area on the site. Setback areas should remain permeable (vegetated or crushed gravel) where feasible.

¹ Originally issued on March 8, 2000 by the Regional Water Quality Control Board
RESOLUTION NO. CC-0104-20
COASTAL LUP AMENDMENTS
PAGE NO. 10

- c) Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMP's should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMP's shall also apply to all new or refurbished parking lots accommodating 25 or more cars.
- d) As part of the implementation of this Land Use Plan Amendment, the City shall develop a Public Participation component that identifies methods to encourage public participation in managing, development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.
- e) It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation, monitoring, and public education programs.

12. Density Bonus for Low and Moderate Income Persons:

- a) This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b), and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.
- b) In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.

- c) In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the City approves development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.
- d) The City may prepare an LCP amendment for certification by the Commission for specific areas or sub-regions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.
- e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the City determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on coastal resources, the City may grant the requested incentive. If the City determines that the requested incentive will have an adverse effect on coastal resources, the City shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The City may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the City shall grant only that additional incentive which is most protective of significant coastal resources.
- f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Public Resources Code section 30200 et seq., including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.

13. Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards, such as liquefaction.
- a) New development shall minimize risks to life and property in areas of high geologic flood and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.
 - b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, and projections of sea-level rise expected within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of the likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.
 - c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.
 - d) All structures located on fill or on alluvial-deposits shall provide an analysis of the potential for seismic hazards, including liquefaction. The design of such structures shall include measures to minimize damage and loss of life and property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Department of Mines and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.
 - e) All development located below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.

REDLINE VERSION

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN TO INCLUDE MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION

WHEREAS, the City Council of the City of Redondo Beach held public hearings and adopted an amendment to the Coastal Land Use Plan (LUP) on December 14, 1999 to bring the LUP into consistency with the City's General Plan and Harbor/Civic Center Specific Plan (with the exception of the Pier-Harbor area, AES site, and North Catalina Avenue corridor that will be considered in a second phase of amendments to the LUP in conjunction with the preparation of the "Heart of the City Specific Plan");

WHEREAS, the California Coastal Commission, following a public hearing on January 11, 2001, adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts a number of modifications suggested by the Coastal Commission;

WHEREAS, the modifications suggested by the Coastal Commission update public access, public safety, and environmental protection policies pursuant to requirements under the Coastal Act;

WHEREAS, in compliance with the California Environmental Quality Act, the California Coastal Commission has found that the proposed modifications to the Coastal LUP will not result in significant adverse environmental impacts.

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on February 15, 2001 on the proposed amendment to the Coastal Land Use Plan and adopted Resolution No. 8870 recommending the City Council adopt the amendments suggested by the Coastal Commission;

WHEREAS, the City Council held a public hearing on April 3, 2001 to consider the proposed amendments to the Coastal Land Use Plan.

NOW, THEREFORE, the City Council of the City of Redondo Beach, does hereby find as follows:

1. The proposed modifications to the Coastal LUP are consistent with the Comprehensive General Plan of the City.

2. The proposed amendment to the Coastal LUP is intended to be carried out in a manner that is fully in conformity with the Coastal Act.
3. The proposed amendment to the Coastal LUP is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.
4. The proposed amendment will not have a significant effect on the environment and will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 1. The City Council hereby amends subsections C and D of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows (additions suggested by the Coastal Commission indicated by ***bold italic text***, deletions indicated by ~~strikethrough~~):

C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications ~~are contained in the City of Redondo Beach Zoning Ordinance~~ ***will be submitted as the implementation section of the City of Redondo Beach LCP.***

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories and standards for these areas were not changed as part of the 1999 update to the LUP (as reflected in Exhibit H-1 of the Coastal Land Use Plan Map).

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. **Single Family:** The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. **Low Density Multiple-Family:** The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. **Medium Density Multiple-Family:** The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. **High Density Multiple-Family:** The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted 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.

Commercial

The C-2, C-3, and C-4 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.
3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl

Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

AES Power Plant, Harbor/Pier area, and North Catalina corridor

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories in place prior to the 1999 update of the LUP have been retained for these areas (as described below and reflected in Exhibit H-1).

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities. This classification will provide regional-serving recreational facilities for all income groups by including the following general use categories. Each use permitted will be subject to approval by the City based on criteria whether or not the subject use is compatible with surrounding land uses in the area in which it is located.

1. Food Services: restaurants with and without liquor; fish markets -- retail and wholesale; coffee shops; snack bars; delicatessen; bakery; fruits and vegetables; ice cream and candy.
2. Retail Sales and Service: specialty retail; general merchandise; marine hardware, etc.; barber, etc. bike rentals.

3. Fishing Supplies: live bait; and bait and tackle shops.
4. Boat Facilities, Supplies and Service: berthing; dry storage; shipyard -- haulout and repair of crafts; boat launch ramp; mechanical boat launch; boat rental; boat yard -- repair and painting; sportfishing; excursion boat rides; service float; brokerage.-- new and used; and clubs -- yacht, boat, beach, bay, fishing and sailing.
5. Other Uses: hotels and motels; parking; harbor-related office uses; arcades; recreational facilities including parks; discotheques; cocktail lounges with entertainment; multi-purpose recreational facilities;
6. Apartments: No expansion or new construction -- only maintenance.

Commercial (applicable to N. Catalina corridor as shown in Exhibit H-1)

This is the heaviest commercial district, permitting grocery-food stores or supermarkets with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial (applicable to areas shown in Exhibit H-1)

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. Performance standards will be designed as part of the implementation phase of the Local Coastal Program to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Residential, Medium Density (applicable to areas shown in Exhibit H-1)

The primary use in this district is multiple family residential with a range of 19 to 23 dwelling units per net acre. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 feet. Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.

Parks, Recreation and Open Space (applicable to areas shown in Exhibit H-1)

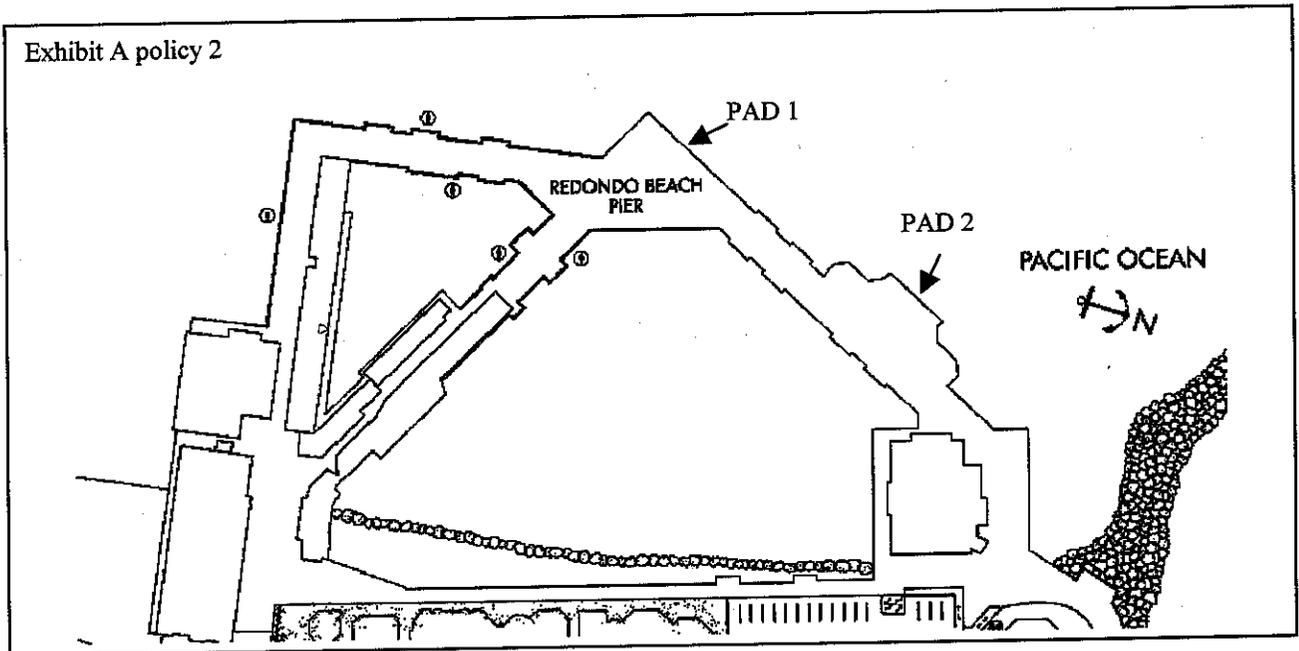
This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.

D. Land Use Policies

The following policies, in conjunction with the land use development standards in Section C above, set forth land use guidelines for the future development in the City's Coastal Zone.

1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.
2. New development, **additions** or major rehabilitation projects within the Harbor-Pier area **shall** ~~will be required to~~ **be sited and designed to:**
 - a) **Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;**
 - b) **Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below.)**
 - c) **Be consistent and harmonious with the scale of existing development, and**
 - d) Provide appropriate **public-serving** amenities such as **benches and** pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc.

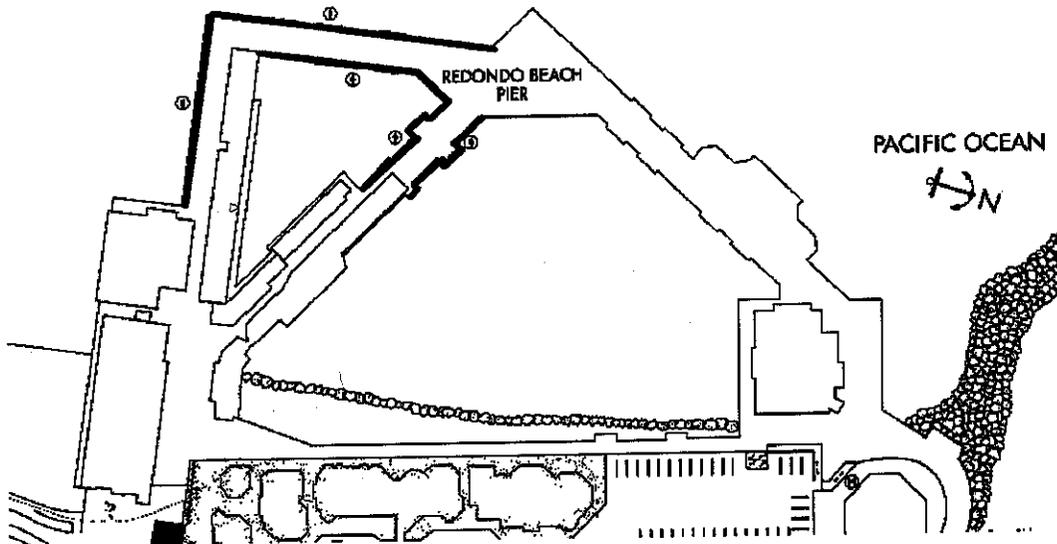
Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier.



3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region; ensuring **maximum public access**, a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts.
4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor-serving uses and recreational facilities where feasible.
6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.
7. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.

8. Allow for provision of buildings or structures used by any public utility (including gas, electrical, telephone and cellular communications, and water corporations), to be considered subject to a Conditional Use Permit in all districts.

Figure 16
Pier Fishing Areas (indicated by heavy line)



9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan, General Plan, and Zoning Ordinance to permit reuse of portions of the site for nonindustrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This planning process will also include consideration of new land use and development standards for the area surrounding the AES Plant, including the harbor/pier area and the North Catalina Avenue corridor.
10. For properties designated by the City of Redondo Beach as historic landmarks or historic districts, **or under the State Historic Preservation Act, or which are listed on the National Register of Historic Places**, permit the establishment of an Historic Overlay zone, ~~pursuant to the procedures in the City's Zoning Ordinance~~, to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a Conditional Use Permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in

which it is to be located. **Visitor serving or commercial uses shall be given priority in the reuse of such structures.**

11. **The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or to other coastal resources, such as sensitive habitat areas or coastal waters. All development in the coastal zone, public and private, shall be in conformance with the storm water standards of the State of California as cited in section 5-701.101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff (specifically, the Standard Urban Storm Water Mitigation Plan¹). New development or major rehabilitation projects will also be required to conform to any amendment to, or re-issuance of these state, federal and municipal standards. Pursuant to this:**
- a) **All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No. 2851, "Stormwater and Urban Runoff Pollution Control Regulations" and with applicable state and federal water quality standards for discharges into sensitive habitat areas.**
 - b) **All development shall be designed to minimize the creation of impervious surfaces, and, to the maximum extent possible, to reduce directly-connected impervious area on the site. Setback areas should remain permeable (vegetated or crushed gravel) where feasible.**
 - c) **Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMP's should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMP's shall also apply to all new or refurbished parking lots accommodating 25 or more cars.**
 - d) **As part of the implementation of this Land Use Plan Amendment, the City shall develop a Public Participation component that identifies methods to encourage public participation in managing, development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and involve the public in the development**

¹ Originally issued on March 8, 2000 by the Regional Water Quality Control Board
RESOLUTION NO.
COASTAL LUP AMENDMENTS
PAGE NO. 10

and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.

- e) *It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation, monitoring, and public education programs.*

12. Density Bonus for Low and Moderate Income Persons:

- a) *This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b), and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.*
- b) *In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.*
- c) *In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the City approves development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall*

identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.

- d) The City may prepare an LCP amendment for certification by the Commission for specific areas or sub-regions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.**
 - e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the City determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on coastal resources, the City may grant the requested incentive. If the City determines that the requested incentive will have an adverse effect on coastal resources, the City shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The City may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the City shall grant only that additional incentive which is most protective of significant coastal resources.**
 - f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Public Resources Code section 30200 et seq., including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.**
- 13. Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards, such as liquefaction.**
- a) New development shall minimize risks to life and property in areas of high geologic flood and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed**

and maintained safely. All development shall employ earthquake resistant construction and engineering practices.

- b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, and projections of sea-level rise expected within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of the likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.**
- c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.**
- d) All structures located on fill or on alluvial-deposits shall provide an analysis of the potential for seismic hazards, including liquefaction. The design of such structures shall include measures to minimize damage and loss of life and property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Department of Mines and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.**
- e) All development located below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.**
- f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shoreline protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from bluff erosion or wave uprush.**

SECTION 2. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2001.

Greg C. Hill, Mayor

ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. **** was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the ____ day of _____, 2001, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sandy Forrest, City Clerk

APPROVED AS TO FORM:

City Attorney

RESOLUTION NO. 8870

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE CITY COUNCIL AMEND THE COASTAL LAND USE PLAN TO INCLUDE MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on February 15, 2001, at which time all interested parties were given an opportunity to be heard and to present evidence; and

WHEREAS, notice of the time and place of the public hearing was published according to law in the Easy Reader-Redondo Beach Hometown News, a newspaper of general circulation in the City; and

WHEREAS, the City Council of the City of Redondo Beach held public hearings and adopted an amendment to the Coastal Land Use Plan (LUP) on December 14, 1999 to bring the LUP into consistency with the City's General Plan and Harbor/Civic Center Specific Plan (with the exception of the Pier-Harbor area, AES site, and North Catalina Avenue corridor that will be considered in a second phase of amendments to the LUP in conjunction with the preparation of the "Heart of the City Specific Plan"); and

WHEREAS, the California Coastal Commission, following a public hearing on January 11, 2001, adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts a number of modifications suggested by the Coastal Commission;

WHEREAS, the modifications suggested by the Coastal Commission update public access, public safety, and environmental protection policies pursuant to requirements under the Coastal Act;

WHEREAS, in compliance with the California Environmental Quality Act, the California Coastal Commission has found that the proposed modifications to the Coastal LUP will not result in significant adverse environmental impacts.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH FINDS AS FOLLOWS:

1. The proposed modifications to the Coastal LUP are consistent with the Comprehensive General Plan of the City.

2. The proposed amendment to the Coastal LUP is intended to be carried out in a manner that is fully in conformity with the Coastal Act.
3. The proposed amendment to the Coastal LUP is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.
4. The proposed amendment will not have a significant effect on the environment and will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

NOW, THEREFORE, BE IT RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, AS FOLLOWS:

SECTION 1. The Planning Commission recommends that the City Council concur in the above findings, and amend subsections C and D of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows (additions suggested by the Coastal Commission indicated by ***bold italic text***, deletions indicated by ~~strikethrough~~):

C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications are ~~contained in the City of Redondo Beach Zoning Ordinance~~ ***will be submitted as the implementation section of the City of Redondo Beach LCP.***

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories and

standards for these areas were not changed as part of the 1999 update to the LUP (as reflected in Exhibit H-1 of the Coastal Land Use Plan Map).

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The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. Single Family: The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. Low Density Multiple-Family: The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. Medium Density Multiple-Family: The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted 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.

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The C-2, C-3, and C-4 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and

cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
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The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be

considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

AES Power Plant, Harbor/Pier area, and North Catalina corridor

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories in place prior to the 1999 update of the LUP have been retained for these areas (as described below and reflected in Exhibit H-1).

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities. This classification will provide regional-serving recreational facilities for all income groups by including the following general use categories. Each use permitted will be subject to approval by the City based on criteria

whether or not the subject use is compatible with surrounding land uses in the area in which it is located.

1. Food Services: restaurants with and without liquor; fish markets -- retail and wholesale; coffee shops; snack bars; delicatessen; bakery; fruits and vegetables; ice cream and candy.
2. Retail Sales and Service: specialty retail; general merchandise; marine hardware, etc.; barber, etc. bike rentals.
3. Fishing Supplies: live bait; and bait and tackle shops.
4. Boat Facilities, Supplies and Service: berthing; dry storage; shipyard -- haulout and repair of crafts; boat launch ramp; mechanical boat launch; boat rental; boat yard -- repair and painting; sportfishing; excursion boat rides; service float; brokerage.-- new and used; and clubs -- yacht, boat, beach, bay, fishing and sailing.
5. Other Uses: hotels and motels; parking; harbor-related office uses; arcades; recreational facilities including parks; discotheques; cocktail lounges with entertainment; multi-purpose recreational facilities;
6. Apartments: No expansion or new construction -- only maintenance.

Commercial (applicable to N. Catalina corridor as shown in Exhibit H-1)

This is the heaviest commercial district, permitting grocery-food stores or supermarkets with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial (applicable to areas shown in Exhibit H-1)

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. Performance standards will be designed as part of the implementation phase of the Local Coastal Program to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Residential, Medium Density (applicable to areas shown in Exhibit H-1)

The primary use in this district is multiple family residential with a range of 19 to 23 dwelling units per net acre. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 feet. Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.

Parks, Recreation and Open Space (applicable to areas shown in Exhibit H-1)

This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.

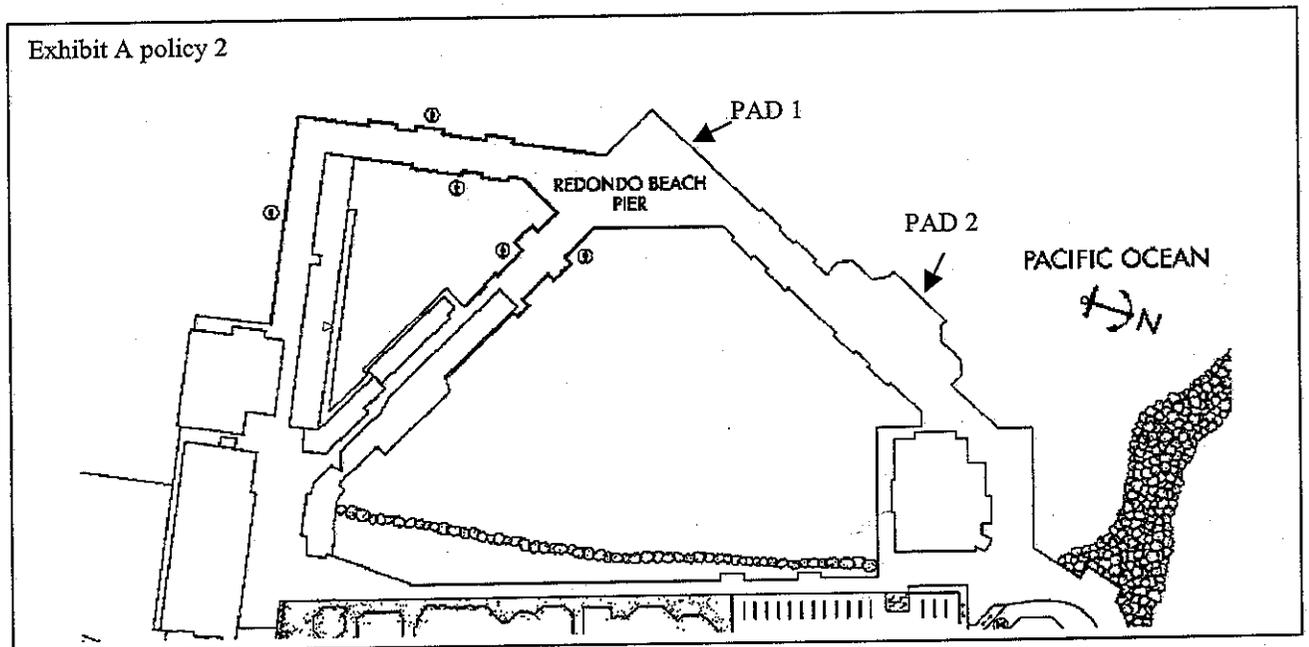
D. Land Use Policies

The following policies, in conjunction with the land use development standards in Section C above, set forth land use guidelines for the future development in the City's Coastal Zone.

1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.

2. New development, **additions** or major rehabilitation projects within the Harbor-Pier area **shall** will be required to **be sited and designed to:**
- a) **Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;**
 - b) **Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below.)**
 - c) **Be consistent and harmonious with the scale of existing development, and**
 - d) Provide appropriate **public-serving** amenities such as **benches and pedestrian walkways** adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc.

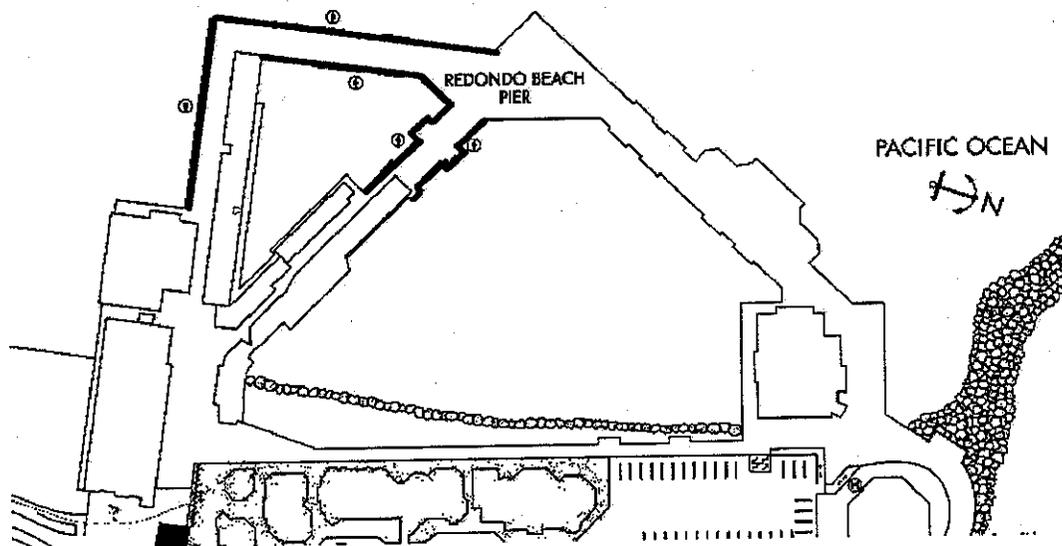
Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier.



3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region; ensuring **maximum public access**, a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts.
4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.

5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor-serving uses and recreational facilities where feasible.
6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.

Figure 16
Pier Fishing Areas (indicated by heavy line)



7. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.
8. Allow for provision of buildings or structures used by any public utility (including gas, electrical, telephone and cellular communications, and water corporations), to be considered subject to a Conditional Use Permit in all districts.
9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan, General Plan, and Zoning Ordinance to permit reuse of portions of the site for nonindustrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This planning process will also include consideration of new land use and development standards for the area

surrounding the AES Plant, including the harbor/pier area and the North Catalina Avenue corridor.

10. For properties designated by the City of Redondo Beach as historic landmarks or historic districts, ***or under the State Historic Preservation Act, or which are listed on the National Register of Historic Places***, permit the establishment of an Historic Overlay zone, ~~pursuant to the procedures in the City's Zoning Ordinance~~, to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a Conditional Use Permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located. ***Visitor serving or commercial uses shall be given priority in the reuse of such structures.***

11. ***The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or to other coastal resources, such as sensitive habitat areas or coastal waters. All development in the coastal zone, public and private, shall be in conformance with the storm water standards of the State of California as cited in section 5-701.101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff (specifically, the Standard Urban Storm Water Mitigation Plan¹). New development or major rehabilitation projects will also be required to conform to any amendment to, or re-issuance of these state, federal and municipal standards. Pursuant to this:***
 - a) ***All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No. 2851, "Stormwater and Urban Runoff Pollution Control Regulations" and with applicable state and federal water quality standards for discharges into sensitive habitat areas.***
 - b) ***All development shall be designed to minimize the creation of impervious surfaces, and, to the maximum extent possible, to reduce directly-connected impervious area on the site. Setback areas should remain permeable (vegetated or crushed gravel) where feasible.***
 - c) ***Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMP's should be selected based on efficacy at***

¹ Originally issued on March 8, 2000 by the Regional Water Quality Control Board

mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMP's shall also apply to all new or refurbished parking lots accommodating 25 or more cars.

- d) As part of the implementation of this Land Use Plan Amendment, the City shall develop a Public Participation component that identifies methods to encourage public participation in managing, development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.**
- e) It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation, monitoring, and public education programs.**

12. Density Bonus for Low and Moderate Income Persons:

- a) This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b), and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.**
- b) In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.**
- c) In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the City approves**

- development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.**
- d) The City may prepare an LCP amendment for certification by the Commission for specific areas or sub-regions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.**
- e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the City determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on coastal resources, the City may grant the requested incentive. If the City determines that the requested incentive will have an adverse effect on coastal resources, the City shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The City may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the City shall grant only that additional incentive which is most protective of significant coastal resources.**
- f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Public Resources Code section 30200 et seq., including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.**

13. **Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards, such as liquefaction.**
- a) **New development shall minimize risks to life and property in areas of high geologic flood and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.**
 - b) **Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, and projections of sea-level rise expected within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of the likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.**
 - c) **If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.**
 - d) **All structures located on fill or on alluvial-deposits shall provide an analysis of the potential for seismic hazards, including liquefaction. The design of such structures shall include measures to minimize damage and loss of life and property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Department of Mines and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.**
 - e) **All development located below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning**

systems and other measures to minimize loss of life due to a tsunami.

- f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shoreline protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from bluff erosion or wave uprush.**

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 15th day of February, 2001.

Steve Aspel, Vice-Chairman
Steve Aspel, Vice-Chairman
Planning Commission
City of Redondo Beach

ATTEST:

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

I, William Meeker, Planning Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 8870 was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 15th day of February, 2001, by the following roll call vote:

AYES: Vice-Chairman Aspel, Commissioners, Bloss, Eubanks and Schmalz

NOES: None

ABSENT: Chairman Piston and Commissioner Horrell

William Meeker
William Meeker, Planning Director

APPROVED AS TO FORM:

[Signature]
Assistant City Attorney

**MODIFICATIONS OF THE CITY'S AMENDMENT TO THE COASTAL LAND USE PLAN
CITYWIDE**

Commissioner Eubanks moved, seconded by Commissioner Schmalz, to open the Public Hearing regarding Case No. (PC) 01-10, the applicant being City of Redondo Beach, to consider modifications suggested by the Coastal Commission for certification of the City's amendment to the Coastal Land Use Plan (LUP), designated Land Use Plan Amendment 1-2000 by the Coastal Commission, on property located Citywide. Hearing no objections, Vice-Chair Aspel so ordered.

Senior Planner Berler gave a brief staff report and stated that since the City of Redondo Beach does not have a certified local coastal program, all development permits have to go to the Coastal Commission when in the coastal zone of the City. He reviewed the first phase of the amendments to the Coastal Land Use Plan, and the final phase will be in conjunction with the Heart of the City Specific Plan. He said that the Coastal Commission adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts the modifications suggested by the Coastal Commission staff. He further reviewed the suggested modifications to public access policy, historic overlay zone, stormwater runoff, hazards, density bonus policy and environmental review. He stated that staff recommends that the Planning Commission adopt the Resolution attached to the staff report.

There being no further public input, Commissioner Schmalz moved, seconded by Commissioner Eubanks, to close the Public Hearing. Hearing no objections, Vice-Chair Aspel so ordered.

In response to Commissioner Eubanks, Senior Planner Berler stated that the Coastal Commission is recommending that the Historic Overlay Zone apply to other than just locally designated structures.

In response to Commissioner Schmalz, Senior Planner Berler stated that liquefaction will be studied in the EIR, requiring construction having pilings deep into the ground in an area subject to liquefaction.

In response to Vice-Chair Aspel, Senior Planner Berler stated that it is recommended to permit development of Pad 2 along the seaward side of the Pier in exchange for permitting no permanent building on Pad 1 of the Pier, due to public safety and fire access requirements and due to the reduced economic viability that would result from a smaller building pad away from the rail. Commissioners Bloss and Eubanks agreed with this recommendation.

Commissioner Eubanks moved, seconded by Commissioner Bloss, to approve modifications suggested by the Coastal Commission for certification of the City's amendment to the Coastal Land Use Plan (LUP), designated Land Use Plan Amendment 1-2000 by the Coastal Commission, on property located Citywide, (Case No. (PC) 01-10; City of Redondo Beach, applicant), and to adopt the following resolution by title only, waiving further reading:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH RECOMMENDING THAT THE CITY COUNCIL AMEND THE COASTAL LAND USE PLAN TO INCLUDE MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION.

Motion carried unanimously, with Commissioner Horrell and Chairman Piston absent.

ITEMS FOR DISCUSSION

None.

CITY COUNCIL ACTION ON PLANNING CASES

Director Meeker informed that Dante's Inferno's Conditional Use Permit appeared on the City Council's last agenda, but at the request of the business owner, this item was delayed until the first City Council meeting in April to allow more time.

In response to Commissioner Eubanks, Director Meeker explained that since the item was appealed, none of the actions of the Commission are effective.

In response to Commissioner Bloss, Director Meeker stated that there is nothing dictated in the Municipal Code to require a reason for a delay. He suggested it would be helpful to have a Commissioner present at the City Council meeting regarding Dante's Inferno.

Commissioner Eubanks volunteered to represent the Commission on this item at the City Council meeting if necessary.

ITEMS OF INFORMATION FROM COMMISSIONERS AND STAFF

Director Meeker announced that on February 22, 2001, the Southwest Area Planning Council will be meeting at Cafe Italia on Artesia Boulevard to discuss the Cal Trans relinquishment of Artesia Boulevard. He encouraged the Commissioners to attend.

Commissioner Bloss requested the tour of the Harbor.

In response to Vice-Chair Aspel, Director Meeker stated that the issue of the pole sign at Bristol Farms is still in discussion.

Vice-Chair Aspel expressed disappointment with Bristol Farms and the mess and trash around their loading dock on Palos Verdes Boulevard. He suggested that this area be enclosed.

Commissioner Bloss informed that a resident behind Bristol Farms had taken photos where the trash was piled up, and the photos were given to Councilmember Bisignano at his last neighborhood meeting for discussion.

CITIZEN PARTICIPATION

STAFF REPORT

REDONDO BEACH PLANNING DEPARTMENT

AGENDA ITEM: 14 (NEW BUSINESS)

HEARING DATE: FEBRUARY 15, 2001

APPLICATION TYPE: AMENDMENTS TO THE COASTAL LAND USE PLAN
CASE NUMBER: (PC) 01-10

1 APPLICANT'S NAME: CITY OF REDONDO BEACH

2 APPLICANT'S REQUEST AS ADVERTISED:

To consider modifications suggested by the Coastal Commission for certification of the City's amendment to the Coastal Land Use Plan (LUP), designated Land Use Plan Amendment 1-2000 by the Coastal Commission.

3 DEPARTMENT'S ANALYSIS OF REQUEST:

The City's Coastal Land Use Plan (LUP) was adopted in 1980, pursuant to the State Coastal Act of 1976. For Redondo Beach, the Coastal Zone includes all of the area west of Pacific Coast Highway. The Coastal LUP includes land use policies which have not been updated to conform with more recent City land use policies in the General Plan and Harbor/Civic Center Specific Plan adopted in 1992.

The Planning Commission held a public hearing on September 16, 1999 and adopted Resolution No. 8721 recommending the City Council amend the Coastal Land Use Plan (LUP) to bring it into consistency with the General Plan and Harbor/Civic Center Specific Plan. The City Council held a public hearing on November 16, 1999 to consider the proposed amendments to the LUP. Following the public hearing the Council decided the LUP should be updated in two phases. The second phase will update land use and development standards relating to the AES power plant site, harbor-pier area, and North Catalina Avenue corridor in conjunction with the major planning effort currently underway for that portion of the City ("Heart of the City Specific Plan"). On December 14, 1999 the City Council adopted a resolution containing the first phase of amendments to the LUP.

In reviewing the City's amendment, Coastal Commission staff requested a number of modifications to the land use policy section, mostly relating to control of storm water runoff and pollution, siting and designing development to minimize hazards from wave uprush and from geologic hazards, and providing more detailed guidelines for preserving and enhancing public views and public access within the Harbor-Pier area. In some cases, the proposed modifications included requirements that City staff found inappropriate or infeasible to implement. Further discussions between City staff and Coastal Commission staff resulted in revisions to the requested modifications

acceptable to both parties.

At a public hearing on January 11, 2001, the Coastal Commission adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts the modifications suggested by the Coastal Commission staff. Below is summary of the suggested modifications and attached to this report (within the recommended resolution) is a redlined version of the modifications to the City's LUP amendment.

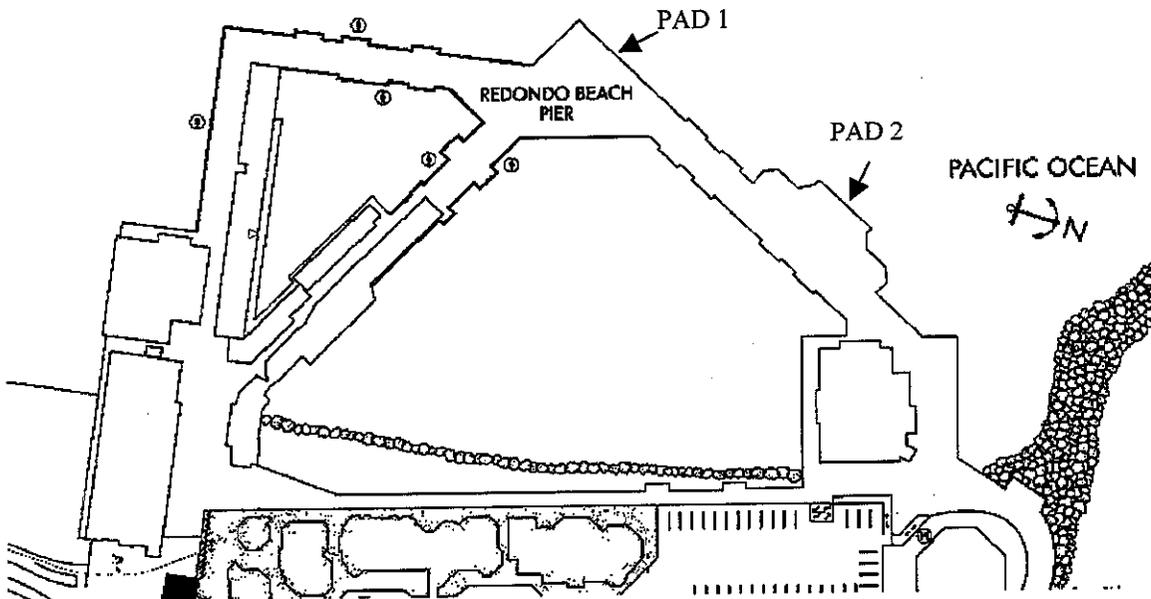
It should be noted that the Coastal Commission is aware that the City intends to submit its LUP amendments in a two-phase process and the Coastal Commission understands that the **land use classifications and development standards** are not being amended at this time for the Harbor-Pier area, AES site, and North Catalina corridor. However, the Coastal Commission has stated that it cannot presume the completion of Phase 2 amendments and therefore the Phase 1 amendments must include certain public access, public safety, and environmental protection policies pursuant to the Coastal Act applicable to all portions of the Coastal Zone.

Public Access Policy

The LUP as adopted includes a policy that new development, additions, or major rehabilitation projects within the Harbor-Pier area be required to provide various public amenities including pedestrian walkways to the water's edge. The Coastal Commission's proposed modification further requires new development to be sited and designed to be consistent with the scale of existing development and to preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive.

Coastal Commission staff originally recommended a requirement that new development be sited to provide continuous public access along the entire seaward side of the piers and moles. Previous conceptual plans for the Pier approved by the Coastal Commission include the placement of a building on "Pad 2" along the seaward side rail (see illustration below). City staff determined that it is infeasible to relocate the building intended for Pad 2 due to public safety and fire access requirements and due to the reduced economic viability that would result from a smaller building pad away from the rail. The City Council met on November 14, 2000 and authorized staff to suggest a revised policy to permit development of Pad 2 along the seaward side of the Pier in exchange for permitting no permanent building on Pad 1 of the Pier (see attached November 16, 2000 letter to Coastal Commission staff). The

Coastal Commission agreed to this language which will have an overall beneficial impact on the quality of the recreational experience offered on the Pier. By eliminating future development of Pad 1 at "The Point", public access/recreation will be enhanced by maintaining a large public outdoor space used for strolling, sitting and appreciating the views, or providing space for outdoor recreational events and entertainment by musicians and artists.



Historic Overlay Zone

The City's historic overlay zone may be established to permit consideration of alternative uses (where necessary to ensure preservation of the historically significant building), subject to a Conditional Use Permit, for sites containing locally designated historic landmarks. In the Coastal Zone, the Sweetser House at 417 Beryl Street is the only property with an historic overlay zone (the property is zoned residential, but has been permitted certain commercial uses). The modifications proposed by the Coastal Commission would broaden the potential establishment of an historic overlay zone to include State landmarks or landmarks on the National Register of Historic Places and would give priority to visitor serving or commercial uses in reuse of structures in the Historic Overlay Zone, consistent with the Coastal Act. These changes are not expected to impact the manner in which the City currently makes use of the historic overlay zone. Establishment of an historic overlay zone to permit additional uses in a landmark building is subject to public hearings before the Planning Commission and City Council, and through this discretionary decision-making process the City may place similar conditions on any State or federal landmarks that may be applied to locally designated landmarks.

Stormwater run-off

The Coastal Commission, consistent with requirements in the Coastal Act, requires the LUP to include water quality standards to reduce stormwater run-off and associated water pollution. The modifications required by the Coastal Commission reference the City's adopted Stormwater and Urban Runoff Pollution Control Regulations developed pursuant to the standards of the Regional Water Quality Control Board. The policy required by the Coastal Commission further requires new development on the pier and the first row of lots adjacent to the beach to comply with the provisions of the ordinance and with applicable state and federal water quality standards for discharges into sensitive habitat areas.

Hazards

The Coastal Commission requires the LUP to incorporate policies that development be sited and designed to minimize hazards from wave uprush and from seismic hazards such as liquefaction. These policies are consistent with state law and with seismic safety policies already included in the City's General Plan. The LUP policy also requires that, with the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if sited and designed so that no future shoreline protective devices will be necessary to protect them from storm waves and bluff erosion.

The proposed LUP policy further requires development in the Pier and Harbor area to provide, in advance of approval, erosion and wave uprush studies and projections of sea-level rise. All development below elevation 15 feet above mean sea level shall provide information concerning the height and force of potential tsunami run-up. However, the LUP policy permits such individual studies to be waived if a certified EIR includes information and maps addressing the above issues for the Pier-Harbor area and areas below 15 feet elevation. The EIR for the Heart of the City Specific Plan is expected to satisfy these wave uprush and tsunami run-up requirements.

Density Bonus Policy

The City's General Plan and Zoning Ordinance already are consistent with State law requirements relating to provision of density bonuses and incentives for low and moderate-income housing. The Coastal Commission modification is intended to recognize the applicability of State density bonus requirements within the Coastal Zone. The policy further provides direction that, consistent with State law, in the Coastal Zone the City may grant only incentives having no adverse effect on coastal resources. If all feasible incentives would have an adverse impact on coastal resources, the policy

requires that the City grant only the additional incentive that is most protective of significant coastal resources.

Environmental review

On November 16, 1999 the City Council adopted Resolution No. 8155 adopting Negative Declaration 99-6 and finding the proposed amendments to the Coastal Land Use Plan will not have a significant effect on the environment. The Coastal Commission has determined that the modifications it has proposed to the City's LUP will not result in significant adverse environmental impacts under the meaning of CEQA. Pursuant to Section 15061(b)(2) and (b)(3) and Section 15307 of the CEQA guidelines, the modifications proposed by the Coastal Commission are exempt from further review under CEQA.

Department Recommendation

It is recommended that the Planning Commission adopt the following resolution by title only, waiving further reading:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH
RECOMMENDING THAT THE CITY COUNCIL AMEND THE COASTAL LAND USE PLAN TO
INCLUDE MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION.

Prepared by:



Randy Berler
Senior Planner

Attachments:

1. Proposed Planning Commission Resolution
2. California Coastal Commission letter dated January 22, 2001 relating to action of Coastal Commission at January 11, 2001 public hearing
3. California Coastal Commission staff report dated 12/19/00 relating to Major Amendment Request No. 1-2000 to the City of Redondo Beach certified Land Use Plan

JAN 24 2001

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



January 22, 2001

Louis N. García
City Manager
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90271

Re: City Redondo Beach Land Use Plan Amendment (LUPA) 1-2000)

Dear Mr. García:

On February 9, 2000, the City Council transmitted to our office, consistent with Sections 30511(b) and 30514 of the Coastal Act, an amendment to the certified Land Use Plan (LUP) portion of the Redondo Beach Local Coastal Program (LCP) for Commission certification. A proposed amendment for the Pier Harbor and Catalina Avenue areas of the city and the proposed Implementing Ordinances (LIP) portion of the proposed Redondo Beach LCP may be submitted for Commission certification at a future date. At this time the Commission has certified only the LUP portion of the proposed LCP.

You are hereby notified that the California Coastal Commission approved the amendment to City of Redondo Beach LUP with suggested modifications at its January 11, 2001 meeting in Los Angeles. The Redondo Beach LUP will not be effectively certified until: 1) the Redondo Beach City Council adopts the Commission's suggested modifications, 2) the City Council forwards the Redondo Beach LUP with the adopted suggested modifications to the Commission by resolution, and 3) the Executive Director certifies that the City has complied with the Commission's January 11, 2001 action. The Coastal Act requires that the City's adoption of the suggested modification be completed within six months of the Commission's January 11, 2001 approval.

Pursuant to the Commission's action on January 11, 2001, certification of the Redondo Beach LUP is subject to the suggested modifications to resolution 8156 contained in the attached summary of suggested changes. The Coastal Commission's suggested modifications to the Redondo Beach LUP are identified in the attached document as follows:

The strikeout line is used to identify suggested deletions: ~~deleted words~~.
Underlining is used to identify suggested added language: added words.
All modifications can also be identified by a vertical line to the right of the text.

Thank you for your cooperation and we look forward to working with you and your staff in the future. Please call Karen Terry or myself at (562) 590-5071 if you have any questions regarding the modifications required for effective certification of the Redondo Beach LUP.

Sincerely,

A handwritten signature in black ink, appearing to read "Pam Emerson".

Pam Emerson
Los Angeles Area Supervisor

cc: Randy Berler, Senior City Planner

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



January 19, 2001

MEMORANDUM**TO:** Randy Berler**FROM:** Pam Emerson**SUBJECT:** Suggested modifications to LUPA 1-2000

On January 11, 2000, the California coastal Commission certified the above noted amendment to the City of Redondo beach Land Use Plan with the enclosed suggested modifications.

RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the amended Land Use Plan for the City of Redondo Beach, if modified as suggested and adopts the findings set forth below on grounds that the land use plan with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan if modified.

II. SUGGESTED MODIFICATIONS.

(Note: Suggested modifications to the City's language are shown in ***bold italic*** and ~~strike-out~~ format.)

Page 2, (Resolution 8156) LUP Chapter VI, C Proposed Land Use Classifications:

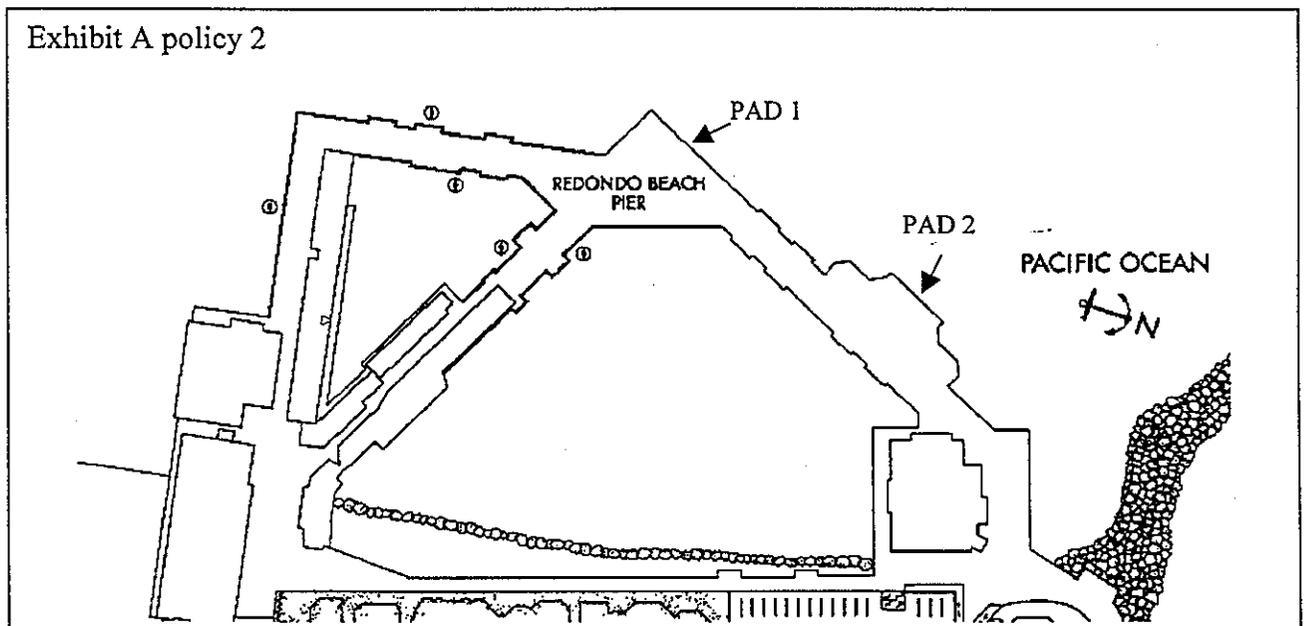
The following land use classifications in conjunction with the Coastal Land Use Plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this coastal plan will guide future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development

standards to implement these land use classifications are contained in the city of Redondo Beach Zoning Ordinance *will be submitted as the implementation section of the City of Redondo Beach LCP.*

Page 8 , (Resolution 8156) Item D2:

2. New development, additions or major rehabilitation projects within the Harbor Pier area *shall will be required to be sited and designed to:*
- a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;*
 - b) Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below.)*
 - c) Be consistent and harmonious with the scale of existing development, and*
 - d) Provide appropriate public-serving amenities such as benches, pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc.*

Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier



Page 8, item D3.

3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region, ensuring *maximum*

public access, a high level quality of use and design, adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.

Page 9, Policy 10

For properties designated by the City of Redondo Beach as historic landmarks, **or under the State Historic Preservation Act, or which are listed on the National Register of Historic Places**, permit the establishment of an Historic Overlay zone, ~~pursuant to the procedures in the City's zoning ordinance~~, to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a conditional use permit provided the use is compatible with the surrounding area and the use is reasonably necessary for the preservation of the historically significant building in which it is to be located. **Visitor serving or commercial uses shall be given priority in the reuse of such structures.**

Page 9 Add policy 11, Regarding Storm water run-off

11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or to other coastal resources, such as sensitive habitat areas or coastal waters. All development in the coastal zone, public and private, shall be in conformance with the storm water standards of the State of California as cited in section 5-701.101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff (specifically, the Standard Urban Storm Water Mitigation Plan issued March 8, 2000). New development or major rehabilitation projects will also be required to conform to any amendment to, or re-issuance of these state, federal and municipal standards. Pursuant to this:

- a) All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No. 2851, "Stormwater and Urban Runoff Pollution Control Regulations" and with applicable state and federal water quality standards for discharges into sensitive habitat areas.**
- b) All development shall be designed to minimize the creation of impervious surfaces, and, to the maximum extent possible, to reduce**

directly-connected impervious area on the site. Setback areas should remain permeable (vegetated or crushed gravel) where feasible.

c) Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMP's should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMP's shall also apply to all new or refurbished parking lots accommodating 25 or more cars.

d) As part of the implementation of this Land Use Plan Amendment, the City shall develop a Public Participation component that identifies methods to encourage public participation in managing, development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.

e) It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation, monitoring, and public education programs.

Page 9, Add policy 12. Regarding the provision of density bonuses to assure the provision of housing for low and moderate-income persons

12. Policy 12. Density Bonus for Low and Moderate Income Persons

(a) This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b), and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is

utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.

(b) In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.

(c) In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the City approves development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.

(d) The City may prepare an LCP amendment for certification by the Commission for specific areas or sub-regions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.

(e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the City determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on

coastal resources, the City may grant the requested incentive. If the City determines that the requested incentive will have an adverse effect on coastal resources, the City shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The City may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the City shall grant only that additional incentive which is most protective of significant coastal resources.

(f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Public Resources Code section 30200 et seq., including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.

Page 9+, Add policy 13 regarding the safety of development.

13. Hazards. *Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards, such as liquefaction.*

- a) New development shall minimize risks to life and property in areas of high geologic flood and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.*
- b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, and projections of sea-level rise expected within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of the likelihood of such events. All structures shall be sited and*

designed to minimize destruction of life and property during likely inundation events.

- c) *If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.*
- d) *All structures located on fill or on alluvial-deposits shall provide an analysis of the potential for seismic hazards, including liquefaction. The design of such structures shall include measures to minimize damage and loss of life and property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Department of Mines and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.*
- e) *All development located below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.*
- f) *With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shoreline protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from bluff erosion or wave uprush.*

Adopted Suggested Modifications
Redondo Beach LUPA 1-2000
Coastal Commission action January 11, 2000
Page 8 of 8

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Th 6a

December 19, 2000



MEMORANDUM:

TO: Commissioners and Interested Parties

FROM: Deborah Lee, Deputy Director
Teresa Henry, District Manager, South Coast District *R*
Pam Emerson, Los Angeles County Area Supervisor

SUBJECT: Major Amendment Request No. 1-2000 to the City of Redondo Beach certified Land Use Plan; (for public hearing and Commission action at the January 9-12, 2001 meeting in Los Angeles).

SUMMARY OF LUP AMENDMENT REQUEST

Public hearing and action on request by the City of Redondo Beach to amend the Certified Land Use Plan: the purpose of the amendment is to bring the Land Use Plan into consistency with the City's General Plan and the Harbor/Civic Center Specific Plan. This phase of the update includes changes in land use designations and development standards applying to the residential and commercial areas located in the City's Coastal Zone. The City has deferred major changes applying to a steam generation facility at the northern boundary of the City (the AES Power Plant), its Harbor/Pier Area and a commercial/industrial corridor that is in the process of transition, (the north Catalina Avenue Corridor) pending public workshops. Although the City deferred adopting specific development standards for the entire pier, the Council adopted a policy reserving some parts of the pier for fishing and deleted descriptions of "future projects" which are now completed. The proposed LUPA includes changes to the land use designations of all remaining areas in the Redondo Beach Coastal Zone including the beach, the Civic Center, and the residentially and commercially designated areas. Among other changes, the proposed LUPA would increase the number of units per acre allowed in the R-1 single family designated areas from 6.5 d.u. /acre to 8.8 d.u. /acre, and lower height limits and re-designate some "Medium Density Residential" areas to the General Plan designation "R3¹." The proposed LUPA redesignates some strip commercial to residential or mixed use, and some areas previously designated for residential use to commercial. Public or institutional designations are now divided into three open space categories: (a) public beaches and parks, (b) parking and (c) public buildings. The changes are described in more detail in Exhibits 2, 3, 9 and 10.

¹ R-3, also a zoning term, is used in the City's LUP and General Plan as a Land Use designation. R-3 allows fewer units per acre than "Medium Density Residential."

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission, after a public hearing, deny the LUP amendment, as submitted and approve it with suggested modifications. The reason for denial is that the changes result in an incomplete plan for the Harbor/Pier areas. Although the City intends to adopt policies addressing the Harbor/Pier area that replace the obsolete "future projects" list, the remaining LUPA policies do not provide sufficient guidance to the City or to private developers to ensure that development is consistent within the Coastal Act. Staff is recommending that the Commission adopt modifications to the LUPA to provide guidance until the City adopts and submits new policies and land use designations as a subsequent amendment to this LUP. Secondly, this amendment is a citywide LUP update. Because the amendment is citywide it should include policies to reflect recent changes in state law with respect to water quality and housing.

SUBMITTAL OF LUP AMENDMENT

The Commission conditionally certified the Land Use Plan on March 17, 1981. The City of Redondo Beach Land Use Plan (LUP) was effectively certified on June 18, 1981. The City does not have a certified Implementation Program. After the LUP was approved, the City updated its General Plan and zoning, but did not update the LUP. In 1999 the Commission certified two project-driven amendments to the LUP. In May 1999 the Commission certified LUPA 1-99 which changed land use designations from Commercial to Residential on five acres at the inner boundary of the Coastal Zone. In June 1999, the Commission certified LUPA 2-99, which changed land use designations on 2.3 acres at the south end of the City from Community Shopping Center to Mixed-Use Commercial/Residential.

On September 16, 1999 The Planning Commission approved the current amendment, bringing the LUP of the entire City into conformance with the General Plan. The matter was reported to the City Council and, after two hearings, was adopted on December 14, 1999. After public testimony, the Council deferred consideration of most changes to LUP policies applying to the Harbor/Pier area, the AES power plant and transmission line corridor and the north Catalina Avenue Corridor. In deferring its decision, the Council noted that a planning process was currently underway for those areas in response to proposals to recycle the AES power plant land. The City forwarded its resolution submitting this amendment on February 9, 2000. On March 14, 2000, the Commission granted a one-year extension to allow analysis of the LUPA.

PUBLIC PARTICIPATION

The City of Redondo Beach held many public meetings in 1991 and 1992 in order to update its General Plan. After the adoption of the General Plan and associated zoning in May 1992, the City began issuing permits based on its new zoning. No

conflict with the previously certified Land Use Plan was evident until a developer requested to construct a residential development in an area that had been designated commercial in the certified LUP. The City submitted and the Commission certified a LUP amendment to enable that project to go forward. After certification of a second project-driven LUP amendment, the City determined that it was necessary to also update its Land Use Plan. A Planning Commission hearing was held on September 16, 1999 and adopted resolution Number 8721 recommending approval of the proposed amendments to the Land Use Plan. City Council hearings were held on October 16, 1999, November 16, 1999 and December 14, 1999. As a result of testimony, the City Council deferred its decision on the AES plant, the Pier/Harbor area and the related Catalina commercial /industrial corridor until a separate planning effort could be concluded.

STANDARD OF REVIEW

The standard of review for the proposed LUP amendment, pursuant to Sections 30512, 30512.1 and 30512.2 of the Coastal Act, is that the proposed amendment conforms to the policies of Chapter 3 (commencing with Section 30200).

ADDITIONAL INFORMATION

Copies of the City's submittal are available at the South Coast District office located in the ARCO Center Towers, 200 Oceangate, Suite 1000, Long Beach, 90802. For additional information, contact Pam Emerson in the Long Beach Office at (562) 590-5071 or by email at pemerson@coastal.ca.gov.

I STAFF RECOMMENDATION

Staff recommends adoption of the following motions and resolutions

A. DENIAL OF THE AMENDMENT TO THE CERTIFIED LAND USE PLAN AS SUBMITTED

MOTION:

I move that the Commission certify the Land Use Plan Amendment 1-2000 as submitted by the City of Redondo Beach.

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the land use plan as submitted and adoption of the following resolution. The motion to certify as submitted passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY CERTIFICATION OF THE LAND USE PLAN AS SUBMITTED:

The Commission hereby denies certification of the amendment to the Land Use Plan 1-2000 submitted for the City of Redondo Beach and adopts the findings set forth below on grounds that the land use plan as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the land use plan as submitted.

II. CERTIFICATION WITH SUGGESTED MODIFICATIONS

MOTION: *I move that the Commission certify the Amendment 1-2000 to the Land Use Plan portion of the City of Redondo Beach Local Coastal Program if modified as suggested in this staff report.*

STAFF RECOMMENDATION TO CERTIFY IF MODIFIED:

Staff recommends a YES vote. Passage of this motion will result in certification of the amended land use plan with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the amended Land Use Plan for the City of Redondo Beach, if modified as suggested and adopts the findings set forth below on grounds that the land use plan with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan if modified.

II. SUGGESTED MODIFICATIONS.

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 5 of 33

(Note: Suggested modifications to the City's language are shown in ***bold italic*** and ~~strike-out~~ format.)

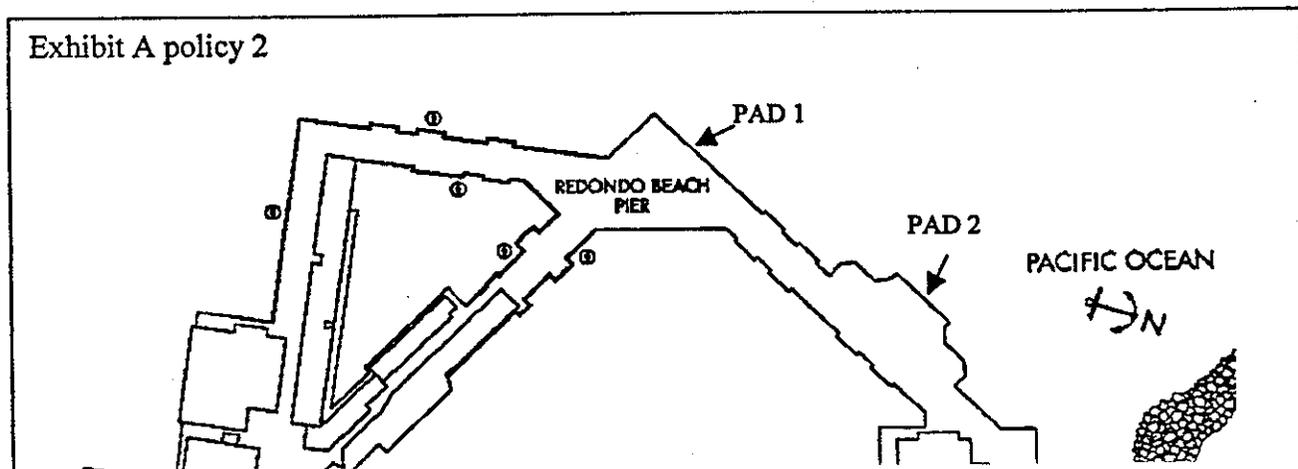
Page 2, (Resolution 8156) LUP Chapter VI, C Proposed Land Use Classifications:

The following land use classifications in conjunction with the coastal Land Use Plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this coastal plan will guide future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications are ~~contained in the city of Redondo Beach Zoning Ordinance~~ ***will be submitted as the implementation section of the City of Redondo Beach LCP.***

Page 8 , (Resolution 8156) Item D2:

2. New development, additions or major rehabilitation projects within the Harbor Pier area ~~shall will be required to be sited and designed to:~~
- a) ***Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;***
 - b) ***Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below.)***
 - c) ***Be consistent and harmonious with the scale of existing development, and***
 - d) ***Provide appropriate public-serving amenities such as benches, pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc.***

Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier



Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 6 of 33

Page 8, item D3.

3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region, ensuring *maximum public access*, a high level quality of use and design, adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.

Page 9, Policy 10

For properties designated by the City of Redondo Beach as historic landmarks, *or under the State Historic Preservation Act, or which are listed on the National Register of Historic Places*, permit the establishment of an Historic Overlay zone, ~~pursuant to the procedures in the City's zoning ordinance,~~ to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a conditional use permit provided the use is compatible with the surrounding area and the use is reasonably necessary for the preservation of the historically significant building in which it is to be located. *Visitor serving or commercial uses shall be given priority in the reuse of such structures.*

Page 9 Add policy 11, Regarding Storm water run-off

11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or to other coastal resources, such as sensitive habitat areas or coastal waters. All development in the coastal zone, public and private, shall be in conformance with the storm water standards of the State of California as cited in section 5-701.101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff (specifically, the Standard Urban Storm Water Mitigation Plan issued March 8, 2000). New development or major rehabilitation projects will also be required to conform to any amendment to, or re-issuance of these state, federal and municipal standards. Pursuant to this:

- a) All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No. 2851, "Stormwater and Urban Runoff Pollution Control Regulations" and with applicable state and federal water quality standards for discharges into sensitive habitat areas.**
- b) All development shall be designed to minimize the creation of impervious surfaces, and, to the maximum extent possible, to reduce directly-connected impervious area on the site. Setback areas should remain permeable (vegetated or crushed gravel) where feasible.**
- c) Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMP's should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMP's shall also apply to all new or refurbished parking lots accommodating 25 or more cars.**
- d) As part of the implementation of this Land Use Plan Amendment, the City shall develop a Public Participation component that identifies methods to encourage public participation in managing, development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.**
- e) It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation, monitoring, and public education programs.**

Page 9, Add policy 12. Regarding the provision of density bonuses to assure the provision of housing for low and moderate-income persons

12. Policy 12. Density Bonus for Low and Moderate Income Persons

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 8 of 33

(a) This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b), and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.

(b) In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.

(c) In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the City approves development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.

(d) The City may prepare an LCP amendment for certification by the Commission for specific areas or sub-regions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.

(e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government

Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the City determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on coastal resources, the City may grant the requested incentive. If the City determines that the requested incentive will have an adverse effect on coastal resources, the City shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The City may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the City shall grant only that additional incentive which is most protective of significant coastal resources.

(f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Public Resources Code section 30200 et seq., including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.

Page 9 + , Add policy 13 regarding the safety of development.

13. Hazards. *Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards, such as liquefaction.*

- a) New development shall minimize risks to life and property in areas of high geologic flood and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.*

- b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, and projections of sea-level rise expected within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and*

such maps include elevations of such impacts and estimation of the likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.

- c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.*
- d) All structures located on fill or on alluvial-deposits shall provide an analysis of the potential for seismic hazards, including liquefaction. The design of such structures shall include measures to minimize damage and loss of life and property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Department of Mines and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.*
- e) All development located below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.*
- f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shoreline protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from bluff erosion or wave uprush.*

III. FINDINGS FOR DENIAL

The Commission hereby finds and declares as follows:

A. AMENDMENT DESCRIPTION AND LOCATION

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 11 of 33

The Coastal Zone in Redondo Beach is approximately 2.3 miles in length and is bounded on the north by the City of Hermosa Beach, inland by Pacific Coast Highway and on the south by the City of Torrance. The Redondo Beach Coastal Zone includes a major harbor and marina, a large pier complex, and a heavily used State Beach. In addition, the Coastal Zone area includes a major energy facility, the AES generation plant (formerly Edison), extensive commercial development adjacent to Pacific Coast Highway, a neighborhood shopping center and a diverse mixture of residential development ranging in size from small-scale units to high density, mid-rise development. The Coastal Zone extends no more than six blocks inland, incorporating only the beach and harbor complex and a few blocks of the developed upland.

Redondo Beach has a public pier that has suffered periodic damage in fires and major storms, requiring redevelopment. The City constructed a pier extension, a small craft harbor and a breakwater in the 1960's. Moles, landfill areas supported by revetments, have been used for public parking and are also leased to concessionaires.

Until it engaged in extensive redevelopment in the late 1960's, Redondo Beach was a typical low-rise beach community with small cottages, a few turn of the century "craftsman" buildings and some low rise multiple family attached cottages. Pacific Coast Highway, Catalina and streets leading to the water were zoned for strip commercial but not completely developed for those purposes. Other areas were zoned to accommodate highly dense high-rise development with designations such as R6 and R5. As is typical in the Los Angeles metropolitan area, many strip zoned commercial areas did not develop with commercial uses, and some older store front businesses that were developed on small commercial lots have lost business to inland shopping centers. By the early 1980's, many commercially zoned lots were developed residentially, and much residential land was zoned for high and mid-rise development that had never occurred.

In its 1981 LUP, the City reduced the densities and intensities of development allowed, reflecting these patterns. In recent years the City has again re-evaluated its land use designations and has concluded that even more modest levels of development would be appropriate and consistent with community character. In the 1992, the City updated its obsolete General Plan with one written to current planning standards. The revised General Plan changed the minimum lot sizes of R-1 development to reflect the sizes of the existing subdivided lots, which at 5,000 square feet, were smaller than "typical" lots in newer communities. The plan took extensive areas of "medium density residential" lots and reclassified them as R3, a category that afforded less intensity. Finally the plan lowered maximum heights in most districts to 30 feet. It has also replaced "ranges" of densities with clear maximum standards. The proposed amendment to the LUP would incorporate these revised land use designations and standards into the LUP.

The ocean front development in the City consists of the following: the Monstad Pier, which includes a large platform that accommodates several restaurants and snack and souvenir stores in addition to public fishing areas, the "Horseshoe Pier", a triangular extension of a parking and access platform that is large enough to include a hotel and a restaurant, and a harbor area delineated by three land fill moles that extend into the ocean. The mole areas are landfill areas supported by revetments that form the harbor bulkheads. Behind the most seaward of these moles there is a boater mooring area "the Harbor" and a separate "Fishing Pier", that accommodates commercial fishing charters. The moles are divided into leaseholds and developed privately, although the City has retained part of one mole, Mole B, as a public park. (See Exhibit 11) Another feature of the harbor area is a warm seawater pool (the Seaside Lagoon) that is fed by the cooling water discharge from the power plant. This is a highly popular local recreation area.

Upon development of the harbor in 1971, the City and the State Lands Commission agreed on the extent of public trust. The line between public trust land and inundated, previously privately owned land, was determined to be located at the 1935 mean high tide line. This line was established by an act of the Legislature in the tidelands grant to the City in 1971 and marks the delineation between public trust land and other publicly owned recreation land in the harbor. Some of this development is landward of the "1935 line" which means that it is located on City-owned property that is not subject to the public trust.

B. PUBLIC ACCESS AND RECREATION.

In approving a Local Coastal Program, the Coastal Commission must be assured that the new development envisioned in the plan does not prevent the public from reaching the beach. Typical policies establish limits on beach encroachments, preserve land for visitor serving facilities, reserve parking facilities, preserve existing informal accessways and limit development so that new development does not reduce the amount of parking available for beach goers.

The 1981 LUP includes a public access chapter. The chapter includes policies to identify and protect existing accessways and beaches. (Exhibits 5 and 6) In certifying the LUP in 1981, the Commission noted that the beach is publicly owned, that the City had created extensive public parking that could serve beach goers and that its Pier/Harbor area would be developed with visitor serving facilities that could serve the public. By reducing intensity of upland development and by reserving land for visitor serving facilities, the pattern of development was consistent with the provision of public access. The LUP limited uses in the Pier/Harbor area to Commercial recreation, which included visitor-serving uses, and did not permit office use on the pier. The LUP also included a list of future projects, such as hotels, that were then proposed in the Pier/Harbor area. For each

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 13 of 33

site, it contained a general project description, including approximate square footage of the development, heights, and the proposed access provisions. (See Exhibit 16 text of changes.)

The City is not proposing to change its public access policies. It has increased the protection for public recreational use of the beach, and in this LUPA does not propose to change the Commercial recreation designation that currently applies to the Pier/Harbor complex. In other parts of the City the LUPA replaces "commercial Recreation" and commercial designations with more precise commercial designations that include specific height limits and floor area ratios. In the Pier/Harbor area, the uses allowed under the commercial recreation designation include:

- 1) Food services.
- 2) Retail sales and services including specialty retail, general merchandise Marine Hardware etc.; barber, etc.; Bike rentals
- 3) Fishing supplies: live bait and bait and tackle shops.
- 4) Boat facilities, supplies and services: [List includes berthing, dry storage; shipyard ,repair, sport-fishing, floats, brokerage rides, clubs]
- 5) Other uses: hotels and motels, parking; harbor related office uses; arcades; recreational facilities including parks; discotheques, cocktail lounges with entertainment; multipurpose recreational facilities;
- 6) Apartments: no expansion or new construction, only maintenance. (See Exhibit 16 for full text.)

However, the City proposes to remove the parcel by parcel descriptions of proposed visitor-serving development on the moles and harbor triangle from the Land Use chapter of its LUP.

For example, the following paragraphs would be removed

Mole B is a vacant 71,256 square foot parcel located between boat basins I and II in King Harbor. It is a city-owned harbor parcel, which is not under lease to private enterprise. There was extensive discussion of the future use of this parcel at public meetings. The size and detailed design of any public facility developed on Mole B would depend on the ability of the city or the private sector or a combination thereof to finance the facility. Adequate parking will be provided in any development.

Mole C A vacant 40,000 square foot parcel is located on Mole C southwest of basin II. The parcel, which is currently utilized for overflow parking, is owned by the city and leased to Portofino Inc. The parking lot in conjunction with the Portofino Inn complex creates and integrated visitor serving commercial facility contains a 132-room hotel, apartments, a restaurant and cocktail lounge, and marina. Future development of the vacant parcel should increase visitor serving commercial uses such as motels/hotels; restaurants; specialty commercial, parking and public restrooms would be permitted. Any such development must be compatible with contiguous land uses in terms of height not to exceed 40 feet. A facility for the use of the general public, (such as a viewing structure or plaza) would also be

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 14 of 33

required in conjunction with development of the parcel. Additionally any new development on the vacant portion of Mole C will provide vertical access along the waterfront.

The City proposes to delete three similar pages discussing the Harbor Triangle Shopping center, a parcel vacated by urban renewal located inland of the first public road and the possible future expenditure of the City's tidelands.

Some of the development outlined in these policies has occurred, although at less intensity that described in the plan. There is now a public parking lot and park on Mole B, a banquet facility on Mole C, and a new hotel and new commercial development on the "Triangle shopping center" parcel. However, many of the present structures are older and could be replaced. The pier fire has resulted in a newly constructed pier, not fully developed. Although the policies are obsolete and overly detailed, development standards to protect the scale of development and to assure the provision of public access are embedded within these descriptions. Without such direction concerning development and redevelopment of the pier and harbor, the LUP does not adequately protect public access, public views and public recreation and must be denied. While the Commission acknowledges that the City has resolved to develop a detailed plan for the Pier/Harbor area, the Commission cannot certify a plan that removes the previous project specific descriptions and leaves no substitute standards that could be used to evaluate development. Without controls on the kind, location, scale and intensity of new development, the LUP is not consistent with the Coastal Act and must be denied.

The beaches in Redondo Beach are owned and managed by Los Angeles County. The proposed LUPA increases the protection of public beaches, by designating beaches "Public or Institutional: Beach." This designation does not permit the development of structures on beaches except for beach recreation support facilities such as lifeguard towers, restrooms, volley ball courts and bike paths.

Most privately owned recreational development in Redondo Beach is located in the Harbor/Pier areas. The piers and harbors are public, although there is some private development on leaseholds the piers and harbor moles. In some cases, the existing development blocks access to the edge of the pier deck or the mole revetment. As part of rebuilding the Harbor/Pier area after the 1994 earthquake and an earlier fire, the City has required the preservation of public access. The City proposes to increase public access by requiring shoreline walkways on redevelopment of new structures. However the policy does not indicate that the walkways will be continuous or that the walk will be located between the development and the water in all cases. New development that protected some access and blocked some access could be found consistent with this policy as it is now worded. The City states that this wording is deliberate. The pier structure is designed so that the building pads are located along the pier edges. One pad at the inner side of the horseshoe pier is developed. On the two remaining pads, a set back for a continuous walkway would seriously reduce the amount of area available for the

concessionaire to place a restaurant or other structure. In response to an earlier staff report, the City has noted that the Commission's 1991 approval of the rebuilding (5-91-855) allowed all three pads to accommodate structures built adjacent to the pier railings. (Exhibits 17, 18)

The Commission notes that the view to and along the coast and out to sea is one of the principal attractions of a pier for the public. The view in a lane cluttered with general merchandise, refreshment stands, yacht brokers, cocktail lounges and restaurants is not different from a view in any inland shopping mall. The Commission finds that the policy as proposed fails to protect public access and public views to and along the coast, and is inconsistent with Sections 30210, 30211 30220 and 30251 must be denied.

The Commission notes that the City has specifically identified the current fishing access on the Horseshoe Pier and has proposed a new policy that would protect fishing access on the piers. The City has designated certain areas along the Horseshoe Pier rail specifically as a public fishing access. This particular designation is specific and does protect public access and public recreation, and does supply lower cost recreation. As such the designation of a portion of the rail for fishing is consistent with Sections 30210, 30220 and 30213 of the Coastal Act.

The LUP does not contain strict and clear policies assuring public visual and physical access along these shoreline structures. The City indicates that such more detailed policies would be provided at the end of a planning process. However, in the event the process fails, the policies in this LUPA will be the only indication of design standards and uses. The policies do not protect visual access to the water, and establish limits that are very general in all areas except the fishing access. Therefore, as proposed, the revised LUP is not consistent with Section 30210 of the Coastal Act, that requires maximum access to and along the beach and the waterfront. It is also inconsistent with Section 30221 that protects land essential for water dependent recreation, Section 30220 that requires public land along the coast to be reserved for recreational purposes, and Section 30251 that protects views to and along the coast and the ocean.

C. WATER QUALITY.

When considering an update to an LUP applying to most of the land in a City, the Commission must also consider the water quality standards of the LUP as they affect recreation and habitat.

Coastal act Sections 30231 and 30240 require:

Section 30231.

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 16 of 33

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

The currently adopted LUP includes no water quality standards. The City has recently adopted an ordinance that reflects Los Angeles County's current water quality improvement standards but has not incorporated these standards into its LUP. The standards are limited to major polluters such as large construction projects, industrial sites and service stations but do not address sources of run-off that can cumulatively affect beaches and waterways.

While most lots in the City are developed, the LUP will allow recycling to a higher intensity than now exists. With lower height limits, developers may seek to increase lot coverage, which can increase run-off. Development on the pier and on the first row of lots may discharge directly onto the beach or into the ocean, but the ordinance does not yet identify which lots discharge into sensitive resource and habitat areas. An LUP that contains policies for the entire coastal zone of the City but does not include water quality standards is not consistent with the Coastal Act. Without water quality standards development permitted under this LUP will have individual and cumulative impacts on water quality of the Bay, impacting recreational use and wildlife. For these reasons the LUPA is not adequate and is not consistent with the policies of the Coastal Act protecting habitat and recreation and must be rejected.

D. HAZARDS TO DEVELOPMENT.

Section 30253 of the Coastal Act requires that the Commission, or local government after certification, to review projects for safety. It requires that new development shall minimize risks to life and property in areas of high geologic, flood

and fire hazard. Redondo Beach has suffered surge and earthquake damage. Most recently, the end of the pier was damaged by waves. A fire destroyed most of the "Horseshoe Pier" in 1988. The pier was rebuilt in 1995. The 1994 earthquake caused liquefaction, which damaged the Seaside Lagoon and some of the harbor moles. (Exhibit 14 includes a report on the 1994 liquefaction.) Shoreline areas in Redondo Beach may be subject to risks from tsunami or wave run-up. Areas on fill, on old streambeds or lagoons, or on highly saturated sands may be subject to liquefaction in an earthquake. Houses on the bluffs in south Redondo could be subject to bluff raveling or failure. Worldwide sea level rise has been documented, raising concerns about the safety of beach level and beachfront development, worldwide.

Currently, the LUP does not include policies to address these issues. The absence of policies addressing hazards means that the LUP is not consistent with Coastal Act Section 30253.

The City contends that hazard policies should be developed in the second phase of its amendment, which will include development issues that apply to the harbor moles. As noted above, some of the changes suggested in this amendment apply citywide, including to the mole and pier areas. Secondly there is no guarantee that the City will be successful in its efforts to bring all interests together to develop a subsequent amendment.

If in the subsequent amendment the City can develop more detailed methods for addressing these problems, they can be incorporated into the LUP. The standard of review for this amendment, which applies to the entire city, is the Coastal Act, including section 30253. As proposed the LUP has no policies to protect development from geologic hazards, and therefore must be denied.

E. DEVELOPMENT

Coastal Act Sections 30250 and 30252 require communities to adopt orderly patterns of development and to locate development in areas that can accommodate it. Section 30251 requires development to protect community character and protect public views. Based on two development issues, traffic generation and community character, the City has been lowering its maximum build-out and the height densities and intensities of new developments. Most of the changes proposed in this plan involve clarification to present land use designations. A fuller description of the proposed changes is provided in the City's summary (Exhibit 9.)

While the City is not adopting zoning in the LUP, the standards on one occasion refer to the City's Zoning ordinance. This LUP will be the standard of review for the Local Implementation Program (LIP) that will include the zoning ordinance to carry out this LUP. The introductory paragraph in subchapter C states that the

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 18 of 33

zoning ordinance as now adopted is the standard of review for a coastal development permit:

C: The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this coastal plan will guide future growth and development of the City's coastal zone. This section was substantially updated in 1999 for consistency with the City's general plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications are contained in the City of Redondo Beach Zoning Ordinance.

As explained above, the LUP is the standard of review for the LIP and therefore, the statement in subchapter C is inconsistent with Coastal Act sections on procedures and must be rejected.

Single family. In single family areas, the City is changing the maximum density. Density will be changed from 6.5 units per acre to 8.8 units per acre to reflect the standard 5,000 square foot lots that already exist through much of the City. They are also adding a limitation that in single-family designated areas there shall be only one unit per lot. A few blocks along the Esplanade, a beachfront road, are being down zoned to single family use. Only a few blocks in the Coastal Zone are designated single family. This change is consistent with the community character and design and will not result in cumulative impacts on traffic or density. Because of the absence of undeveloped land, and because this change will not allow further subdivision of the residential lots that are typical of the City. In single family areas it will not be possible to combine lots to create larger lots for multifamily development or condominium use. No more than one unit can be built on any lot of 5,000 square feet or less in single family areas.

Multiple family. While the base density for certain kinds of multiple family designations is being increased, numerous lots are being re-categorized to a less intense classification. Many lots formerly in "Medium Density Residential" classification are being re-designated to R3, a density that will allow duplexes on typical lots and triplexes on larger lots. The City therefore contends that the effective density in multiple family areas is being reduced. Densities will increase, but will occur by more intense development of existing lots, within existing setbacks and building heights. Two adjacent lots in higher density areas could be combined to take advantage of the number of units per square foot, but it is the City's view that there will not be mega blocks of high intensity. It is the City's view that the most typical pattern of development would be the demolition of an older single family home or duplex and the construction of three condominium units within the thirty-foot height limit. Large developments are not likely or feasible because of the number of owners and the level of development of existing lots. In fact the Commission has seen many requests of this nature during the past ten

years, mostly processed as Waivers. The City will retain the highest densities only in areas that are already built out such densities.

Commercial areas. Four commercial areas are subject to this amendment. Two commercial areas will be changed to "Residential" or "Mixed Use", and two parcels designated "Shopping Center" will change to "Medium Density Residential". One residentially designated parcel will change to "C2 commercial designation". A list that the City prepared is located in Exhibit 9, as are maps showing the 1981 LUP land use designations (Exhibits 4 and 10) and the proposed land use designations (Exhibit 2) and the approximate location of the changes (Exhibit 10.) For example, in a small-scale, developed low intensity, "village" commercial area at the southern edge of town, the City is converting two lots from commercial to RMD (residential up to 22-du acre). Near the edge of the Coastal Zone the City is converting one part of a block from commercial to mixed use (Torrance Blvd and PCH) and one block from residential use to commercial or mixed use. The Salvation Army residential and recycling center is being considered to change from industrial to mixed use in a subsequent LUP amendment. Other changes are of similar scale and similar minor impact on the pattern of development. Other blocks will be re-designated to allow second and third story residential. A public parking lot is being redesignated to Public Use Parking. A third industrial/commercial area, the Catalina area will not change designations at that time. None of these changes will affect coastal access or reduce visitor-serving uses. All are several blocks from the beach.

Changes in the Harbor/Pier Area. Currently the Harbor/Pier area is designated "Commercial Recreation," which favors visitor-serving uses over other uses. No change is proposed at this time in these designations. The changes that are proposed include:

- 1) Elimination of language describing projects proposed in 1981.
- 2) Designation of portions of the seaward edge of the pier deck for public fishing.
- 3) Determination to defer further LUP amendments for the pier, the AES energy facility, and the light industry corridor.

Industrial. Eliminates oil drilling as an allowable use. Consideration of a plan to remove or modify the Industrial designation entirely is deferred.

For more details and all these specific changes see Exhibits 2, 9, 10 and 16.

Changes in general citywide policies.

The following policies include both general policies to be adopted city wide and specific policies which are proposed to apply in the Harbor/Pier area (proposed new policies are underlined, existing certified policies are shown in straight type.)

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 20 of 33

1. Coastal dependent uses will be encouraged within the harbor pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.
2. New development or major rehabilitation projects within the Harbor Pier area will be required to provide appropriate amenities such as pedestrian walkways adjacent to the water's edge, landscaped rest and viewing areas including benches, etc.
3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/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.
4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such use located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor serving uses and recreational facilities where feasible.
6. Maintain and preserve the existing public fishing access areas on the pier as indicated in Figure 16. (note: see Exhibit 16)
7. Allow for the development of private recreational, cultural, educational, institutional and health uses in areas classified as Commercial, and Religious uses in areas classified a Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.
8. Allow for provision of buildings or structures used by any public utility including gas electrical and telephone and cellular communications to be considered subject to a Conditional Use Permit in all districts.
9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan General Plan, and Zoning Ordinance to permit reuse of portions of the site for non-industrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 21 of 33

planning process will also include consideration of new land use and development standards for the area surrounding the AES plant, including the Harbor/pier area and the North Catalina Avenue corridor.

10. For properties designated by the City of Redondo Beach as historic landmarks, permit the establishment of an Historic Overlay zone, pursuant to the procedures in the City's zoning ordinance, to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a conditional use permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located.

The City is now proposing to submit a second LUP amendment at a later date. The Council resolution states that a subsequent LUP amendment would address issues that are not addressed in this amendment. The issues which were impossible to resolve include heights on the harbor area, whether to require be a continuous pedestrian access on the seaward side of the deck and the moles, and whether to allow general offices on the Pier/Harbor area outside of the public trust lands. It is possible that such issues will be resolved, but until the City acts, the Commission must analyze the present amendment as if no subsequent amendment would occur.

Currently general offices are not an allowable use in the Commercial Recreation designation, but the use is advocated by the principal harbor leaseholder. One parcel, on Mole C, has a designated height limit of 40 feet. Other parcels do not have specific height limits. The possibility of explicit height limits on harbor parcels triggered major disagreements during consideration of this amendment, and was one reason that changes in harbor policies were deferred. However, without general "project descriptions" either height limits or view criteria need to be included in the LUP to assure that development will provide views to and along the ocean and that new development remains in scale with existing development. Without development standards protecting views and public access on these facilities, the LUP is not consistent with Sections 30250 and 30251 and 30253 must be denied.

Changes in scale and intensity of development.

These proposed changes are minor, and for the most part involve reduction in maximum height to 30 feet. Only in the most intensely developed commercial and residential areas does a height limit of 45 feet remain, and in commercially designated areas, that limit is modified by the inclusion of a floor area ratio (F.A.R.) limitation. The proposed changes to the Land Use section of this LUPA will result in development that is compatible in scale and character with existing development and will concentrate development in areas able to accommodate it.

Many of the proposed changes in the Land Use Plan are improvements and are consistent with the development policies of the Coastal Act. However, the removal of existing standards applying to the mole and pier areas, with no new view protection, scale and access standards leaves gaps in the LUP. As submitted, the LUP amendment is inconsistent with Coastal Act Sections 30250, 30251 and 30253 and must be denied.

E. HISTORIC STRUCTURES

The amendment to the LUP proposes a policy that will enable landowners to seek a variance to make the preservation of historic structures feasible. The policy states:

For properties designated by the City of Redondo Beach as historic landmarks, permit the establishment of an Historic Overlay zone, pursuant to the procedures in the City's zoning ordinance, to permit consideration of additional uses not otherwise permitted in the zone the building is located, in subject to a conditional use permit provided the use is compatible with the surrounding area and the use is reasonably necessary for the preservation of the historically significant building in which it is to be located.

The policy allows the City to approve a use that would not be permitted in the district, if it is necessary to protect a historic structure. The LUP is silent about the kind of use contemplated, but examples given included allowing a historic house to be converted to a bed and breakfast, gift shop, clinic or restaurant if such a conversion would make it feasible to preserve the structure.

The Coastal Act provides for the preservation of archaeological resources, but is silent with respect to historic structures. In the definition section of the Coastal Act, designated archaeological sites are defined as sensitive coastal resource areas.

Section 30116.

"Sensitive coastal resource areas" means those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. "Sensitive coastal resource areas" include the following:

- (a) Special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan.
- (b) Areas possessing significant recreational value.
- (c) Highly scenic areas.
- (d) Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 23 of 33

- (e) Special communities or neighborhoods which are significant visitor destination areas.
- (f) Areas that provide existing coastal housing or recreational opportunities for low-and moderate-income persons.
- (g) Areas where divisions of land could substantially impair or restrict coastal access.

Section 30244 requires mitigation for damage to archaeological or paleontological resources that have been identified by the state historic preservation officer. That section does not mention historic sites.

Section 30244.

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

However, Section 30251 encourages the protection of visual resources and Section 30253(5) encourages the protection of special communities and neighborhoods. Section 30253 states in part:

Section 30253

- (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

As written, the policy does not include criteria to determine whether the alternate use is consistent with the Coastal Act, nor does it encourage the use of the structure for visitor serving purposes. Preservation of historic structures can be considered among other methods to preserve the character and design of a community that is fast changing, and to attract visitors to the area. Potentially, such structures can be visitor serving. The City states that only one such structure exists in its Coastal Zone. The proposed language adopts the zoning by reference, which as noted above, cannot occur, under the sections of the Coastal Act that set out the procedures for the certification of local coastal programs, until the LUP has itself been certified. At that time the standards of review will be the adequacy of the zoning ordinance to carry out the LUP, not the reverse. Secondly, the proposed language establishes no priorities in the process of considering uses that might be considered in order to preserve the structure. The Commission finds that it would be more consistent with the Coastal Act to consider a visitor serving use for such a structure before other uses. Without including consideration of the possibility of using such structures for visitor serving purposes, the Commission finds that the LUPA as drafted is not consistent with Coastal Act and must be denied.

G. STATE LAW WITH REGARD TO LOW AND MODERATE INCOME HOUSING REQUIREMENTS

State law requires that density incentives be granted to make the construction of low and moderate-income housing feasible. Section 65915 of the State Government Code requires all local jurisdictions in California to offer a density bonus for affordable housing. The law requires a density bonus of 25% above the maximum density otherwise permitted by the underlying zone and one other incentive or concession. While the General Plan does include density incentives for purposes of providing low and moderate income housing, the standards are not reflected in the City's coastal plan. In this LUP, the City identifies one area in which the underlying zoning is high enough to trigger this requirement. The area is located along Pacific Coast Highway a high-density corridor where there are shops and services. It is not located in an area where there are scenic or natural resources.

To be consistent with state law, the LUP should allow the density standards in the LCP to be exceeded when required under the housing code. The LUP amendments modify the allowable density for residential areas in the City. However, the amendment fails to recognize that this density must be exceeded to allow for affordable housing in accordance with the Government Code section cited above. Providing the density bonus required under the Government Code may potentially have an impact on coastal resources. Because the LUPA fails to address how the density bonus requirements will be implemented in the coastal zone, it should be rejected.

IV. FINDINGS FOR APPROVAL IF MODIFIED.

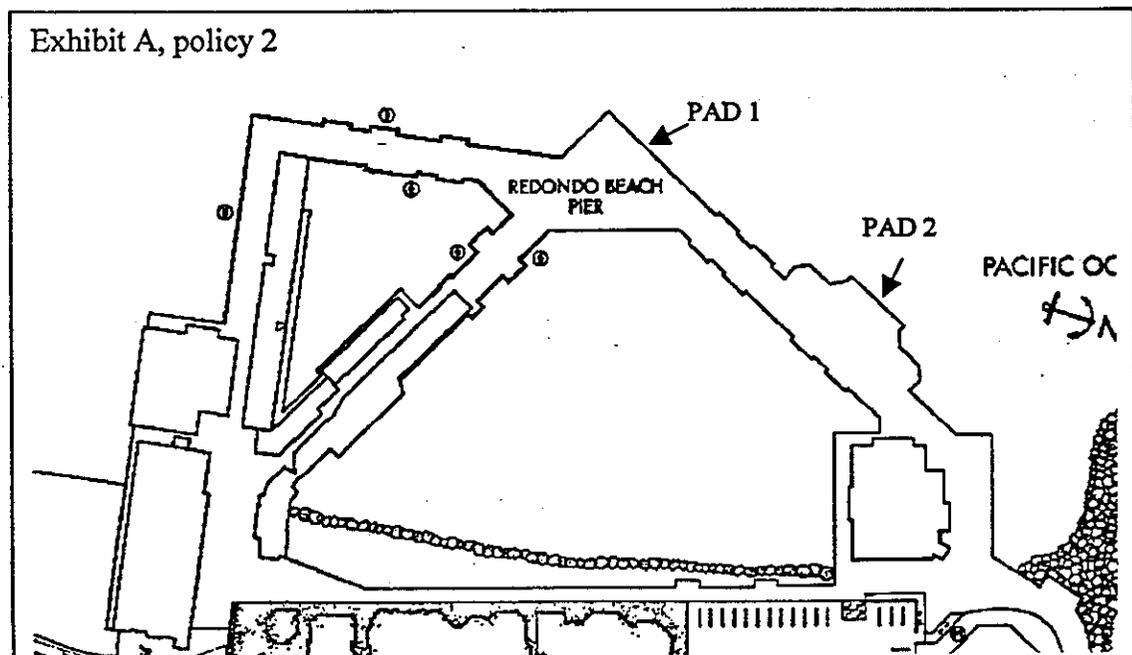
A. PUBLIC SHORELINE ACCESS AND RECREATION

In general the underlying access policies are quite strong, reflecting the public ownership of the shoreline in Redondo Beach. However, the revised development policies do not sufficiently protect access and recreational use on the pier and on the harbor moles. Only if modified to require maximum access in developing concessions on publicly owned piers and moles, and to require continuous access along the a substantial and significant portion of the seaward side of pier decks, public rights can be protected in the future, while the pier redevelops.

As modified to state:

2. New development, additions or major rehabilitation projects within the Harbor Pier area ~~shall will be required to be sited and designed to:~~
 - a) *Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;*
 - b) *Provide, continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see Exhibit A, Policy 2 illustration below.)*
 - c) *Be consistent and harmonious with the scale of existing development, and*
 - d) *Provide appropriate public-serving amenities such as benches, pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc*

Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier (see Exhibit A).



Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 26 of 33

3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region, ensuring *maximum public access*, a high level quality of use and design, adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.

These policies require development allowed within the publicly owned and developed Pier/Harbor area to be sited and designed to provide public pedestrian access along most of the edges of the moles and the pier deck. There is one pad on the landward side of the pier that is already occupied by a restaurant that is constructed adjacent to the rail. Two pads remain vacant. The City asserts that the pier foundations that can support buildings are different from the foundations in other locations. In order to allow fire and emergency access, the structure on pad 2 has to be set back from the center of the pier. There is not enough room on pad 2 to allow this setback and a commercially viable facility. In the staff report for this LUPA written for the October 2000 hearing the staff recommended that both pads be reserved for access on the seaward side. The Redondo Beach City Council received and reviewed this report. After considering the public access and lower cost recreation issues, the Council agrees that three large structures along the periphery of the pier could effectively block public views and access. Instead, the Council has proposed to allow one vacant platform (Pad 2, see above) to be constructed adjacent to the railing, but to reserve the seaward-most pad, Pad 1, for public access and to allow no permanent structure in that location. The City Council noted that the Commission approved reconstruction of the pier in 1991 with three pads adjacent to the railing. (See letter, Exhibit 17)

The seaward-most pad, Pad 1, provides the best public views. The Commission notes that its action on the permit to rebuild the pier allowed a structure on the railing on all three pads. In retrospect that does not give sufficient public access, but after considering the history of its action in the early 1990's the Commission agrees that reserving the seaward pad, the fishing access and a substantial portion of other areas allows sufficient area for public access to ocean views. Allowing a second restaurant on Pad 2 can be allowed consistent with the requirement of Section 30251 to allow views to and along the coast as long as all the other public viewing areas are provided. The Commission finds that as modified, the LUPA will protect public access to the sea and public views to and along the coast and lower cost public recreation.

In coastal settings, the recreational experience includes visitors' views of the coast and ocean. The quality of the recreational experience on a pier harbor area is affected by the availability of access to the edge of the pier (the pier railing). The availability of the pier as a low and moderate cost recreational experience depends on the accessibility of views of the water to persons who do not want to or who

are not able to afford the cost of a meal in order to look at the water. Previously, the LUP policies had no method of analyzing the impacts of development on views of the ocean and visual access. As modified so that development can be analyzed for its impacts on visual access and be required to be subordinate to its setting, the LUPA is consistent with the Coastal Act visual quality policies. As further modified to allow no more than one additional structure to be constructed adjacent the pier railing, but to protect the remaining pier rail for free public access, the LUPA would be consistent with coastal act policies that protect public access and the recreational experience. As modified, the LUPA is consistent with the Coastal Act policies 30220, 30241 and 30252 that protect public access and recreation.

B. WATER QUALITY/ BIOLOGICAL AND RECREATIONAL IMPACTS.

Redondo Beach, like other State Beaches in the Los Angeles /Orange County Region, has been closed numerous times in response to pollution from storm drain runoff. Redondo Beach supports a sport fishing industry, which is dependent on the biological productivity of the ocean offshore of Redondo Beach. Run-off from storm drains, discharge of chemicals, sewage outfalls and siltation from construction has resulted in severe impacts to the biological quality of offshore waters, reduction in the extent of kelp forests, and has raised concerns about the safety of locally caught fish for human consumption.

The City of Redondo Beach has adopted ordinances that control runoff from major polluters, but smaller non-point sources of pollution can also result in the build-up of pollutants in the ocean. Beach front and water front development discharges directly into the ocean, which is a sensitive habitat. The Regional Water Quality Control Board requires additional measures to filter and control discharges that directly impact sensitive environmental areas. As modified, the LUP policies require that new development reduce off-site storm water runoff to the maximum extent afforded by the State Water Resources Board. As modified, the policy will do as much as possible within the confines of the City to reduce storm drain discharge into beaches. As modified the policy is consistent with the habitat and recreation sections of the Coastal Act and with state law that requires cooperative efforts between the State Department of Water Resources and the Commission.

C. HAZARDS

Redondo Beach Pier has suffered damage from storm waves. The harbor was damaged by storm surges, and also by earthquakes. During the 1994 Northridge earthquake, severe damage occurred at the Redondo Marina, and the Seaside Lagoon was breached and required repair. The damage was attributed to liquefaction, which can occur in fill soils where there is a high water table, a situation that is quite common in coastal areas. Development located on fill -on old lagoon or riverbed areas-- is similarly subject to liquefaction hazards. The

suggested modifications require review of all structures that are located on fill for their resistance to liquefaction hazards consistent with current state law. In the six years following the Northridge earthquake, State law has become increasingly stringent with respect to seismic safety. Such new rules have been incorporated into the uniform building code (UBC). In response to the ongoing changes in standards of for review of development for seismic safety staff now recommends that coastal compliance with that code, which requires studies, conducted according to standards applicable at the time of the development for the type of structure proposed.

Seawalls. Similarly coastal bluffs, even low bluffs such as occur in Redondo Beach have become oversteepened over the years due to wave attack. Development on such bluffs may require additional review to assure stability. In addition, the Commission has received requests from people who first constructed near bluff edges, asserting the development was safe and who then requested to armor the toe of the bluff on which they were situated in order to assure stability for the structure. As now recommended this practice would be discouraged by requiring anyone who constructs in such an area to agree to seek alternatives other than seawalls such as moving the house farther the back on the lot, if a structure was in no danger. .

The Commission has heard substantial evidence that revetments and seawalls at the toes of bluffs can hasten shoreline erosion and lead to loss of beaches. Coastal Act Section 30235 allows construction of seawalls to protect existing structures. However Section 30235 does not allow shoreline protective devices in when they are not necessary to protect existing development. The Commission has concluded that the Commission as a permitting agency and local government in carrying out their LUP's should not approve new development on vacant lots or substantially reconstructed development if that development would depend on the construction of a seawall or other shoreline device for its long-term safety. The recommended language requires new or substantially reconstructed development to be sited and designed to avoid the necessity of future shoreline structures and also requires that the developer agree as an enforceable condition of development that no such structure will be requested in the future. The Commission imposed a policy of this kind on the City of Pismo Beach.

There has been documentation of sea-level rise. With a change in sea level there is a risk of wave uprush on property that has not normally been subject to inundation. In response to data on changes in sea level, the Commission has required projects at the edge of the water or the inland of the beach to provide wave uprush studies in advance of construction. Again development in the Pier Harbor area is lower and more likely to be at risk from sea level rise than bluff top development. As modified, the policies allow the City to require an assessment of a proposed project's vulnerability to sea-level rise in advance of construction if the project is located in the Pier Harbor area. The land use plan policies suggest that an initial

survey could allow the City to draw a line to use to determine which properties should require additional investigation prior to reconstruction.

Finally a tsunami, although a rare occurrence could pose great danger to life. As modified, the LUP requires that projects most likely to be inundated during a tsunami be required to adopt measures, including evacuation plans, to reduce potential loss of life during such events.

As modified the policies of the Redondo Beach LUP will assure stability and structural integrity and protect development in the coastal zone from hazards due to liquefaction slope failure or inundation. As modified the LUP is consistent with Section 30253 of the Coastal Act.

D. HISTORIC STRUCTURES

As noted, the Coastal Act does not specifically refer to historic structures, but does allow historic structures to be protected as part of an effort to preserve community character and special communities that are visitor serving. Section 30251 allows the Commission, or local government under its LCP to protect views and community character and section 30253 allows the Commission and local government to protect "special" communities that may attract visitors. The City proposes to allow exceptions to its zoning to protect the structures that appear on the City or federal lists, but does not include the state lists. The Commission finds that if Redondo Beach intends to rely on the broader "community character" and "special community" standards of the coastal act to protect its historic structures, the identifying lists should also include the State list of historic structures. In this way all potentially visitor-serving sites will be identified for the use exceptions contemplated in the policy. Since the Coastal Act identifies special communities that "attract visitors" as worthy of protection, the uses considered to protect these structures should favor visitor serving uses before other uses. As modified the LUP will be consistent with Section 30251 with respect to visual character and section 30253(5) with respect to special communities or neighborhoods. As modified the LUPA is consistent with the Sections 30251 and 30253(5) of the Coastal Act.

E. DEVELOPMENT.

Coastal Act section 30250 requires the Commission to concentrate development in areas able to accommodate it. Section 30252 requires the Commission to locate and plan new development to facilitate access to the coast. These sections state:

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 30 of 33

close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

(Amended by Ch. 1090, Stats. 1979.)

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The revised LUPA, proposing a range of densities from 8.8 dwelling units per acre to 28 dwelling units per acre is consistent with existing development and within the capacity of both local and regional transportation systems. Like much of the South Bay, (Manhattan Beach, Hermosa Beach, Redondo Beach and the Torrance shoreline are considered the South Bay) the beaches and piers are not served efficiently by transit systems. Beach visitors arrive by automobile. Redondo Beach has extensive beach parking structures. The development contemplated does not exceed the capacity of those structures nor devote those structures to other uses. The scale of development permitted, for the most part 30 feet high, is consistent with the scale of existing development. The amount of development proposed will not "crowd out" recreational users.

As modified to assure that the standard of review of new development is this LUP, and to assure that development on the pier and harbor area is evaluated in terms of

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 31 of 33

providing physical and visual access to the coast, the LUPA is consistent with the development policies of the Coastal Act.

F. HOUSING FOR LOW AND MODERATE INCOME PERSONS

As noted above, State law requires that density incentives be granted to make the construction of low and moderate-income housing feasible. Section 65915 of the State Government Code requires all local jurisdictions in California to offer a density bonus for affordable housing. The law requires a density bonus of 25% above the maximum density otherwise permitted by the underlying zone and one other incentive or concession. In this LUP, the City identifies one area in which the underlying zoning is high enough to trigger this requirement. The area is located along Pacific Coast Highway a high-density corridor where there are shops and services. It is not located in an area where there are scenic or natural resources.

As modified, the LUP includes methods for granting the density incentives required in the government code within the City's Coastal Zone to ensure protection of coastal resources. As modified, the City's LUPA is consistent with Government Code Section 65915 and the Coastal Act.

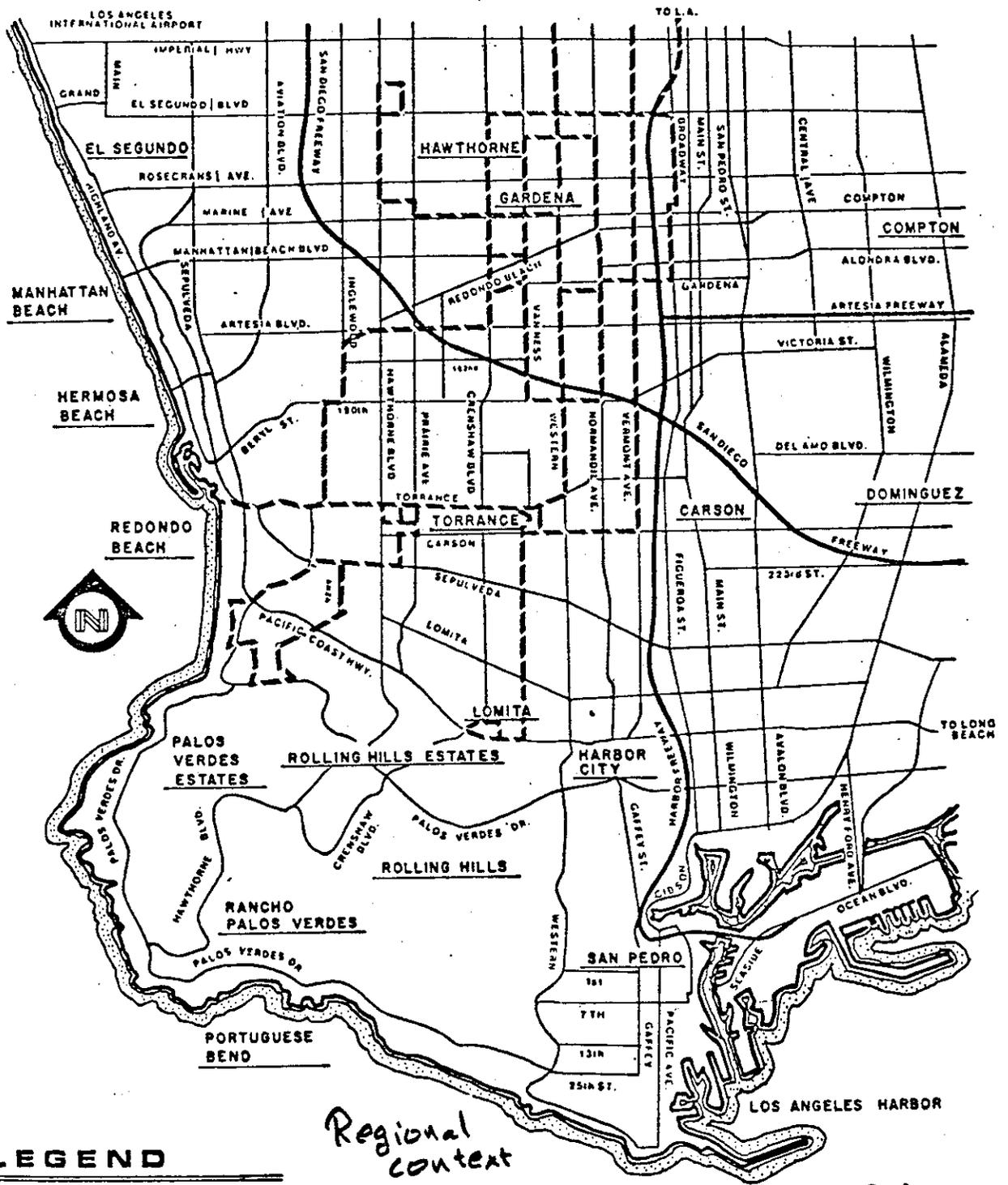
G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program (LCP). Instead, the CEQA responsibilities are assigned to the Coastal Commission. However, the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under Section 21080.5 of CEQA, the Commission is relieved of the responsibility to prepare an EIR for each LCP. Nevertheless, the Commission is required in an LCP submittal to find that the LCP does conform with the provisions of CEQA. The City of Redondo Beach LCP amendment 1-2000 consists of a Land Use Plan (LUP) amendment.

As outlined in this staff report, the proposed LUP amendment as modified, preserves existing public open space, reduces heights over most of the city and controls development to existing levels. As modified, the LUPA minimizes risk to life and property from geologic hazards and flooding, provides housing for low and moderate income persons to the extent required by the Government Code, preserves historic structures and controls development to the level of intensity that can be accommodated by the existing transportation system. Therefore the Commission finds that the proposed amendment is in conformity with the policies of Chapter 3 of the Coastal Act. The approval of the LUP amendment as modified will not result in significant adverse environmental impacts under the meaning of CEQA and certifies LUP Amendment 1-2000 as modified.

**Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 33 of 33**





LEGEND

- 1- LOS ANGELES VIA VERMONT & FIGUEROA
- 2- LOS ANGELES VIA CRENSHAW
- 3- LOS ANGELES VIA CITY OF GARDENA
- 4- RIVIERA-EL CAMINO-GARDENA
- 5- EL CAMINO-REDONDO PIER
- 6- REDONDO PIER-LOMITA
- 7- WESTERN & VERMONT

Regional context

*Redondo Beach LUPA
1-2000*

**PROPOSED SOUTH BAY AREA
TRANSIT SYSTEM**

(FIGURE 10)

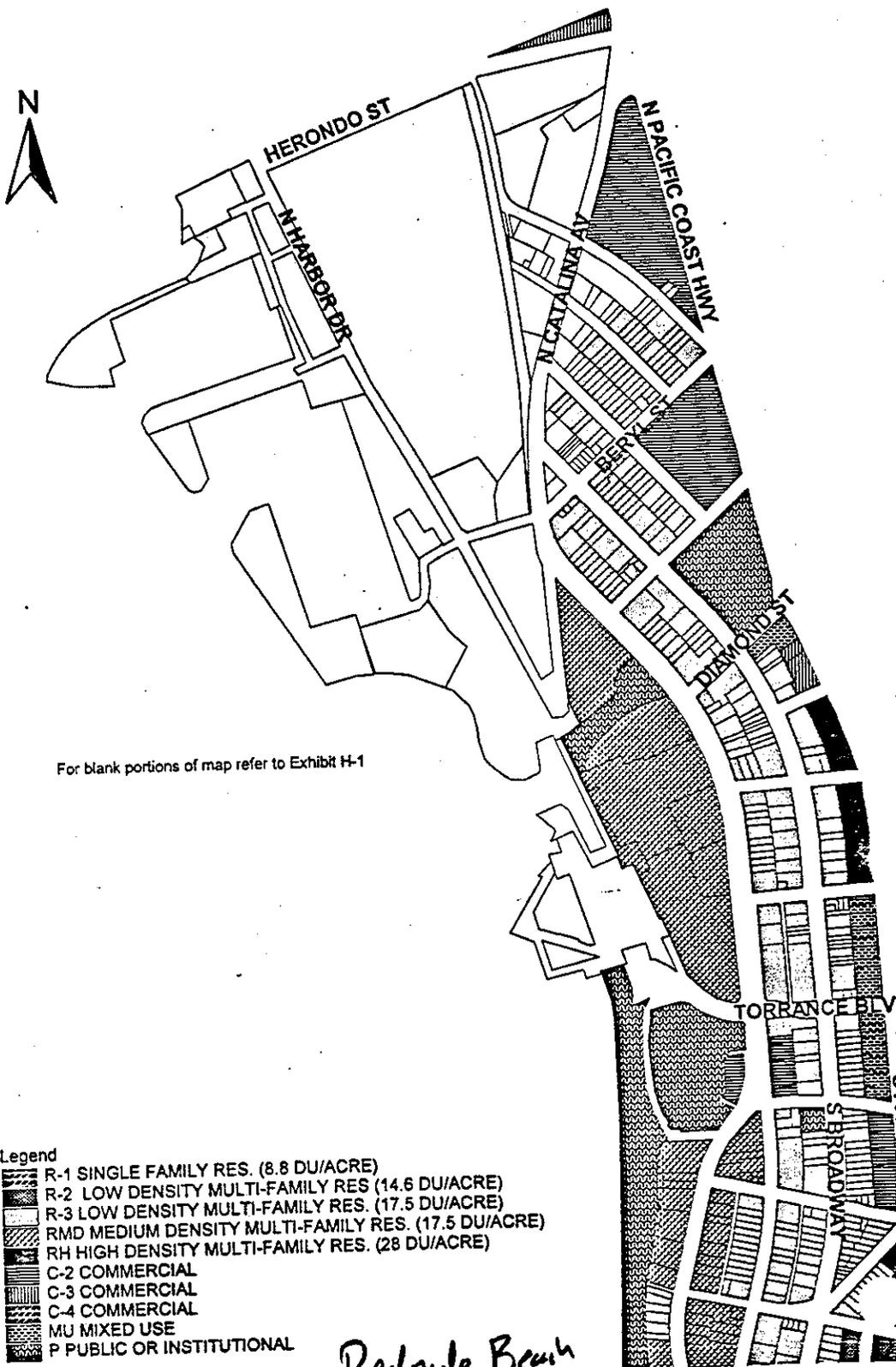
Coastal Program

Exhibit 7



REDONDO BEACH COASTAL LAND USE PLAN

EXHIBIT H (Map 1 of 2)



For blank portions of map refer to Exhibit H-1

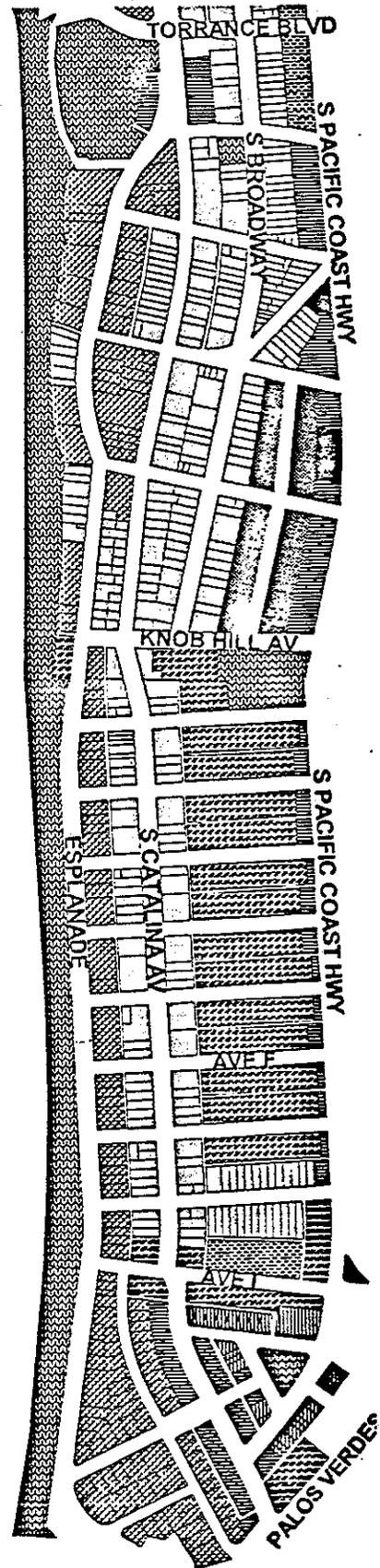
Legend

- R-1 SINGLE FAMILY RES. (8.8 DU/ACRE)
- R-2 LOW DENSITY MULTI-FAMILY RES. (14.6 DU/ACRE)
- R-3 LOW DENSITY MULTI-FAMILY RES. (17.5 DU/ACRE)
- RMD MEDIUM DENSITY MULTI-FAMILY RES. (17.5 DU/ACRE)
- RH HIGH DENSITY MULTI-FAMILY RES. (28 DU/ACRE)
- C-2 COMMERCIAL
- C-3 COMMERCIAL
- C-4 COMMERCIAL
- MU MIXED USE
- P PUBLIC OR INSTITUTIONAL

Redondo Beach
Exhibit 2 LUPA
changes 02

REDONDO BEACH COASTAL LAND USE PLAN

EXHIBIT H (Map 2 of 2)

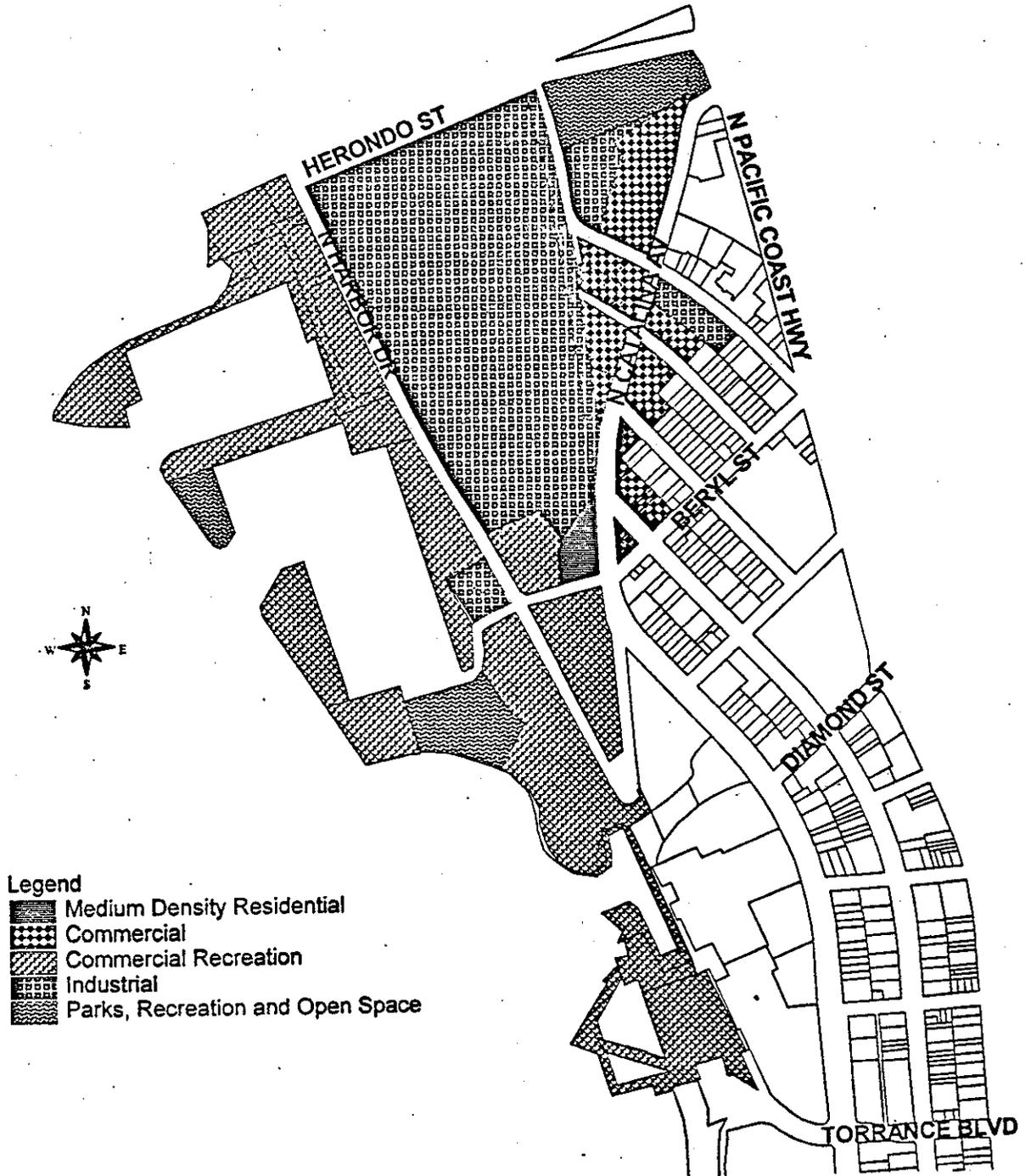


Legend

- R-1 SINGLE FAMILY RES. (8.8 DU/ACRE)
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- C-4 COMMERCIAL
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- P PUBLIC OR INSTITUTIONAL

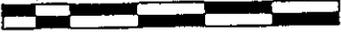
Redondo Beach
LUPA
1-2000
Exhibit 2
p. 2

Exhibit H-1
 Coastal Land Use Plan Map
 (AES site, Harbor/Pier area, and N. Catalina corridor)

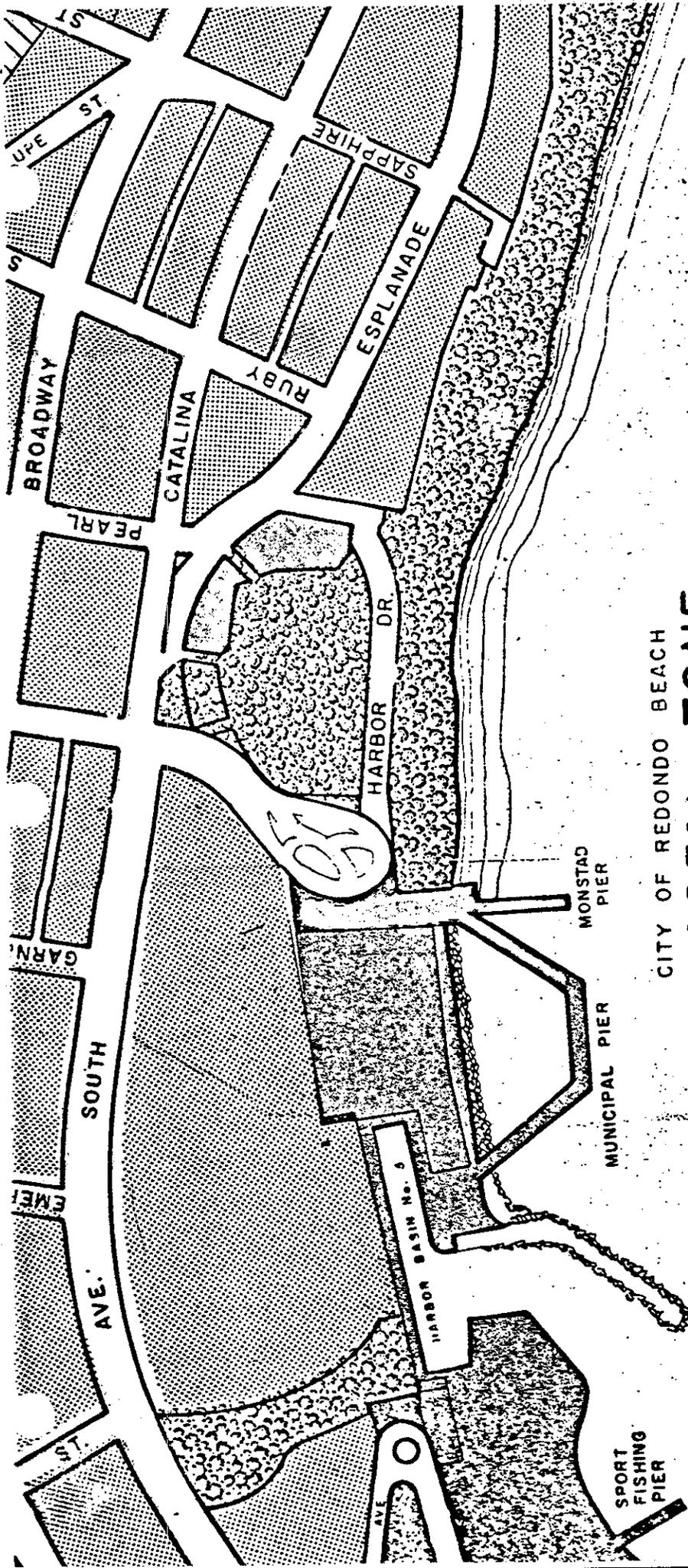


- Legend
-  Medium Density Residential
 -  Commercial
 -  Commercial Recreation
 -  Industrial
 -  Parks, Recreation and Open Space

300 0 300 600 900 1200 Feet



*Redondo Beach
 LUPA 1-2000
 Exhibit 3*

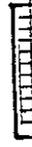


CITY OF REDONDO BEACH

COASTAL ZONE

LAND USE DISTRICTS

L E G E N D

-  SINGLE FAMILY
-  LOW DENSITY
-  MEDIUM DENSITY
-  SHOPPING CENTER
-  COMMERCIAL
-  COMMERCIAL RECREATION
-  INDUSTRIAL
-  PARKS, RECREATION AND OPEN SPACE
-  CIVIC CENTER

Previously

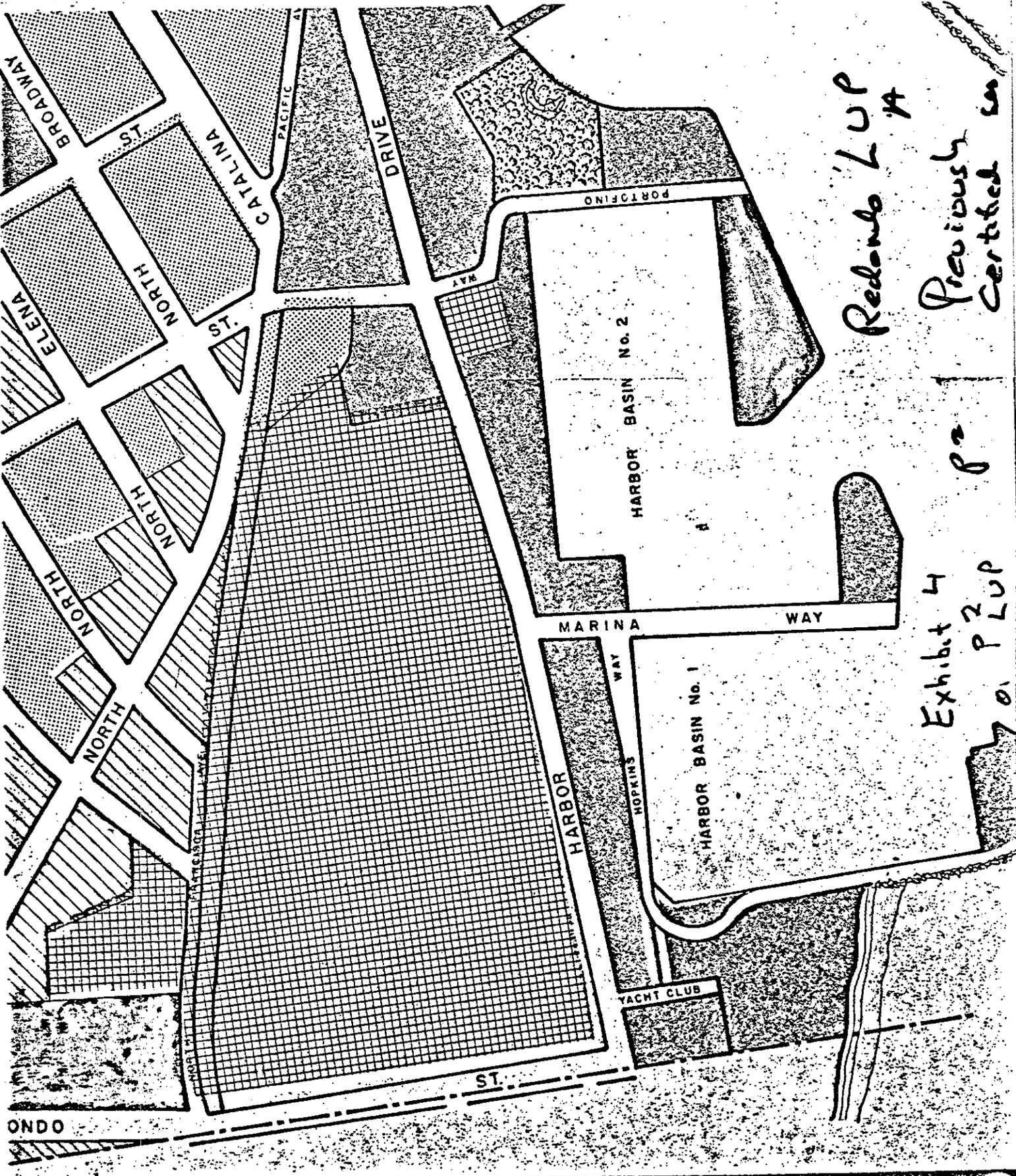
Certified

LUP

Redondo

LUPA 1-2005

Exhibit 4



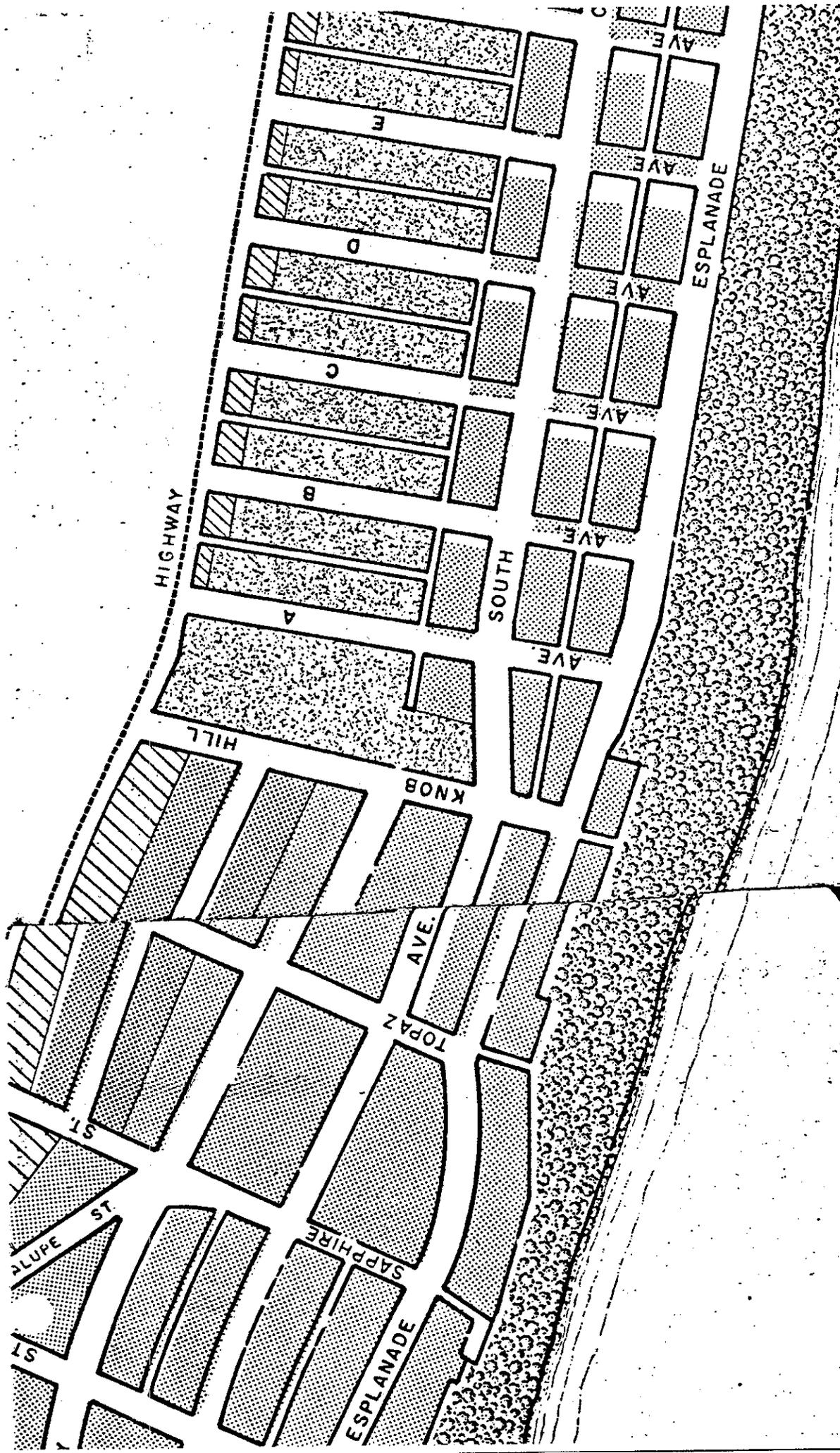
Redondo LUP

Previously Certified in

Exhibit 4

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Redondo Beach

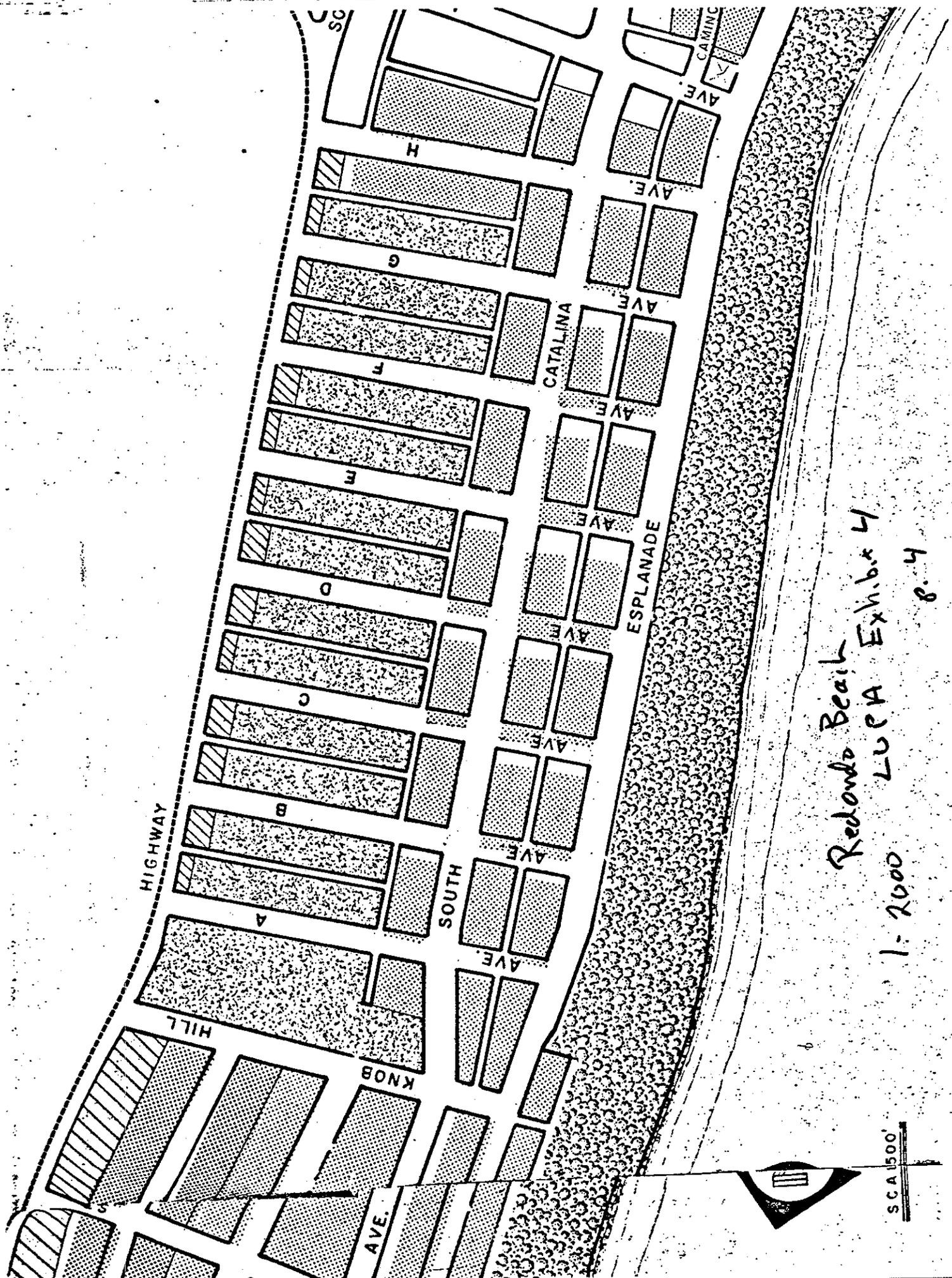
Exhibit 4

P3

LUPA 1-2000



SCALE 500'



Redondo Beach
LUPA Exhibit 4
p. 4

1:2000

SCALE 500'

F. Access Policies

The following policies insure that access is protected and provided in the Coastal Zone for all income groups, consistent with the policies of the 1976 Coastal Act.

1. An additional parking structure in the vicinity of Veteran's Park is proposed to be constructed by the City to maximize public access in the Harbor-Pier and beach areas.

The existing pier parking structure fills to capacity by early afternoon on peak recreational days causing a traffic congestion situation on Torrance Boulevard and Catalina Avenue as the overflow of cars leaves the parking structure to search for other available parking. An additional parking structure consisting of approximately 600 to 700 spaces would alleviate this problem by providing direct access to another parking structure for the overflow.

2. As part of Phase III, Implementation, the existing walkways within the Harbor-Pier area will be more clearly identified. An access program indicating the location and type of signs, benches, landscaping and other improvements will be developed.

During Phase II, Preparation of the Land Use Plan, it became apparent through public input that existing walkways within the Harbor-Pier area are not adequately identified for the public. Therefore, to improve accessibility within this area it is important to develop a continuous system that links all of the major activities and pedestrian and recreation areas. Funding sources will be investigated for construction of improvements.

3. The City will continue to diligently enforce existing parking standards for new development.

By requiring adequate parking for new developments within the Coastal Zone in the past, the City has assured adequate parking accessibility to the beach and the Harbor-Pier area. This policy will be continued by assuring the adoption of adequate parking standards in the implementing ordinances of the Local Coastal Program.

Exhibit 5 p1
Redondo LUP
Access Policies
Redondo LUPA 1-2000

4. The total supply of on-street parking within the Coastal Zone will be retained to assure adequate parking access to the beach and Harbor-Pier areas.

During Phase II, parking inventories were conducted to include all on-street parking within the Coastal Zone west of Catalina Avenue. The existing supply of on-street parking in conjunction with the existing parking lots and structures was determined to adequately meet total demand. Therefore, it is important to preserve the existing parking supply.

5. The City will construct additional bikeways on inland routes leading into the Coastal Zone as funding becomes available.

The City's bikeway plan proposes bikeways along and connecting to the Coastal Zone. Continued implementation will lead to the improvement of bicycle access within the Coastal Zone.

6. Transit usage for recreational purposes will be encouraged.

The City will encourage transit agencies to promote broader public consciousness and acceptance of mass transportation as a practical means of recreational travel. Public transportation will include accommodations for the physically handicapped, bicyclists, surfers, divers, and others with bulky equipment. Weekend schedules should be established with specific stops and pick-up points designed to serve recreational users.

7. During Phase III, Implementation, the City will investigate funding sources for implementation of a tram service within the Harbor-Pier area.

The feasibility of any tram service for the Harbor-Pier area depends on several factors. First, funding sources must be investigated and obtained, and secondly the system must be convenient, dependable and inexpensive enough to attract ridership. Experience has proven that many tram systems fail due to insufficient trial periods of operation. Adequate funding must be obtained to provide ample opportunity for attracting riders.

Exhibit 5 p2
Redondo LUP
Access Policies
Redondo LUPA
1-7-1990

8. As new development occurs or as leases are renegotiated in the Harbor-Pier area the City will to the extent practical and feasible, require access for the public.

Unrestricted physical access for the general public within the Harbor-Pier area will be provided whenever possible as new development occurs or as leases are negotiated.

9. Existing public parking spaces in the Harbor-Pier area will not be reduced as a result of further development in the area.

In the event of the removal of existing public parking spaces in the Harbor-Pier area, additional spaces equal in number to those removed must be provided within the Harbor-Pier area.

10. Public support facilities, specifically public restrooms and fish cleaning facilities will be provided within the Harbor-Pier area to serve the interests of the public.

The need for public support facilities in the Harbor-Pier area became evident during the public input phase of the Local Coastal Program. Priority will be made for the provision of public restrooms and/or fish cleaning facilities on Mole A, the Monstad and Horseshoe Piers promenade extension, in the vicinity of the hand carry small boat launch facility and at the base of the 3-acre park under construction in the Redevelopment Area.

Existing access polio
Exhibit 5
p 3
Redondo LUPA
1.2000

E. Recreation Policies

The following policies will preserve and maintain the existing variety of recreational and boating uses in the Coastal Zone as well as provide for expansion of uses where feasible:

1. All existing public recreational and visitor-serving facilities will be maintained, enhanced and preserved and, where possible, expanded.

The Harbor-Pier area contains a variety of commercial and recreational development that provides unique regional recreational opportunities. Existing visitor-serving and recreational facilities should be protected, and new developments within the Harbor-Pier area will be encouraged where feasible to incorporate recreational opportunities for public usage.

2. Lower-cost visitor-serving and recreational facilities will be protected, encouraged, and where possible, provided.

The Pier Complex contains a wide variety of lower cost recreational facilities which will be protected to ensure that all income groups have access to coastal recreation. New development proposals will additionally incorporate lower-cost public recreation or visitor-serving facilities. All development plans for areas designated for commercial recreation facilities will be encouraged to provide accommodations that will serve all economic groups to the maximum extent feasible and that special provision is made for groups such as the elderly and the handicapped.

3. All existing boating and boating-related facilities will be maintained, enhanced and preserved and, where possible, expanded.

All of the existing slips within the Harbor area will be maintained, enhanced, and preserved. If possible, day tie-up slips will be provided for visiting boaters. If it becomes feasible in the future to expand the numbers of boat slip facilities, these uses will be accommodated within the Harbor-Pier area.

Exhibit 6
PI
Existing Recreation Policies
Redondo LUP
Redondo Beach LUPA
12000

4. The existing sandy beach areas (Redondo State Beach and the Horseshoe Pier area beach) will be maintained and preserved.

The present capacity of the beach areas is adequate to serve visitors from throughout the Los Angeles region. The design capacity of parking areas and roadways serve to limit the overuse of the beaches. Incentives should be investigated to increase beach usage during off-season periods. Additional public safety personnel will also be required and should be provided by the agency with jurisdiction over the beach.

5. Increased fishing access will be provided by extending the Monstad Pier and by linking the Monstad Pier and the Horseshoe Pier with an additional promenade.

Plans for the construction of an additional fishing area by extending the Monstad Pier to connect with the Horseshoe Pier will be developed during Phase III, Implementation, and funding sources will be investigated for completion of the project. Fishing will be permitted along both sides of the pier addition and any commercial development will be prohibited except a bait and tackle shop if needed.

6. Any expansion of or new construction of commercial recreational facilities will not interfere with or delete any existing fishing areas.

Any further expansion of commercial recreational facilities in the Coastal Zone or the Pier Complex will not delete any existing fishing areas. During the citizen input stage it became apparent that fishing areas, especially in the fishing area on the south side of the Pier Complex west of Tony's Fish Market was an important means of access to the coast. The City will protect all of the existing fishing areas as well as attempt to expand access for fishing. No further commercial expansion of the south side of the Monstad Pier west of Tony's Fish Market will be permitted.

7. Commercial fishing operations will not be accommodated within the City's Coastal Zone due to inadequate facilities and space.

Commercial fishing enterprises cannot effectively operate in the City's Coastal Zone due to the unavailability of facilities and space required for unloading and processing the catch. The primary purpose of the Harbor area is for recreational boating and sportsfishing. Attempts to conduct commercial fishing would present unresolvable conflicts and interfere with the major purpose of the Harbor.

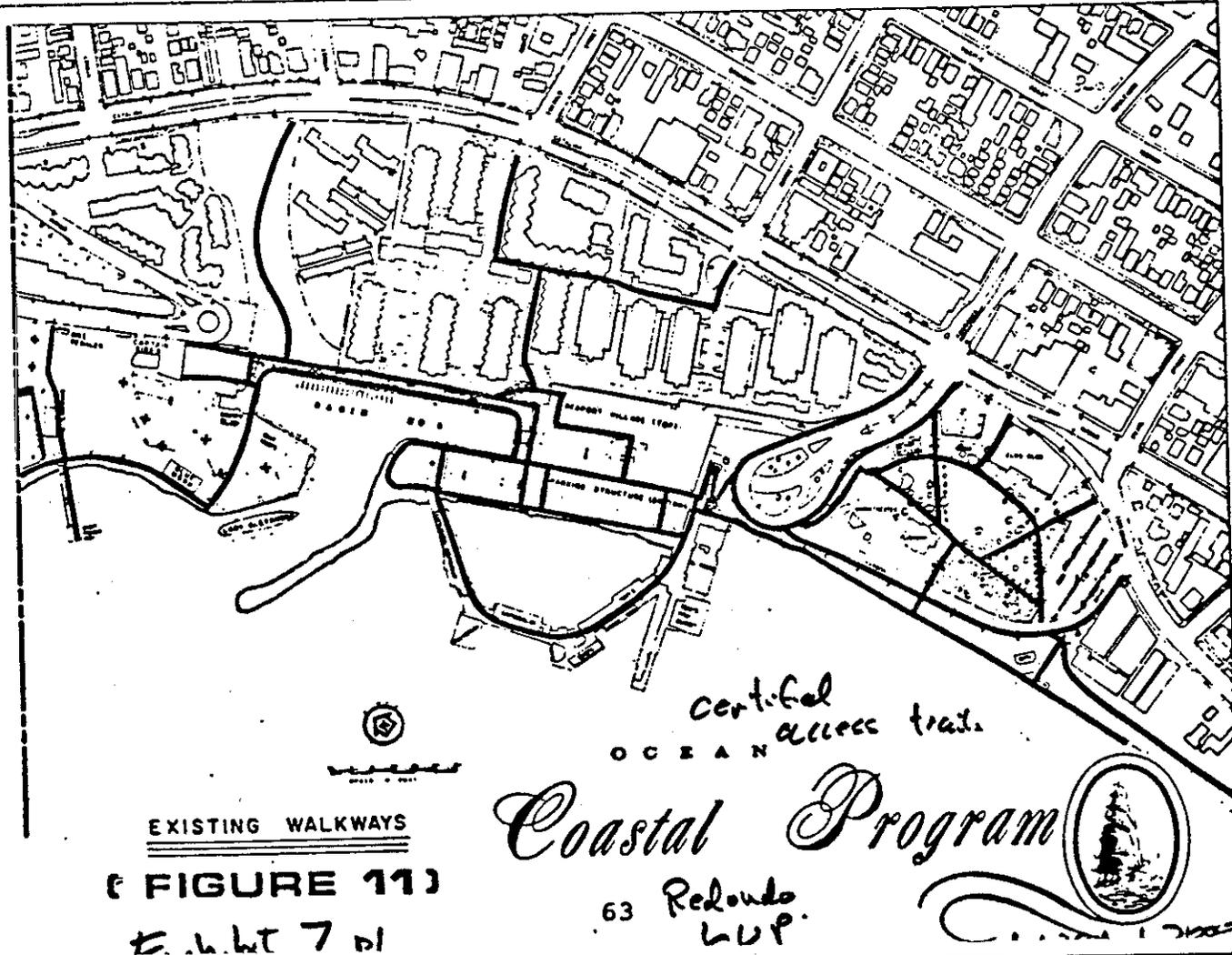
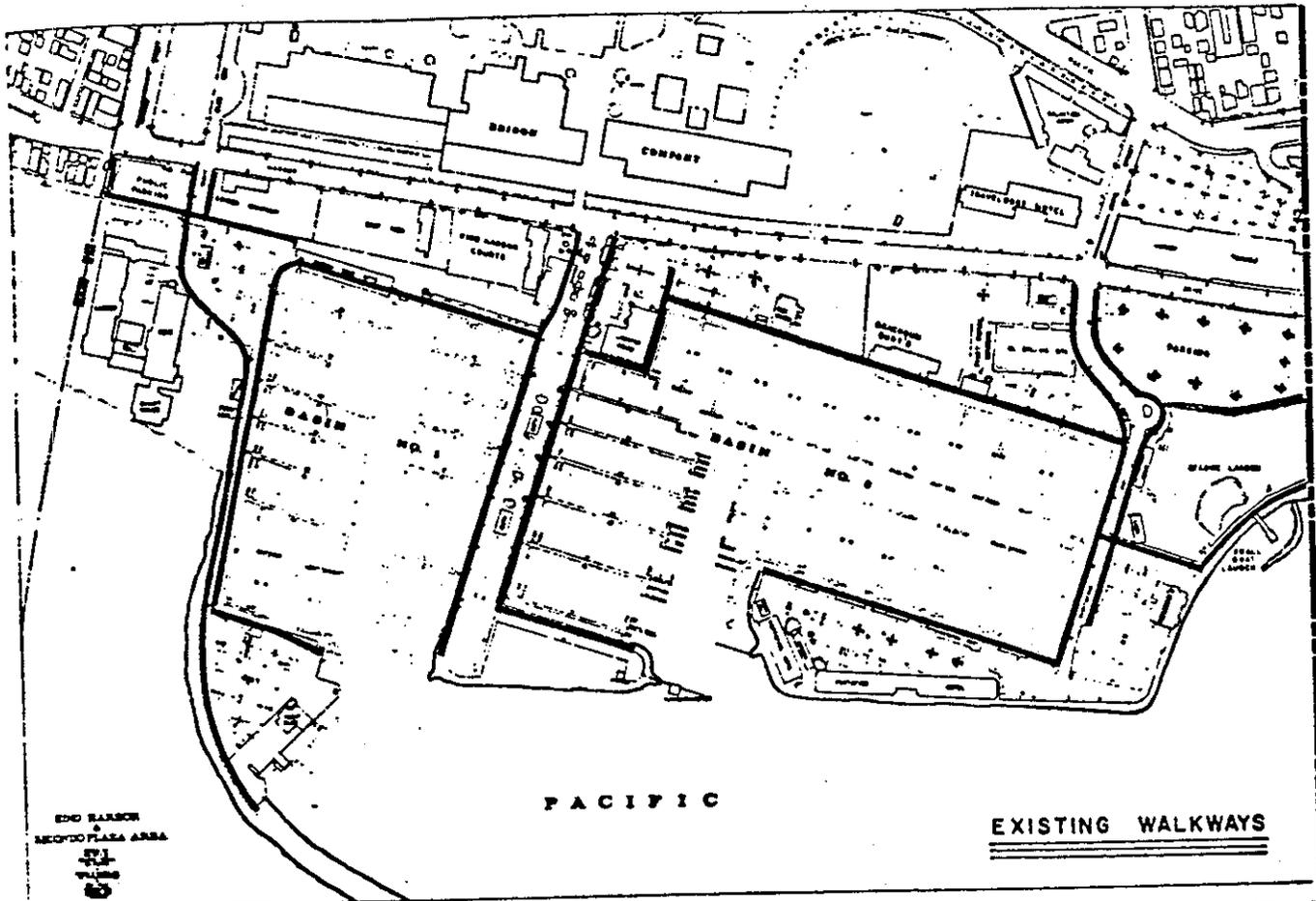
8. The location and installation of a sewage pump-out station to accommodate the needs of boaters in the Harbor area will be investigated during Phase III, Implementation of the Local Coastal Program.

During Phase III of the Local Coastal Program, a program to install a sewage pump-out station will be developed.

9. The provision of day tie-up boat slips for visiting boats will be investigated during Phase III, Implementation of the Local Coastal Program.

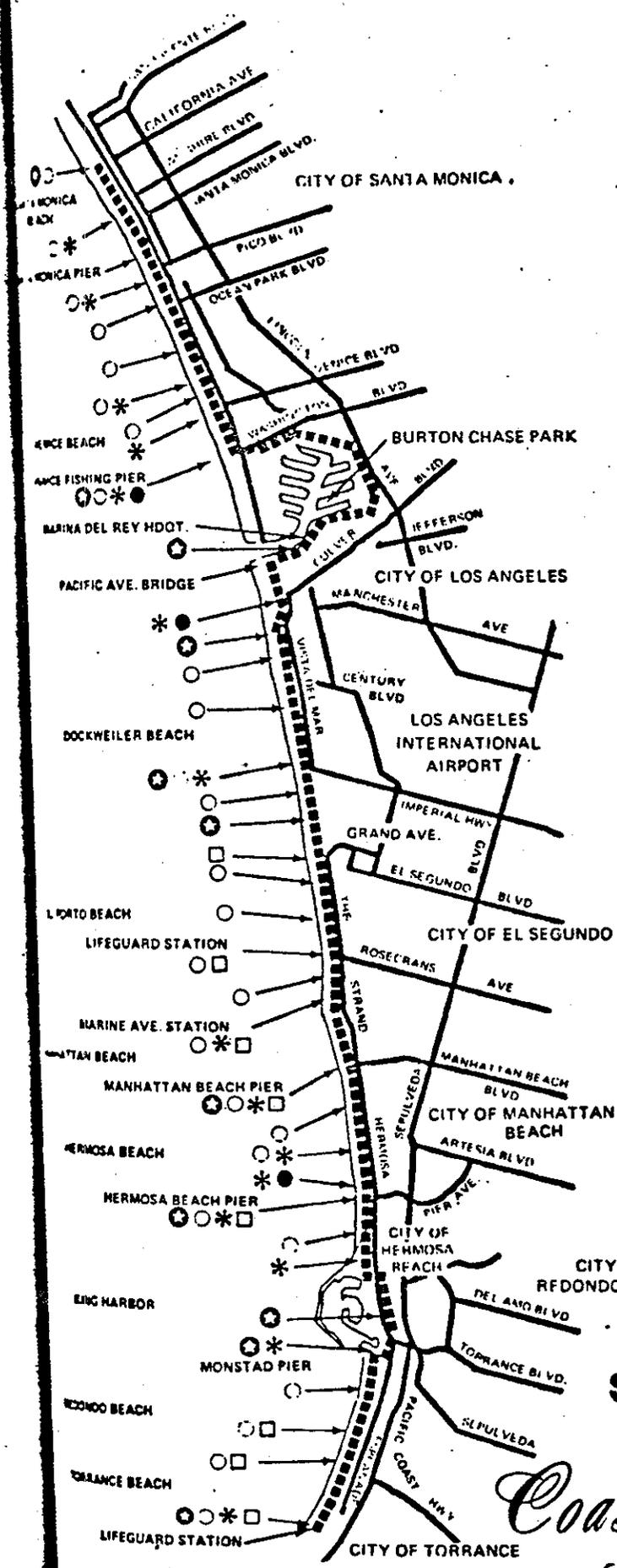
During Phase III of the Local Coastal Program, meetings with the Harbor Lessees will be conducted in an effort to arrange a greater provision of day tie-up boat slips.

Existing Recreation
policies
Exhib. 4 6 p 3
Redacted LUPA
1-2000



(FIGURE 11)

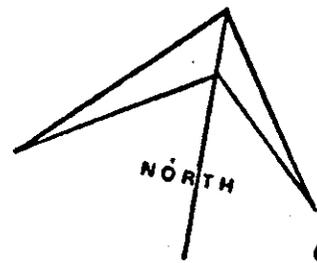
E. W. L. T. 7 D1



MILEAGE CHART

	MILES BETWEEN POINTS	MILES FROM CALIFORNIA AVE.	MILES FROM TORRANCE
CALIFORNIA ST. (SANTA MONICA)	0.0	18.1	
SANTA MONICA PIER	0.7	18.4	
SANTA MONICA-LOS ANGELES BOUNDARY	1.3	2.0	17.1
VENICE FISHING PIER	1.5	3.5	15.6
MARINA DEL REY HEADQUARTERS	2.7	6.2	12.9
PACIFIC AVENUE BRIDGE	0.9	12.0	
PLAYA DEL REY	0.6	7.7	11.4
DOCKWEILER BEACH (IMPERIAL HWY.)	2.1	4.8	8.3
GRAND AVE. (L.A.-EL SEGUNDO BOUNDARY)	1.0	10.8	8.3
EL SEGUNDO EL PORTO BOUNDARY	0.9	11.7	7.4
ROSECRANS STATION (MANHATTAN BEACH)	0.4	12.1	7.0
MARINE AVE STATION (MANHATTAN BEACH)	0.7	12.8	6.3
MANHATTAN BEACH PIER	0.5	13.3	5.8
MANHATTAN BEACH HERMOSA BEACH BOUNDARY	0.6	13.8	5.3
HERMOSA BEACH PIER	1.2	15.0	4.1
HERMOSA BEACH-REDONDO BEACH BOUNDARY	0.7	15.7	3.4
KING HARBOR	0.6	16.3	2.8
MONSTAD PIER	0.9	17.2	1.9
REDONDO BEACH-TORRANCE BOUNDARY	1.6	18.8	0.3
TORRANCE BEACH	0.3	19.1	0

- LEGEND**
- ⊙ FUTURE MAP
 - RESTROOMS
 - * PHONE
 - AIR COMPRESSOR
 - COUNTY TOOL BOX



Certified
(FIGURE 13)

SOUTH BAY BICYCLE TRAIL



CITY OF REDONDO BEACH

SUMMARY OF PROPOSED AMENDMENTS TO THE COASTAL LAND USE PLAN. p1

The proposed amendments to the Coastal Land Use Plan (LUP) include amendments to the land use classifications and land use policies in subsections C and D of Section VI ("Locating and Planning New Development") and to the Coastal Land Use Plan Map.

SUBSECTION C OF SECTION VI: LAND USE CLASSIFICATIONS

Residential District

The existing Low Density district is now divided into the R-2 and R-3 districts. All areas proposed to be designated R-3 are designated Medium Density Residential in the existing LUP.

Residential District Height and Density Standards
 (under existing LUP and proposed amendments to the LUP)

Existing LUP District	Existing LUP standards	Proposed standards (consistent with the General Plan)
Single Family Residential	Maximum 6.5 units/acre; Maximum height 30 feet	Maximum 8.8 units/acre; Maximum height 30 feet
Low Density Residential	Maximum 14.5 units/acre Maximum height 30 feet	Area designated R-2: Maximum 14.6 units per acre; Maximum height 30 feet
Medium Density Residential	Maximum 23 units/acre Maximum height 38 feet	Area designated R-3: Maximum 17.5 units per acre; Maximum height 30 feet Area designated RMD: Maximum 23.3 units per acre; Maximum height 30 feet
High Density Residential	Maximum 28 units/acre Maximum height 30 feet along PCH between Ruby and Topaz; 35 feet between Emerald and Garnet ¹	No change proposed

¹ Heights up to 45 feet may be granted in this district on the west side of PCH between Emerald and Garnet in conjunction with the granting of a density bonus for affordable housing.

Redondo Beach
 LUPA 12000
 Exhibit 9 p2

Commercial District

The uses permitted in commercial districts is updated, with no significant changes. The only significant change is the inclusion of height and floor area ratio standards, utilizing three commercial classifications (C-2, C-3, and C-4).

Commercial District Height and Intensity Standards
 (under existing LUP and proposed amendments to the LUP)

Existing LUP District	Existing LUP standards	Proposed standards (consistent with the General Plan)		
			<u>FAR</u>	<u>HEIGHT</u>
Shopping Center	No height or intensity standards	C-2 Commercial:	0.5	30 ft.
Commercial	No height or intensity standards	C-3 Commercial:	0.7	30 ft.
		C-4 Commercial:	1.0	45 ft.

Mixed Use Commercial/Residential District

No changes are proposed for this district.

Parks District

This section currently is highly generalized and includes no development standards. The proposed draft adds a "Public or Institutional" district broken down into subcategories (public beach; parks and open space; community facilities, governmental facilities, and public safety facilities; and Riviera Village public parking). Maximum height and floor area ratio standards are provided for parks (maximum height 2 stories, 30 feet; maximum f.a.r 0.25) and the civic center (maximum height 3 stories, 45 feet; maximum f.a.r 1.25).

Civic Center District

The existing civic center district category is a vaguely defined commercial district including City Hall and adjacent areas. This category is deleted in the proposed amendments and City Hall is included in a more defined "governmental facilities" subcategory within the Public and Institutional category. The area adjacent to City Hall is redesignated as mixed use commercial/residential or R-3 residential (see the summary of Land Use Map amendments for specific redesignations).

AES Power Plant, Harbor/Pier area, and North Catalina corridor

These areas, as shown in Exhibit H-1, are the subject of a major new planning process currently underway in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant, making a significant portion of the site available for reuse. Following this planning process, a second phase of amendments to the Coastal LUP will be considered for these areas, completing the update to the LUP. Until that time, there are no substantive changes proposed for these areas, and the existing categories (Commercial Recreation; Commercial; Industrial; Residential Medium Density; and Parks, Recreation and Open Space) have been retained and are summarized below. The only revisions to these sections relate to elimination of obsolete descriptions of land use and development projects written in 1980 that no longer are factually accurate. The removal of these descriptions does not alter any land use standards or development standards applicable to these areas.

Commercial Recreation

This category applies to the harbor/pier area, Crowne Plaza hotel site, and Sunrise hotel site. The land uses which may be considered are not being amended during this phase of the update to the LUP.

It should be noted that this section includes factually obsolete descriptions of areas that are now built-out with developments that did not exist when this section was adopted in 1980. It is necessary to delete all these factually incorrect descriptions in order to eliminate confusion about what actually is developed in this area. For example, the reference to a vacant 40,000 square foot parcel on Mole C is obsolete, and the parcel is now developed with banquet facilities for the Portofino Hotel. The references to the proposed development of the Harbor Triangle Shopping Center with a 125-foot hotel are obsolete, and this area is now built-out with the Crowne Plaza Hotel (75 feet) and associated uses and parking structure. All of the deleted text involves factually obsolete descriptions and the deletion of these descriptions does not impact any standards applicable for review of new projects in the harbor/pier area. New standards may be proposed during Phase II of the update to the LUP.

Commercial

This category permits a wide variety of commercial uses, and includes no development standards. This category would continue to apply to the N. Catalina commercial corridor as

Exhibit 7 p 7
Redondo LUPK
1.2000
City staff summ

shown in Exhibit H-1. New and more detailed land use and development standards would be considered for this area during Phase II of the update to the LUP.

Industrial

This category would continue to apply unchanged to areas mapped as industrial in Exhibit H-1. The only change proposed prior to Phase II of the LUP update is the deletion of the reference to permitting of oil drilling pursuant to Ordinance No.1467 adopted in 1955, since this ordinance has expired and oil drilling is no longer permitted anywhere in the City.

Residential, Medium Density

This category would be retained for areas shown in Exhibit H-1 (only applicable to the Salvation Army site). The designation will need to be changed in Phase II of the LUP update, but since the Salvation Army site is already built out with senior apartments and associated community-serving facilities, the retention of this obsolete designation will not impact existing use of the site.

Parks, Recreation and Open Space

This category would be retained with no changes for areas shown in Exhibit H-1 (Seaside Lagoon, Mole B, and Edison right-of-way). The existing language is highly generalized and includes no development standards.

SUBSECTION D OF SECTION VI: LAND USE POLICIES

The update to the LUP eliminates obsolete and out-dated land use policies and adds a number of new policies consistent with the General Plan and Harbor/Civic Center Specific Plan. Included are policies to: preserve public fishing access areas on the Pier; protect and provide lower cost visitor-serving uses and recreational facilities; require that major rehabilitation projects as well as new developments provide appropriate amenities such as pedestrian walkways adjacent to the water's edge; and permit the establishment of an Historic Overlay zone to allow consideration of additional uses necessary for the preservation of a historically significant building, subject to a Conditional Use Permit.

Obsolete policies are proposed to be deleted. For example, the vacant parcel referred to on Mole C is already built out with banquet facilities, and the policy proposing development of the "Harbor Complex" relates to the site now built-out with the Crowne Plaza hotel and associated

uses. The policies relating to development of land in the commercial recreation district with visitor serving uses, subject to approval by the City based on compatibility with surrounding uses, is redundant of language already contained in subsection C establishing the commercial recreation land use classification. The policy relating to consolidation of the R-6, R-5, and R-3 districts occurred in 1982. The policies relating to traffic circulation on Catalina Avenue and Harbor Drive are also obsolete (and circulation issues will be restudied as part of the new planning process underway in the AES/Harbor-Pier/N. Catalina Avenue area).

AMENDMENTS TO THE LAND USE PLAN MAP

The Coastal Land Use Plan Map will be updated in 2 phases. Exhibit H shows the amendments proposed at this time for consistency with the City's General Plan. Exhibit H-1 shows the areas which will retain their current mapping classifications, and which will be considered for amendment in the second phase of the update to the LUP, expected to occur by 2001.

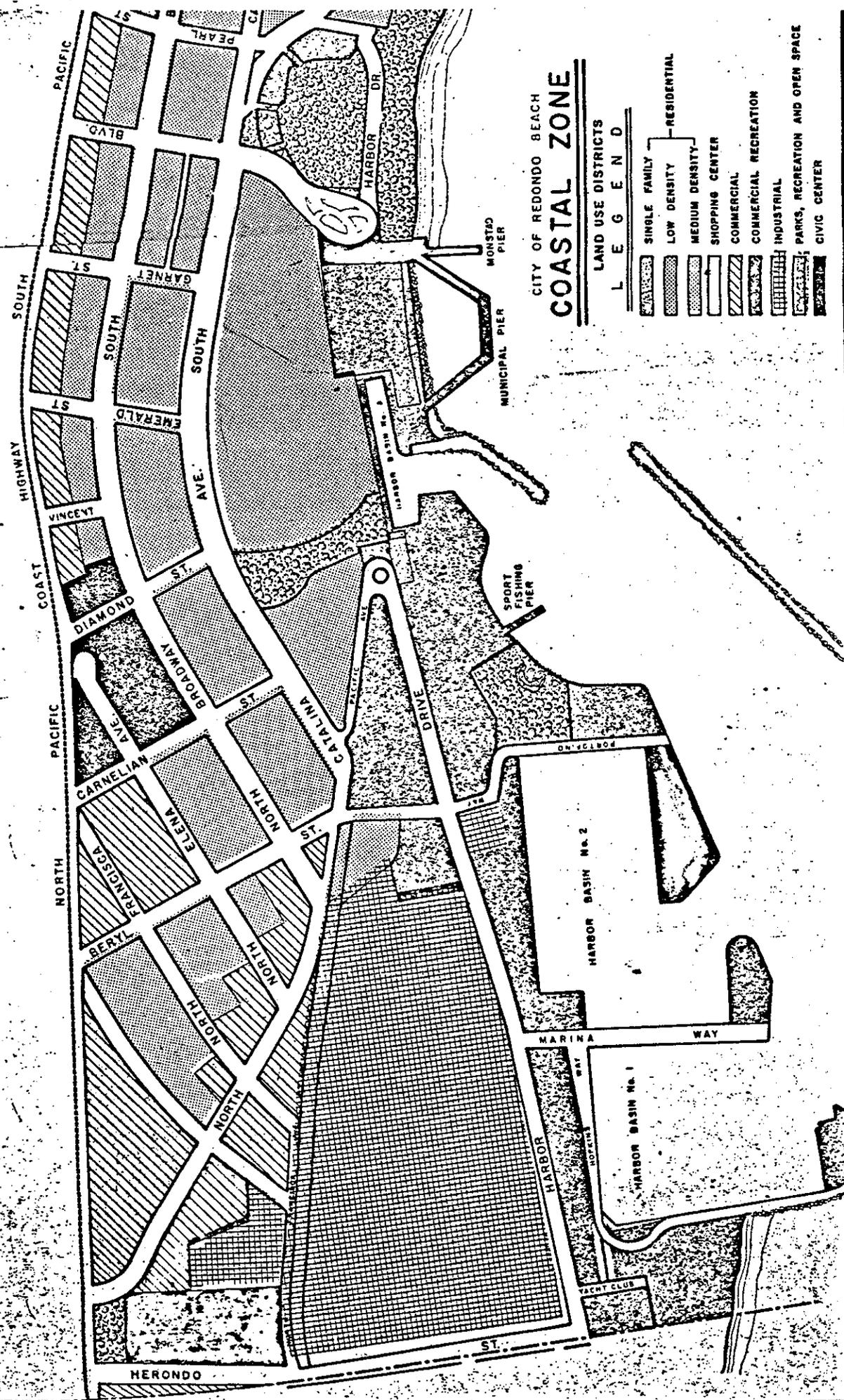
Summary of mapping changes contained in Exhibit H

General changes in classifications are as follows. These are areas where there have been minor changes to development standards for residential districts, or addition of height and floor area ratio standards in the case of nonresidential districts (as discussed previously).

1. areas previously classified as "low density residential" are now "R-2 low density multiple family residential";
2. areas previously classified as "medium density residential" are now either "R-3 low density multiple family residential" or "RMD medium density multiple family residential";
3. areas previously classified as "shopping center" or "commercial" are now designated as either "C-2, C-3, or C-4 commercial";
4. areas previously classified as "parks, recreation and open space" and areas previously classified as "civic center" are now designated as "P public or institutional"

The following table indicates specific locations where there have been major changes in categories (such as commercial redesignated as residential or vice-versa). These areas are also shown in the maps attached to this summary).

LOCATION	EXISTING DESIGNATION	PROPOSED DESIGNATION
① 517-519 N. Elena Ave.	Commercial	R-3 low density multi-family residential
② 235 N. Pacific Coast Hwy. And 400 Diamond St.	Civic center	MU mixed use
③ 220-222 N. Broadway	Civic center	R-3 low density multi-family residential
④ 201-339 S. Pacific Coast Hwy., 212 Torrance Blvd., 215	Commercial	MU mixed use



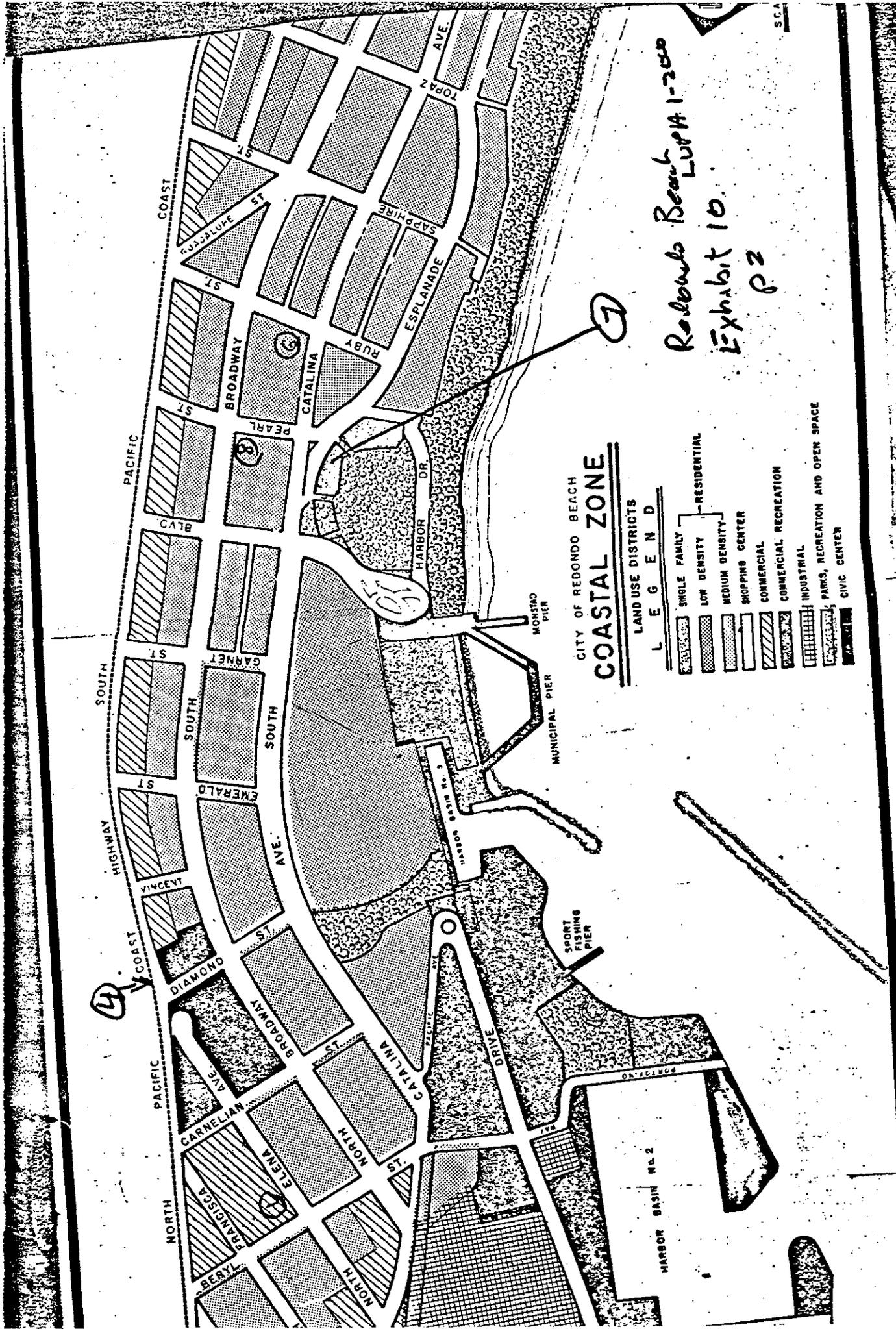
CITY OF REDONDO BEACH
COASTAL ZONE

LAND USE DISTRICTS

L E G E N D

- SINGLE FAMILY - RESIDENTIAL
- LOW DENSITY - RESIDENTIAL
- MEDIUM DENSITY - RESIDENTIAL
- SHOPPING CENTER
- COMMERCIAL
- COMMERCIAL RECREATION
- INDUSTRIAL
- PARKS, RECREATION AND OPEN SPACE
- CIVIC CENTER

Redondo LUPA 1-2000 Exhibit 10 r 1



CITY OF REDONDO BEACH
COASTAL ZONE

LAND USE DISTRICTS

L E G E N D

[Hatched Pattern]	SINGLE FAMILY	[Hatched Pattern]	RESIDENTIAL
[Hatched Pattern]	LOW DENSITY	[Hatched Pattern]	MEDIUM DENSITY
[Hatched Pattern]	SHOPPING CENTER	[Hatched Pattern]	COMMERCIAL
[Hatched Pattern]	COMMERCIAL RECREATION	[Hatched Pattern]	INDUSTRIAL
[Hatched Pattern]	PARKS, RECREATION AND OPEN SPACE	[Hatched Pattern]	CIVIC CENTER

Redondo Beach LUPA 1-2000
 Exhibit 10
 P2

PROPOSED COASTAL LAND USE PLAN MAP
 (EXHIBIT NO. H)

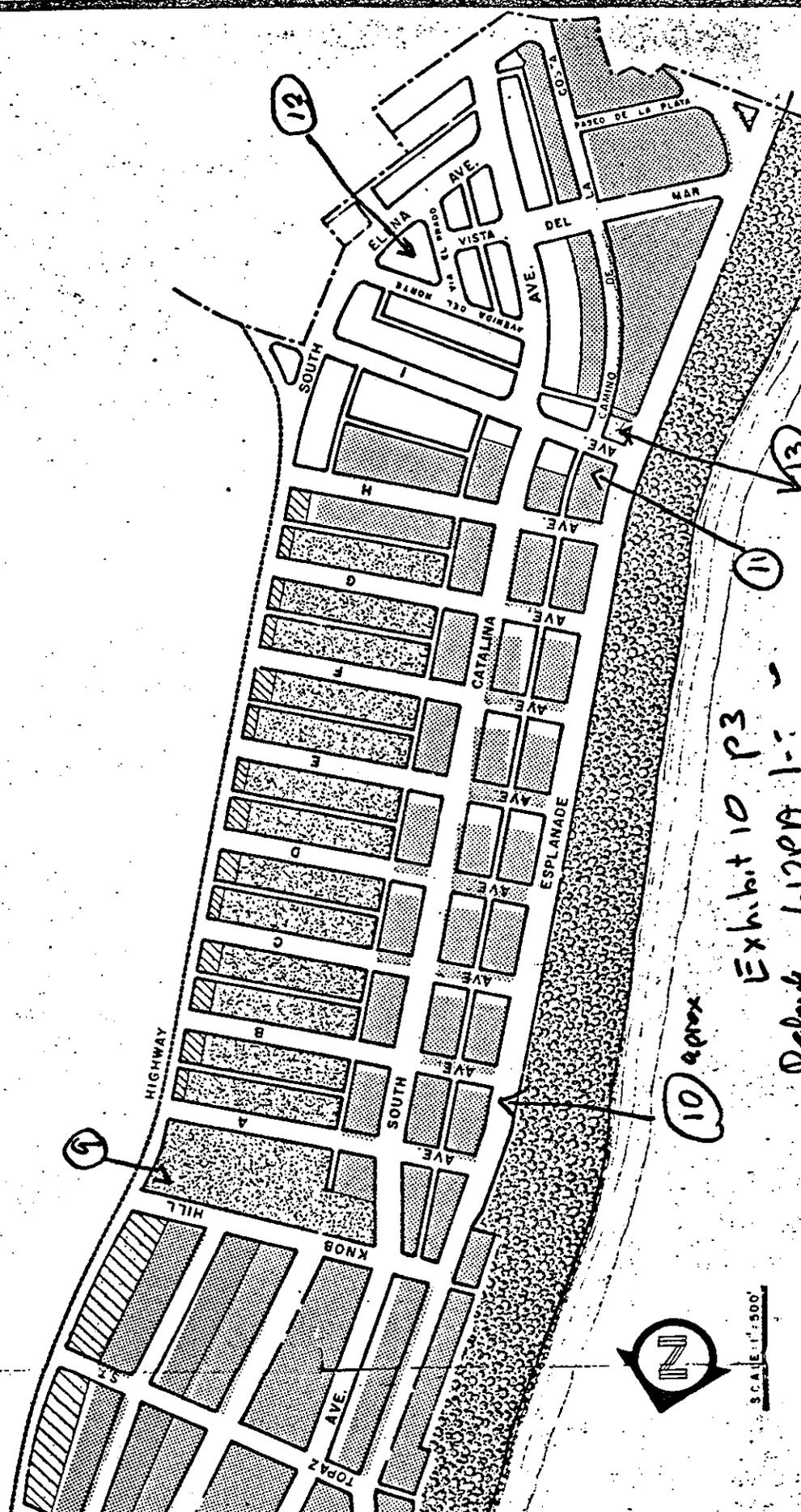


Exhibit 10 P3
 Reland LUPA 1-7

10 approx



SCALE: 1" = 500'

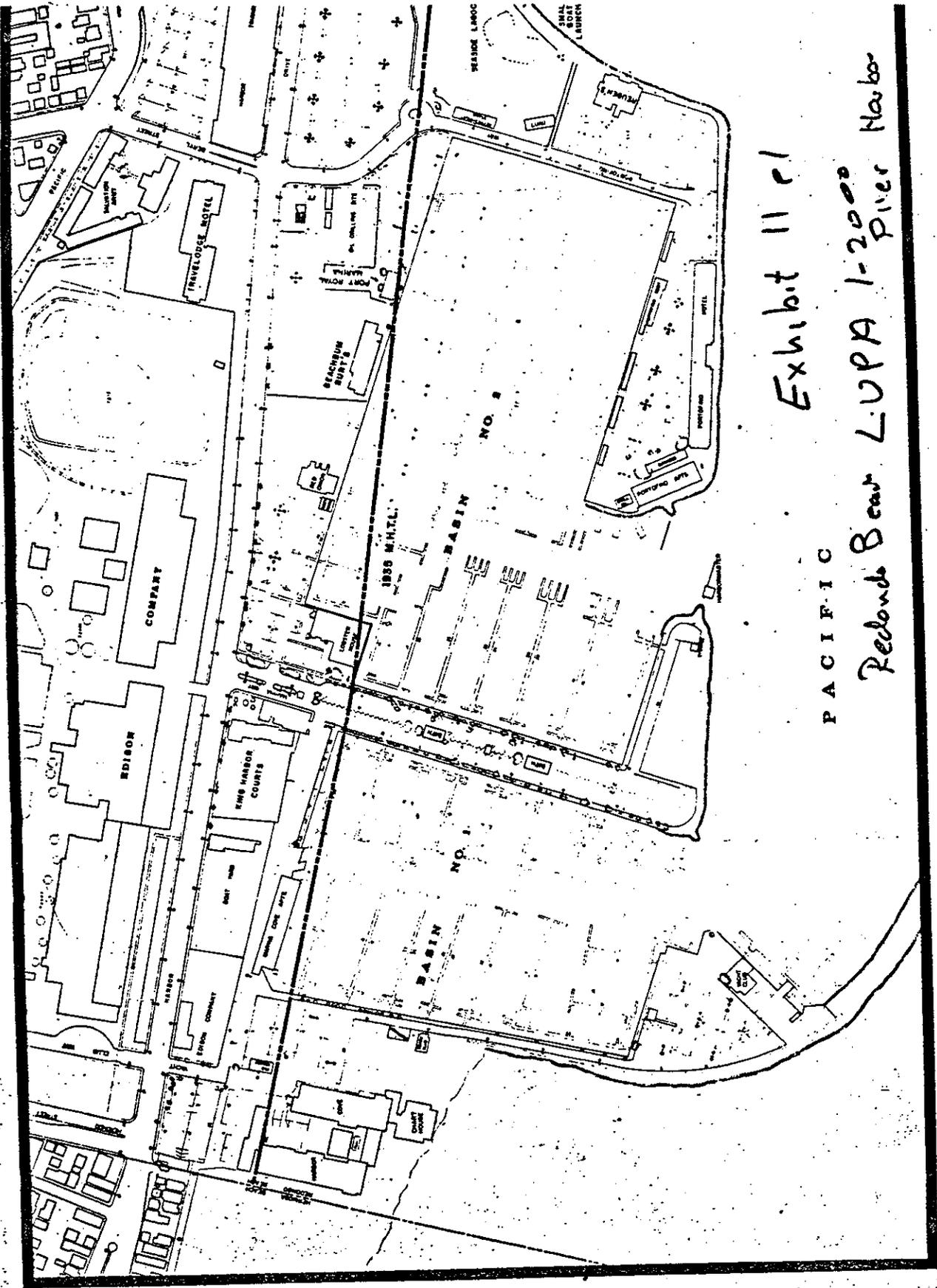


Exhibit 11 c1

PACIFIC

Redondo Beach LUPA 1-2000 Pier Harbor

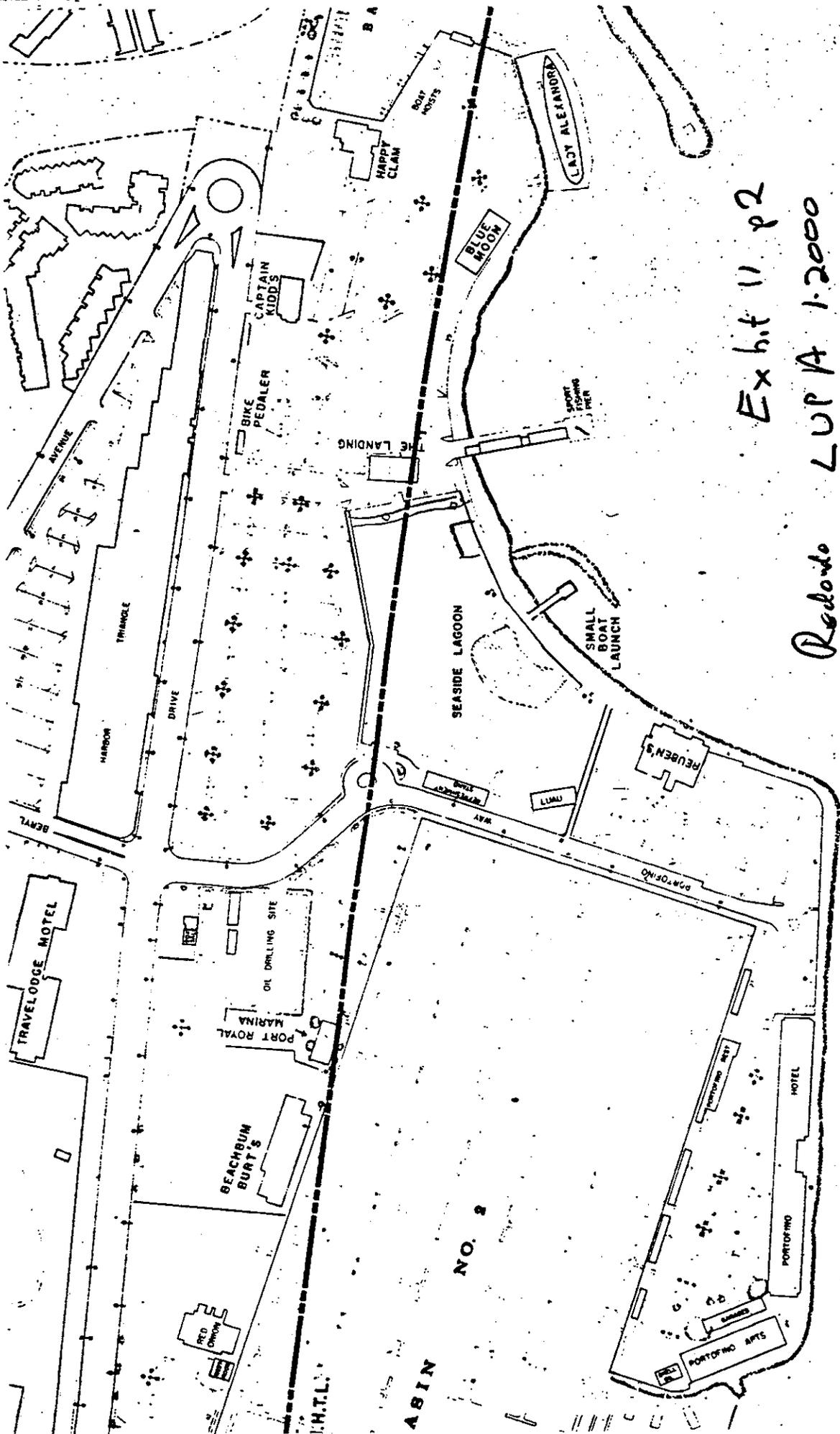


Exhibit 11 p2

Redondo Beach Pier Harbor
 LUPA 1-2000

August 12, 1999

Mr. Randy Berler
Planning Department
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

Redondo Beach
LUPA
1-2000
Exhibit 12
P.

Corina Ponce

Dear Randy,

On Monday night you updated the Harbor Commission on your proposed changes to the "Land Use Section of the Coastal Land Use Plan (LUP)". On July 2, 1999, I submitted to the Planning Department detailed comments regarding changes to the City's General Plan, Harbor Specific Plan, and Zoning Ordinance that would bring them in conformance with the intent of our lease with the City and allow reasonable and economically feasible development and/or redevelopment to occur. Since practically all of the suggestions I gave to the Planning Department on July 2, 1999 are not included in the report you gave the Commission, I will only discuss what is in that report as follows.

- I. I believe there is a gross misconception regarding our position about allowing offices in the Harbor Pier area. We believe that:
 - a. General offices should only be allowed to the extent that parking for allowed uses such as marinas, restaurants, hotels, etc. is vacant during the normal times general offices are open;
 - b. General offices should be built in a manner not to prevent allowed uses from occurring (such as in non-usable areas or over/under/between allowed uses);
 - c. Not allowing "harbor-related offices" on the first floor makes no sense especially if it is for a use that always must be in contact with boat tenants such as anyone providing a boating service.
 - d. Instead of limiting the "1st floor" to "offices solely for the administration of a Master lease", the provisions should:
 - (1) Add after the last word "or any allowed tenant". The current and proposed wording does not allow offices for the boat yard, a restaurant, or any other allowed use;
 - (2) Eliminate the "1st floor" restriction and state that the total area rented for general offices shall be limited to the office area above or below the 1st floor, and there must be the equivalent of the 1st floor office area rented to offices solely for "harbor-related uses" anywhere in the building. It should not make any difference where an office is located in a building so long as the total amount of area you want for a particular use is actually available to rent.
 - e. General offices shall be limited to that
 - (1) Which does not conflict with allowed uses;
 - (2) Only utilizes no more than 85% of the vacant parking spaces within 600 feet that are available when the offices are open. (The amount of vacant parking spaces would be subject to actual count and verification.)

Marina Cove, Ltd.

Access

As new development occurs or as leases are renegotiated in the Harbor-Pier area, vertical and lateral access to and along the shoreline shall be incorporated into the design of permitted new developments and/or renegotiated lease projects.

The proposed project has been designed to protect, maintain and enhance public access and public views to and along the shoreline. The nearby bike path and beach also provide numerous passive and active public recreational activities which will not be adversely impaired by the proposed development. The project, as designed and sited, will enhance and encourage both active and passive recreational uses of the beach/pier area. The revisions to the plan will substantially improve access, particularly handicapped access, as well as provide access for the largest maintenance and emergency vehicles. The original plan had very limited vehicular access which precluded almost all emergency vehicles. Therefore, the Commission finds that the proposed project is consistent with the applicable public access and public recreational policies of Chapter 3 of the Coastal Act. The Commission further finds that the proposed development will not prejudice the ability of the City of Redondo Beach to prepare the necessary ordinances and implementing actions to adequately carry out the Land Use Plan previously certified with suggested modifications.

Restrooms

The original plan contemplated a small public restroom (200 SF) on the Fishing Promenade and a larger public restroom (900 SF) attached to the west end of the North Pier Promenade building. The applicant has subsequently determined that larger restroom (938 SF) facilities located on the land at the northerly end of the pier would provide better service to a larger number of visitors in the area of the pier, Basin 3 - parking structure complex. It was also felt by the applicant that removing the public restrooms from the pier would increase public open space and slightly improve views.

C. Development

Section 30252 of the Coastal Act states in Part:

The location and amount of new development should maintain and enhance public access to the coast by ...(4) providing adequate parking facilities...

Additionally, one of the suggested modifications to the City's certified LUP states:

The location and amount of new development should further maintain and enhance public access to the Harbor area by providing adequate parking facilities to serve the needs of new development, and by assuring that no net loss of existing parking facilities to the area will occur as a result of permitted new development. Given the importance of the Seaside Lagoon area as a public recreational facility, adequate nearby parking facilities to serve this area should be preserved.

*Redondo Beach
LUPA 1-2000
Exhibit 18 p5*

The proposed project will replace the amount of commercial square footage destroyed in the 1988 fire. The proposed development does not exceed the amount of commercial development that the Commission originally approved in the 1981 certified LUP. However, any future intensification of land uses would require adequate parking provisions as required in the certified Land Use Plan. Therefore, the Commission finds that the proposed project as submitted by the City is consistent with the parking provisions of Section 30251 of the Coastal Act. The Commission further finds that the proposed project is consistent with the relevant provisions of the City's certified LUP.

D. C.E.Q.A.:

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(I) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any-significant adverse impact which the activity may have on the environment. The proposed project as designed and sited will maintain, protect and enhance public access, views and recreation and will have no adverse impacts on coastal resources. Therefore, the Commission finds that the project is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

E. Local Coastal Program:

Section 30604 (a) of the Coastal Act states:

(a) Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

The LUP was certified with suggested modifications in March, 1981. The project is located on the Redondo Beach Pier which allows a mixture of visitor-serving commercial/recreational uses. The proposed development is consistent with the land use designation of the certified LUP. Therefore, the Commission finds that the project as submitted will not prejudice the ability of the City to prepare the necessary ordinances and implementing actions to adequately carry out the Land Use Plan previously certified with suggested modifications.

F. Natural Hazards.

Section 30253 of the Coastal Act provides in part:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and free hazard.

*Redondo Beach
LUPA 1-2000
Exh. b. + 15 pb*

- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The proposed project is located in an area that has historically experienced storm damage. The applicant has submitted an Oceanographic Report dated September 7, 1988, prepared by Noble Consultants. That report contains an oceanographic analysis that includes assessing the water levels and changes in bottom depths, a wave analysis and bathymetric and side scan surveys. Following is a brief excerpt from that report:

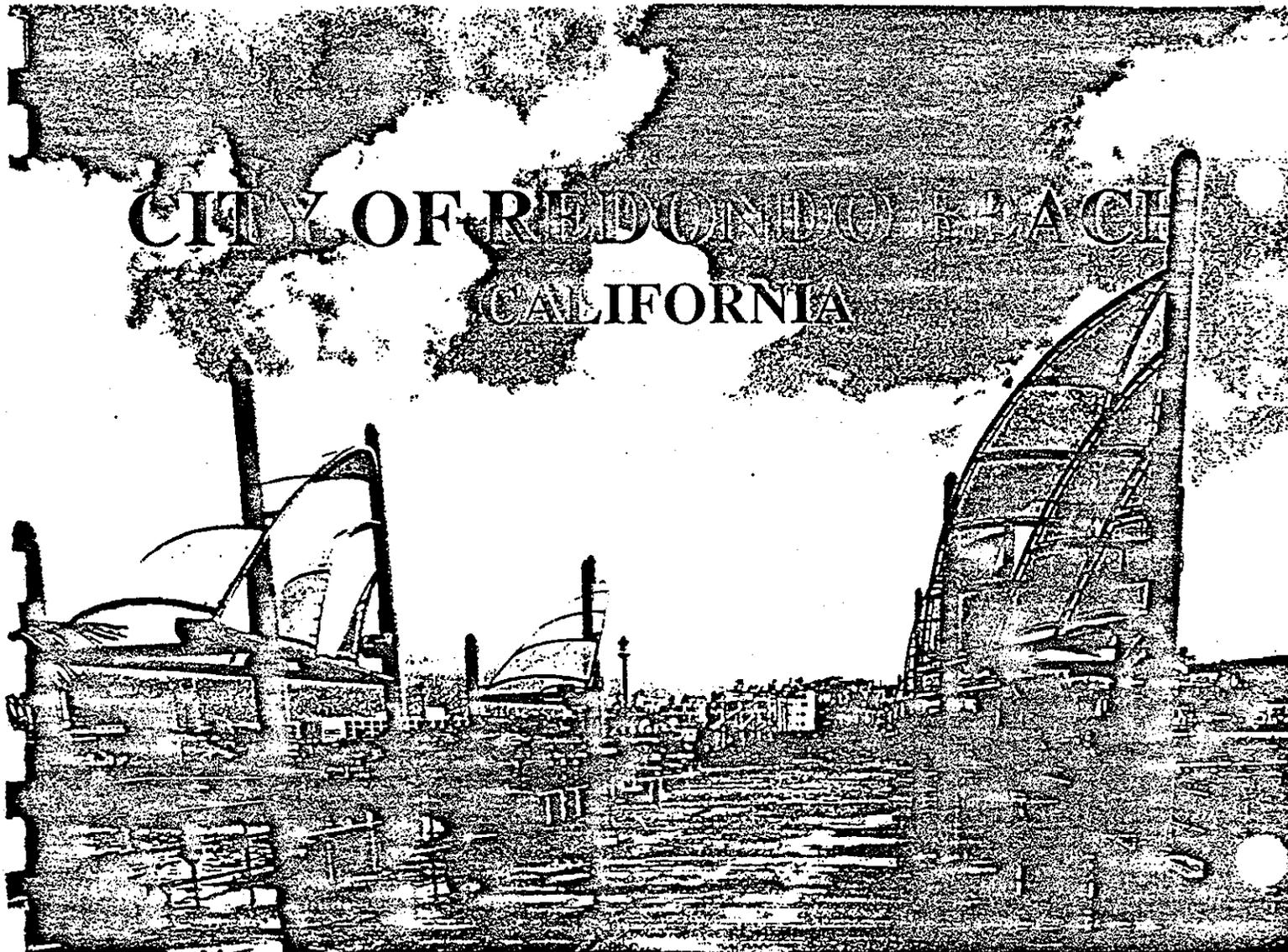
Based on the results of this oceanographic study, a new pier can be safely designed and constructed to a further offshore position than its existing location. Pier sections may also be constructed parallel to the shoreline as long as their structural design has adequately addressed the design load conditions. An offshore breakwater is not required to provide protection at Redondo Beach for a pier structure that is soundly designed.

The change from wood to concrete pilings will improve the pier's ability to resist wave damage and will extend its useful life.

Therefore, the Commission finds that the proposed development has been designed to assure structural integrity, consistent with the provisions of Section 30253 of the Coastal Act.

Redondo Beach
LUPA 1-2000
Exh. b. t 18 p 7

CITY OF REDONDO BEACH CALIFORNIA



Redondo Beach
LUPA 1-200
Exhibit 19



CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET
POST OFFICE BOX 270
REDONDO BEACH, CALIFORNIA 90277-0270

November 16, 2000

RECEIVED
South Coast Region

NOV 17 2000

CALIFORNIA
COASTAL COMMISSION

Pam Emerson
Los Angeles County Area Supervisor
California Coastal Commission
200 Oceangate
Long Beach, CA. 90802-4302

Re: Pier access policy for Redondo Beach LUP

Dear Ms. Emerson:

We appreciate the cooperative working relationship you have maintained with City staff in our efforts to amend the Redondo Beach LUP. Our staff is in agreement with all your suggested modifications to the Redondo Beach LUPA 1-2000 with the exception of the proposed policy requiring new development to be sited to provide continuous public access along the seaward side of the Redondo Beach Pier. This policy will preclude the development of "Pad 2" on the Pier as previously approved in concept by the Coastal Commission in 1991 (see discussion below).

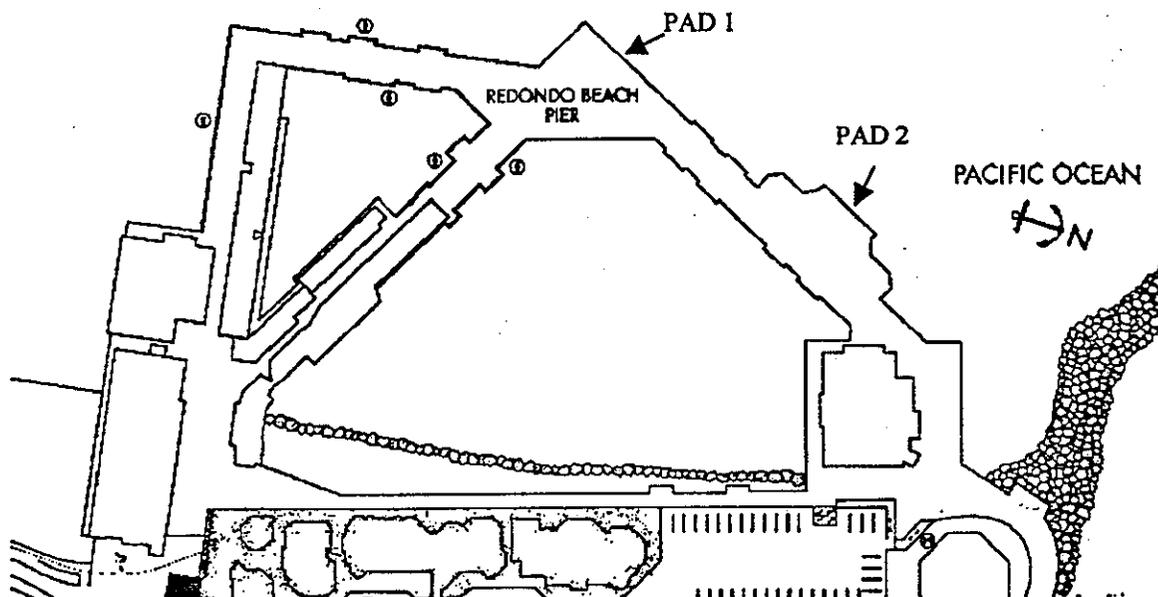
The Redondo Beach City Council met on November 14, 2000 and has recommended a modified policy that will maintain the viability of Pad 2 while ensuring that overall public access is enhanced on the Pier. The Council proposes eliminating the development of Pad 1 at "The Point" of the Pier (previously approved in concept by the Coastal Commission in 1991), but to continue to permit a building located along the outside rail of Pad 2. Policy 2 is proposed to be amended and policy 2a added to read as follows (additions indicated by underline):

2. New development, additions or major rehabilitation projects within the Harbor Pier area *shall* ~~will~~ be required to be sited and designed to:

- a) *Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;*
- b) *Provide continuous public access to and along the seaward side of the piers and moles, with the exception of "Pad 2" on the Pier (see illustration below);*
- c) *Be consistent and harmonious with the scale of existing development, and*
- d) *Provide appropriate public-serving amenities such as benches, pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas, including benches etc.*

2a. No permanent building shall be developed on "Pad 1" of the Pier (see illustration below).

Redondo Beach
LUPA 1-2000
Exhibit 17 p1



BACKGROUND

The Municipal Pier, destroyed by fire in 1988, was characterized by a continuous configuration of buildings with significantly limited public access along the railings. In 1991 the Coastal Commission approved Permit 5-91-655 for reconstruction of the Pier, including conceptual approval for development of 22,621 square feet of building at 3 locations on the new pier. The Coastal Commission staff report for an approved amendment to this permit (attached) further recognizes the locations of the 3 building pads identified in the conceptual plans, and notes the following with respect to Pad 2:

The ± 6,500 SF restaurant/retail building is approximately 140 feet long and, due to its location on the edge, blocks open ocean and harbor views. However, on both sides of the building large open spaces provide significant viewing opportunities. This building has been pulled back which improves the view angle from the railings on either side.

The amendment to the permit reflects the compromise on the design of Pad 2 made between City staff and Coastal Commission staff. Under the original design approved in 1991 (see attached) Pad 2 extended further out and blocked views. The revised design under the amended permit improved public viewing, but significantly reduced the size of the pad, which has reduced the interest of the private sector in building on it.

City staff finds that it is not feasible to relocate the building intended for Pad 2 for the following reasons:

1. A development on the inside rail or away from both rails would have a harmful impact on public safety. To maintain fire access, a fire truck would have to navigate around the building instead of having a straight path out to the end of the pier.

*Redondo Beach
LUPA 1-2000*

2. A development on the inside rail would have to displace the decorative sail structures, destroying the aesthetics of the original design. The decorative sails are an essential element of the Pier's character (see attached picture).
3. A development placed away from both rails is unacceptable because it would reduce the building footprint to less than 5,000 square feet, further harming the economic viability for visitor serving uses appropriate in this location.

Economic Viability

The currently proposed access policy for the Pier will result in two very small building pads of limited economic benefit. The policy modification proposed by our City Council will give up development of Pad 1 and permit a more viable development on Pad 2. This in turn will help the City maintain and increase harbor enterprise revenue sources that are critical for providing for public health and safety on the Pier.

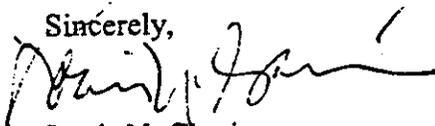
The City recently conducted a study of infrastructure deficiencies, and found the cost of making the necessary improvements to the Pier and parking structure serving the Pier is in excess of \$1 million. In addition, harbor enterprise revenues are necessary to ensure public safety on the Pier and in parking areas. Harbor patrol/police costs total \$2.1 million of the \$7 million budget for the entire harbor enterprise. Finally, revenues are essential to provide clean, attractive facilities for the public. In the current fiscal year the City Council has expanded the maintenance crew specifically for the Pier at a cost of \$200,000 per year above the previous harbor enterprise maintenance budget.

Public access

The new pier was designed with ample public access along the seaward side (about 850 lineal feet even with development of Pad 2 along the outside rail compared to about 600 lineal feet on the old Municipal Pier). The policy alternative proposed by the City Council will have an overall beneficial impact on the quality of the recreational experience offered on the Pier. By eliminating future development of Pad 1 at "The Point", public access/recreation will be further enhanced by providing a large public outdoor space that can be used for strolling, sitting and appreciating the views, or providing space for outdoor recreational events and entertainment by musicians and artists.

We appreciate your consideration of our suggested revision to the access policy for the Pier and hope you agree it is a beneficial solution for the public consistent with the Coastal Act.

Sincerely,



Louis N. Garcia
City Manager

Redondo Beach
LUPA 1-2000
Exh. wt 17 p 3

Attachments:

1. Pier Reconstruction Plan approved by Coastal Commission in 1991
2. Coastal Commission staff report for amendment to Coastal Permit 5-91-655 relating to building pads
3. Photo of decorative sails on the Pier

Mr. Randy Berler
August 12, 1999
Page Two

Exhibit 12
P2
Redondo LUPA
1-2

2. Although your report states that "the Coastal Commission staff... under no circumstances will they support permitting general offices within the Tidelands", there is evidence to suggest that the Coastal Commission would support such use:
 - a. For example, there is substantial general office space in the Tidelands just west of the Long Beach Marina.
 - b. Providing general offices are restricted as I have suggested above.
3. Since "the existing LUP includes no height and development intensity standards within the Coastal Commercial District", why you are now recommending amending the LUP to include such limitations also makes no sense. All this would do would make buildings in the harbor non-conforming with Coastal Commission Standards and make it much more difficult to raise standards at a later date. This is especially true if the City at some future date has a need for additional revenues, wants replacement of obsolete or deteriorated facilities, or wants to insure redevelopment of properties such as the AES site. Past experience confirms that it is always very difficult to raise density and height standards once they have been reduced.
4. Although it is commendable for the City to include "design policies to encourage a high quality pedestrian-orientated environment in the Pier and Harbor area and to encourage reconfiguration of development within King Harbor to create a unified seaside 'village' ", such policies will be worthless unless the City is prepared to provide the money required to accomplish this or have compatible "economic policies" that give the private sector the incentive to support these objectives. Since this has not occurred, I would not be optimistic about your design policies actually accomplishing its objectives. Almost everything that is now being done in regards to the existing Harbor and Pier lessees acts as a disincentive to do anything to upgrade and/or change.

Although I appreciate the planning staff's attempt to eliminate some of the restrictions on allowing general office space on our leasehold, I believe that if the recommendations in your report before the Harbor Commission are followed, the City will suffer substantial long-term economic damage. Harbor and Pier leaseholders will simply invest their resources elsewhere and at the end of their lease with the City they will leave on their leaseholds as little economic value as possible. When all parties are not always working to maximize values, it damages everyone. Due to the great impact this issue has on our business, I would be most appreciative of being informed when it will come before the Planning Commission and City Council.

Sincerely,

Marina Cove Ltd.
By MCL Marina Corp
General Partner


L.C. Guthrie, Jr.
President

cc: Councilman Kevin Sullivan
Councilman John Parsons
Barry Kielsmeier

0811-1.em

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Exhibit 13
Redondo LUPA 1-2000
Beach



October 15, 1999

Randy Berler
Senior Planner
City of Redondo Beach
Planning Division
PO Box 270
Redondo Beach, CA 90277-0270

OCT 18 1999

Subject: The City of Redondo Beach Proposed LUP amendment

Dear Mr. Berler,

Thank you for forwarding the proposed revisions to the Redondo Beach Coastal Land Use plan for staff comments. As we understand it, the City is considering an amendment to the Land Use chapter of the plan, leaving the other policies intact. The document is clear and easy to understand. The attention to pedestrian access and the visual environment is consistent with Coastal Act section 30251, which requires the scale and design of development to protect views to and along the coast.

We would like to comment on several issues.

1. Protection of public fishing access on the public piers. The Commission has consistently reserved the existing fishing area on Monstad Pier for a free angling area. We suggest you consider designating areas of the railing as P. Without such a designation, the limitation "where feasible," that applies to the policy on low and moderate cost visitor serving facilities is, in our view, insufficient for a public pier.
2. General office use in tidelands. Thank you for responding to our earlier comments. Both State Lands rules and Coastal Commission policies discourage general offices in tidelands and give priority to coastal dependent or coastal related and recreational uses. This policy has been interpreted to allow the rental office of a marine related use to be located on tidelands. Our concern would be with building conventional offices on tidelands that would be open to general clientele, such as insurance or real estate agencies. A boat rental or a bait shop that contains an area for record keeping or customer contact would be considered a marine related use. As we discussed, the Commission would refer to the certified Land Use Plan in processing a coastal development permit in this area. However, seaward of the 1935 mean high tide line, the Commission would retain the authority to issue coastal development

Randy Berler
Redondo Beach Planning division
Comments on prose LUP
Page 2, October 15, 1999

Redondo Beach
LUP # 1-2000

Exhibit 13
p2

permits even after certification of the plan. The standard of review for those permits would be the Chapter 3 policies of the Coastal Act.

3. There is some local controversy regarding height limits in the Harbor. The Commission has given weight to the opinions of local government regarding the appropriate height limits in their communities, as long as the proposed buildings are not greatly out of scale with natural landforms or existing development. In evaluating a plan or a proposal for a plan amendment, the Commission's standard of review would be the preservation of views to and along the coast, the recreation and access policies of the Coastal Act and compatibility with existing development. In Marina del Rey, the Commission approved a plan with greater maximum height than had been allowed in the past. In that case, the height increase was tied to a program that would create view corridors extending over twenty to forty percent of the width of a lessee's shoreline frontage, opening the wall between the access road and the harbor. These corridors would allow ground level views of the water. While we are not recommending such a complicated program, its approval is an indication that the Commission will consider height limits in the context of the entire proposed LUP. The Commission will review the plan as a whole and will be primarily concerned with recreational and visual access to the water as well as the protection of natural habitat and public safety.
4. Public parks and public parking. The plan clearly identifies the public parks and parking lots in the City. The existing plan also protects public street parking. The staff will review that language of these sections to assure that beach access is protected.

Procedure. After adoption of the LUP, the City will submit the document to the Commission for its review. The staff will review the plan, a process that takes a number of months. During this process, issues that have not been identified in this preliminary review may emerge. One example of this is the possible inclusion of Best Management Practices to protect water quality as part of any new development. If so, the staff will work closely with your staff to develop modifications necessary to bring the LUP into consistency with the coastal act. In the past, more specificity than is normally employed in general plans has been found to be necessary to assure consistency with the coastal policies. The coastal staff will prepare a recommendation, which will be reviewed by the Commission. The Commission will review the staff recommendation and take testimony for the City and the public. The LUP will be certified as is or, if it is necessary to make minor changes, with suggested modifications.

Randy Berler
Redondo Beach Planning division
Comments on prose LUP
Page 3, October 15, 1999

We look forward to working with you in the future. If you have any questions,
please contact Jim Ryan or me at (562) 590-5971.

Sincerely,



Pam Emerson
Los Angeles County Area Supervisor

cc. Jim Ryan

Redondo Beach
LUPA
1-2000
Exhibit 13
p3

OFFICE OF
THE CITY ENGINEER.



TELEPHONE
(310) 318-0661

FAX: (310) 374-4

CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET
P.O. BOX 270
REDONDO BEACH, CALIFORNIA 90277-0270

January 31, 1994

Ms. Pam Emerson
California Coastal Commission
South Coast District
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, California 90802-4416

SUBJECT: REDONDO BEACH KING HARBOR, EARTHQUAKE DAMAGE TO
MOLE B AND SEASIDE LAGOON

Dear Ms. Emerson:

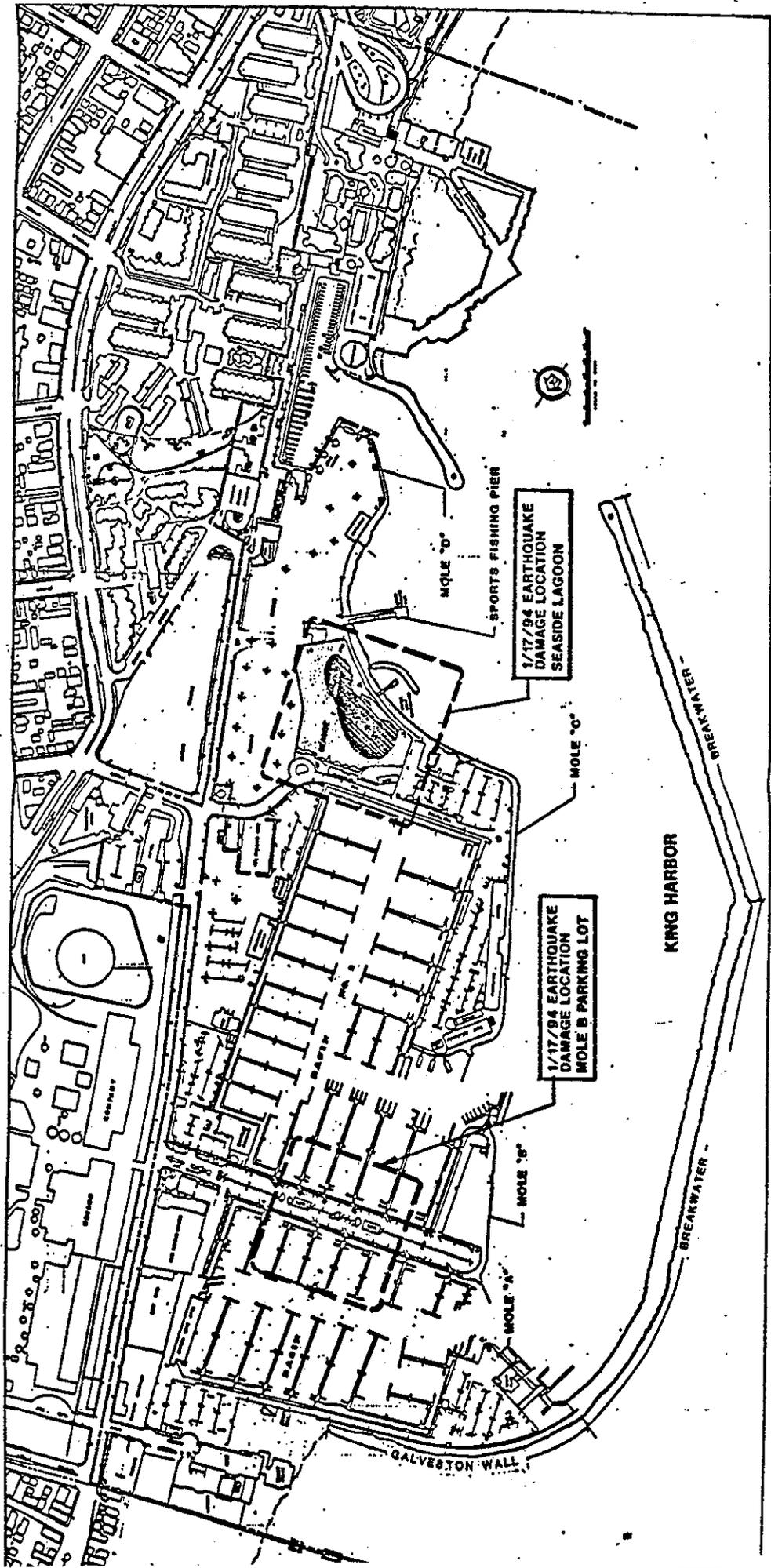
As you requested, enclosed are copies of photographs of damage suffered in King Harbor due to the January 17, 1994 6.6 earthquake, plus a map to locate the areas shown. If you need additional information, please do not hesitate to contact me at 310/318-0662.

Sincerely,

Rick Becker
Associate Civil Engineer

enclosures

Redondo Beach
LUPA
1-2000
P1
Exhibit 14



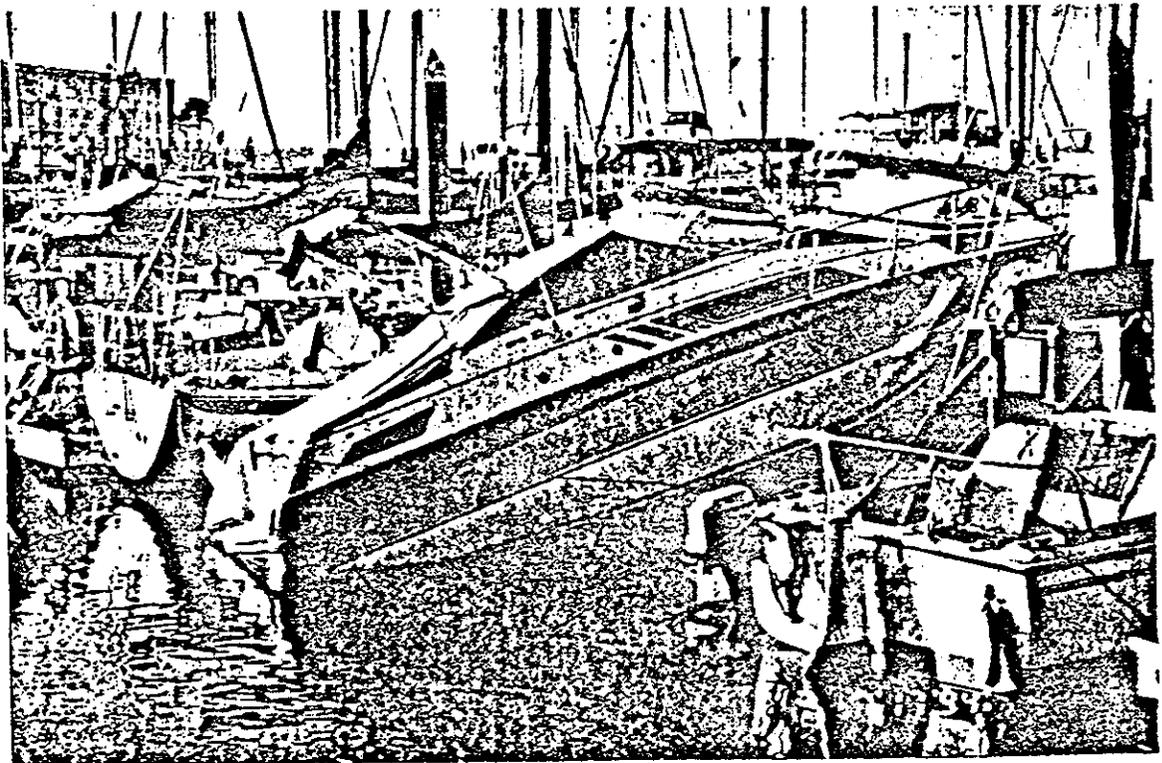
KING HARBOR
 REDONDO BEACH, CALIFORNIA
 1/31/94

Exhibit 17 p 2

Redondo LUPA 1-2000



Mole B South Seawall failure into King Harbor Basin #2

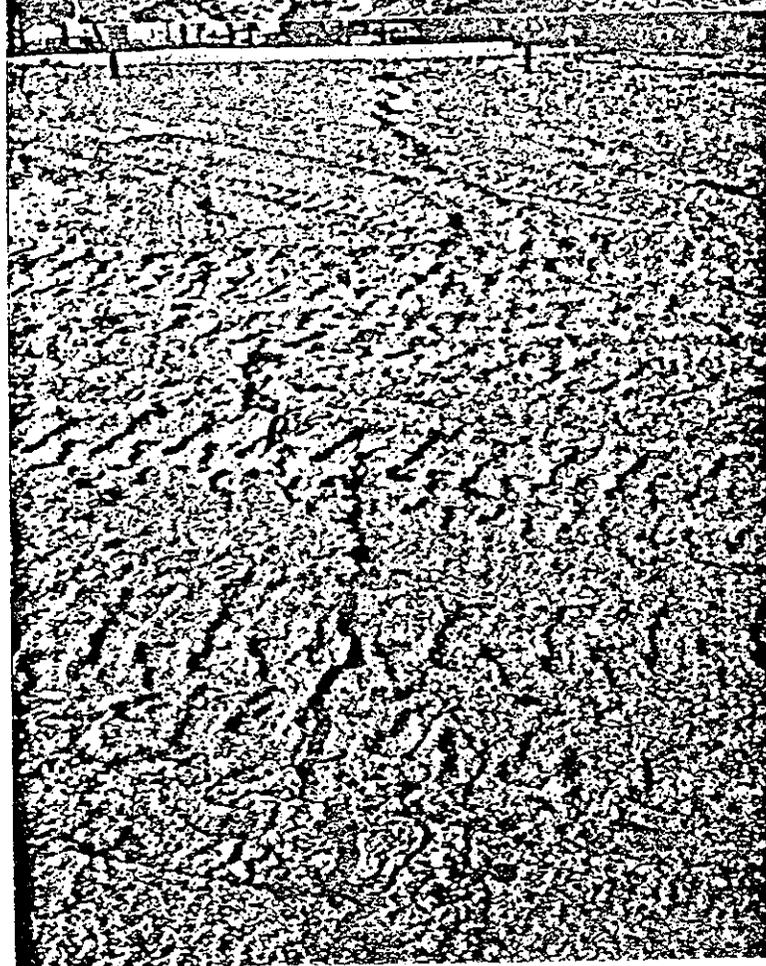


Vessel displaced during earthquake, King Harbor Basin #2

Redondo Beach
LUPA

Exhibit 17 p 3

1-2000

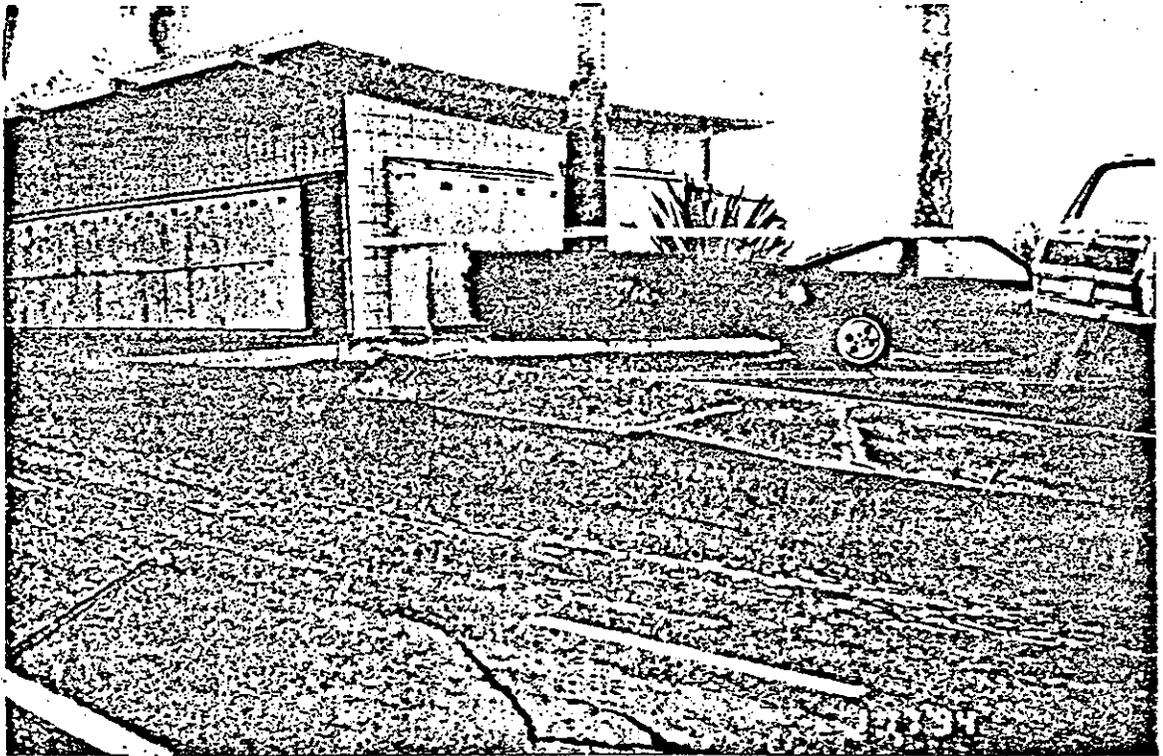


Above: Sand boils formed in Redondo Beach Seaside Lagoon beach area from liquifaction

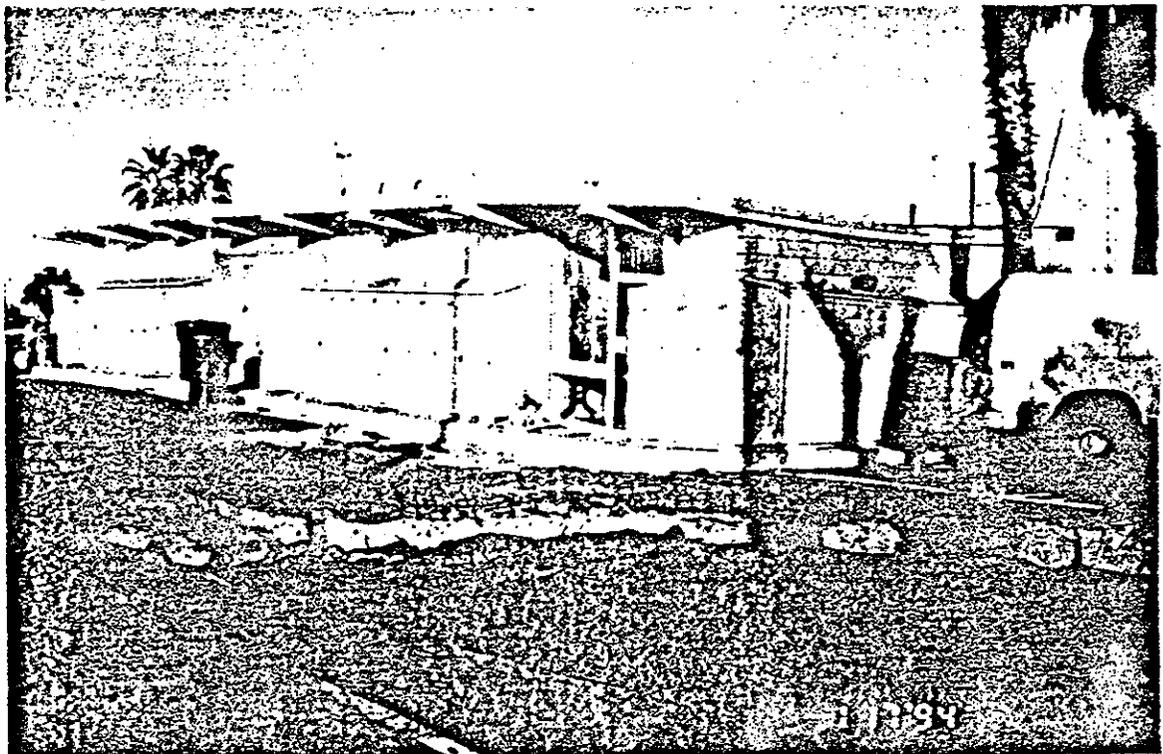
Left: Movement of sand due to earthquake, Redondo Beach Seaside Lagoon

*Redondo Beach
LUPA
12000*

*Exhibit 14
p41*

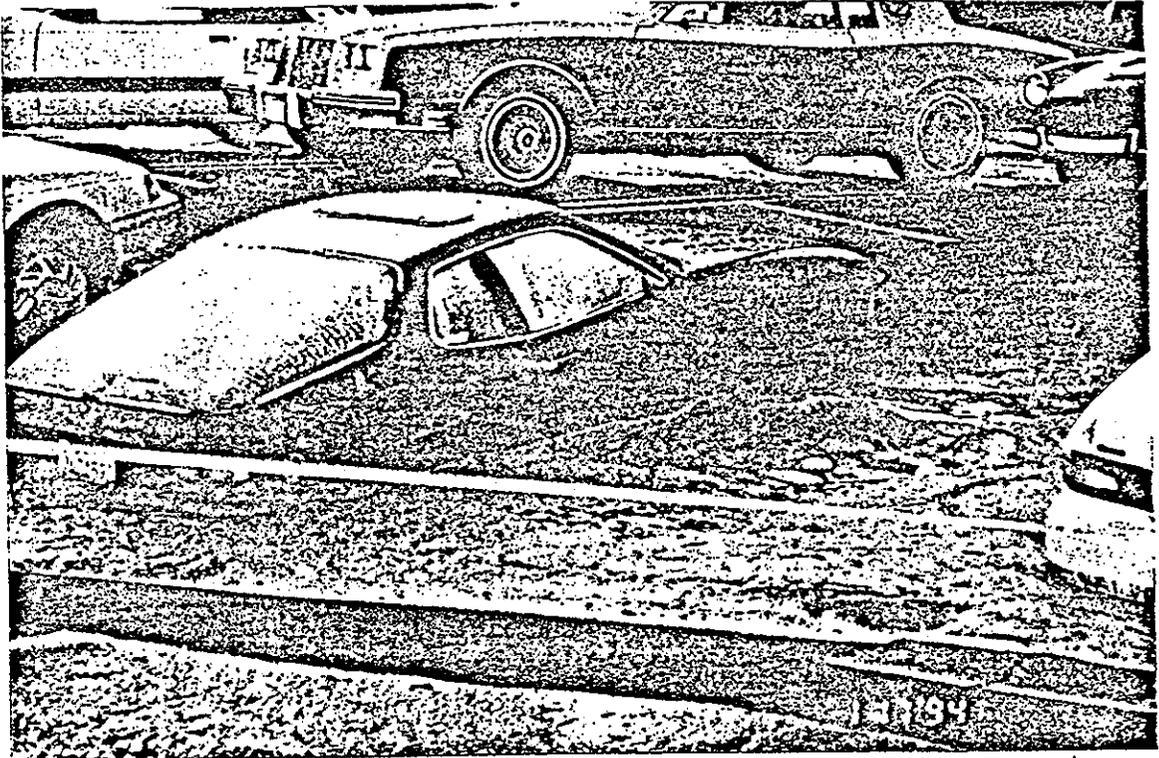


Damage to East Restroom/Shower Facilities, King Harbor Mole B



Damage to West Restroom/Shower Facilities, King Harbor Mole B

Redondo Beach LUPM 1-20-
- 1-14-14-05



Vehicles in liquified soil, King Harbor Mole B

Redondo Beach
LUPA 1-2000

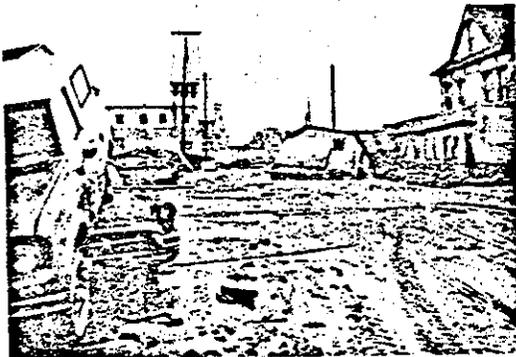
Tsunamis:

WHAT IS A "LOW-LYING" AREA AND HOW HIGH IS "HIGH GROUND"?

THE EARTHQUAKE planning scenario (see pages 8 & 9) includes a study of tsunami wave heights in the Humboldt Bay and Crescent City areas. Areas below the "blue line" should be considered at risk from a tsunami and persons living or working in these areas should know how to evacuate and where to go if a strong earthquake occurs. Most of the coastline, however, has not been studied and it is difficult to predict how high the waves are likely to reach. Other potentially hazardous areas are coastal river banks. Typical peak wave heights from large tsunamis in the Pacific Ocean over the last eighty years have been between 21 and 45 feet at the shoreline. A few waves, however, have locally been higher - as much as 100 feet in a few isolated locations. The best general advice available today is to:

- Go to an area 100 feet above sea level, if possible, or go up to 2 miles inland, away from the coastline. If you can't get this high or far, go as high as you can. Every foot inland or upwards may make a difference.
- Go on foot if at all possible because of traffic, damage to roads, downed power lines and other earthquake debris.

If evacuation is impossible, the third floor or higher of a reinforced concrete building may offer protection, but such a building should be used only as a last resort.



TSUNAMI (SOO-NAH-MEE) FACTS:

a Tsunami is a series of sea waves most commonly caused by earthquakes beneath the sea floor. In the open ocean, tsunami waves travel at speeds of up to 600 miles per hour. As the waves enter shallow water, they may rise to several feet or, in rare cases, tens of feet, and can cause great loss of life and property damage where they come ashore. The first wave is often not the largest; successive waves may be spaced tens of minutes apart and continue arriving for a number of hours. There are two kinds of tsunamis which could affect the North Coast:

- 1) Locally-generated tsunamis: If a large earthquake displaces the sea floor near our coast, the first waves may reach the coast within minutes after the ground shaking stops. There is no time for authorities to issue a warning. People on the beach or in low coastal areas need to be aware of the tsunami risk and be prepared to move to higher ground as soon as they are able after a strong earthquake and stay there until told by an official source that the danger has passed.
- 2) Distant-source tsunamis: Tsunamis may also be generated by very large earthquakes in other areas of the Pacific Ocean and may reach our coastline many hours after the earthquake occurred. Tsunami Warning Centers are responsible for gathering information on earthquakes which may generate tsunamis and alerting local officials who may order evacuation. If you are in an isolated area, however, you may not hear the official announcements. If you notice a sudden drop or rise in sea level, or hear a roar, nature may be warning you of impending danger and you should move to high ground immediately.

WHAT CAN I DO AHEAD OF TIME TO PROTECT MYSELF AND MY FAMILY FROM A TSUNAMI?

- Make disaster plans beforehand. Talk to the people you live with about what may happen during a strong earthquake or other disaster. If you live or work in a low-lying coastal area, know where to go to survive a tsunami. Hold earthquake/tsunami drills at home or at work.
- Assemble a portable disaster supply kit. Have a kit available in your car, at home and at work. Your kit should include a portable radio with fresh batteries, water, first aid supplies, flashlight, and extra clothes or a blanket. Put your kit in a backpack and leave it in an easy-to-reach place.
- Contact local emergency officials. Find out what areas are most vulnerable to tsunami hazards, which areas are safe, and which routes are best for evacuation.
- Take a first aid class. Learn survival skills, talk with your family, friends and neighbors. Knowledge is your greatest defense against any potential disaster.

March 28, 1964 Crescent City. Looking east from Second and F Streets. Del Norte County Historical Society Photograph.

Exhibit 15 of
Redondo LUPA
1-2000

Redondo LUPA
1-2000

Text changes

NOW, THEREFORE, the City Council of the City of Redondo Beach, does hereby find as follows:

SECTION 1. FINDINGS.

1. In compliance with the California Environmental Quality Act of 1970, as amended (CEQA), and State and local guidelines adopted pursuant thereto, the City of Redondo Beach prepared an Initial Study of the environmental effects of the proposed amendments to the Coastal Land Use Plan, and Negative Declaration No. 99-6 has been prepared in compliance with CEQA and the State and local guidelines.
2. The proposed amendments are consistent with the Comprehensive General Plan of the City and with the Harbor/Civic Center Specific Plan.
3. The proposed amendments constitute the first of two phases of the update to the LUP. The second phase will update the land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor following the major planning effort currently underway to consider new land use and development standards for these areas in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant.
4. The proposed amendments will not have a significant effect on the environment and will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. The City Council hereby amends subsections C and D of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows (additions indicated by underline, deletions indicated by ~~strikethrough~~):

C. Proposed Land Use Classifications

The following land use classifications and in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) ~~are based upon data collected and public input received during the inventory and research phase of the coastal planning program. The coastal land use plan map and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards.~~ Detailed development standards to implement these land use classifications ~~will be formulated during Phase III of the Local Coastal Program~~ are contained in the City of Redondo Beach Zoning Ordinance.

Redondo LUPA - 1-2000
Exh. H + 16 p 1
Redline

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories and standards for these areas were not changed as part of the 1999 update to the LUP (as reflected in Exhibit H-1 of the Coastal Land Use Plan Map).

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. Single Family: The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed ~~6.5~~ 8.8 dwelling units per net acre. Building height will be limited to two stories or (30 feet).
2. Low Density Multiple-Family: The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district range of 10 to 14.5 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories or (30 feet).
3. Medium Density Multiple-Family: The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre range of 19 to 23 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 (30 feet). Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

~~When considering the question of the appropriate level of density for future multiple use residential development in the Coastal Zone, the prevailing lot sizes (50' x 150' and 40' x 150') were the primary factors. Levels of density were sought that would meet the following goals:~~

~~• Potential for design flexibility the levels of density should not be so high as to force utilization of a single basic building layout. A variety of fundamental building types would provide flexibility in architectural design and allow the City to promote architectural compatibility with the existing character of the area.~~

~~• Ability to satisfy various development standards the levels of density would allow space to fully and comfortably satisfy requirements for tenant parking (2:1), visitor parking (25%), private and common outdoor living space, storage areas and other amenities.~~

~~• Suitability to a variety of lot sizes the level of density for single lot development adequately suit either a 40' x 150' or 50' x 150' lot.~~

~~The existing differences in density between the areas now zoned R-6, R-5 and R-3 will be eliminated by designating a single medium density residential district for all these areas.~~

~~In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.~~

~~In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.~~

~~The Salvation Army site, a 1.54 acre site located in sub area 1A adjacent to the Harbor Triangle Shopping Center is located within this medium density land use classification. Although the site currently contains a 29 unit residence home for senior citizens, the Salvation Army wishes to construct a 100 unit senior citizen project with greater amenities. Considering past City policy, it seems likely that the City would approve a new senior citizens project on the site.~~

4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted 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.

Shopping Center

~~The shopping center district on the land use plan includes both neighborhood shopping centers and community shopping centers. The neighborhood shopping center is sized to serve the day to day convenience shopping needs of a small residential area, generally having a service radius of from one half to one mile and containing from three to eight acres. The main commercial use of this neighborhood type center is a grocery food store or supermarket with other related small shops and service type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops. The community shopping center (Riviera Village Commercial) includes the service area of several neighborhood centers and contains heavier types of commercial uses and service shops. Community shopping centers also serve the immediate neighborhood for its daily convenience commercial needs.~~

Commercial

~~This is the heaviest commercial district, permitting all uses found in the shopping center district plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.~~

The C-2, C-3, and C-4 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Parks

~~This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.~~

Civic Center

~~This district will provide for a range of compatible commercial and business-professional uses suitable for the areas immediately adjacent to the City Hall complex.~~

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.

2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and

Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

AES Power Plant, Harbor/Pier area, and North Catalina corridor

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories in place prior to the 1999 update of the LUP have been retained for these areas (as described below and reflected in Exhibit H-1).

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities. This classification will provide regional-serving recreational facilities for all income groups by including the following general use categories. Each use permitted will be subject to approval by the City based on criteria whether or not the subject use is compatible with surrounding land uses in the area in which it is located.

1. Food Services: restaurants with and without liquor; fish markets -- retail and wholesale; coffee shops; snack bars; delicatessen; bakery; fruits and vegetables; ice cream and candy.
2. Retail Sales and Service: specialty retail; general merchandise; marine hardware, etc.; barber, etc. bike rentals.

3. Fishing Supplies: live bait; and bait and tackle shops.
4. Boat Facilities, Supplies and Service: berthing; dry storage; shipyard -- haulout and repair of crafts; boat launch ramp; mechanical boat launch; boat rental; boat yard -- repair and painting; sportfishing; excursion boat rides; service float; brokerage.-- new and used; and clubs -- yacht, boat, beach, bay, fishing and sailing.
5. Other Uses: hotels and motels; parking; harbor-related office uses; arcades; recreational facilities including parks; discotheques; cocktail lounges with entertainment; multi-purpose recreational facilities;
6. Apartments: No expansion or new construction -- only maintenance.

~~Within the area designated Commercial Recreation, there are two vacant parcels located on Mole B and Mole C and an additional area with significant development potential known as the Harbor Triangle Shopping Center. Mole B and Mole C are shown on Exhibit G. The Harbor Triangle Shopping Center which is located in the triangular-shaped area bounded by Beryl Street on the north, Harbor Drive on the west and Pacific Avenue on the east is shown on the following map. Due to the public input received regarding these parcels, they will addressed more specifically as follows:~~

Mole B

~~Mole B is a vacant 71,256 square foot parcel located between Boat Basins I and II in King Harbor. It is a City owned harbor parcel which is not under lease to private enterprise. There was extensive discussion of the future use of this parcel at public meetings. The size and detailed design of any public facility developed on Mole B would depend on the ability of the City or the private sector or a combination thereof to finance the facility. Adequate parking will be provided in any development.~~

Mole C

~~A vacant 40,000 square foot parcel is located on Mole C, southwest of Basin II. The parcel, which is currently utilized for overflow parking, is owned by the City and leased to Portofino, Inc. The parking lot in conjunction with the Portofino Inn complex creates an integrated visitor serving commercial facility containing a 132 room hotel, apartments, a restaurant and cocktail lounge, and marina. Future development of the vacant parcel should increase visitor serving commercial uses such as motel/hotel; restaurant; specialty commercial, parking and public restrooms would be permitted. Any such development must be compatible with contiguous land uses in terms of height, not to exceed 40 feet. A facility for the use of the general public (such as a viewing structure or plaza) would also be required in conjunction with the development of the parcel. Additionally, any new development on the vacant portion of Mole C will provide vertical access along the waterfront.~~

Redondo
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Exhibit 16

R 7

Harbor Triangle Shopping Center

~~The Harbor Triangle Shopping Center and adjacent harbor lands are proposed to be developed into an integrated Harbor Center Complex. The major land use elements of the Complex would include a hotel, commercial, office and public facilities linked together by an open space corridor, thus providing a very wide range and diversity of activities. The Harbor Center Complex will be designed to provide for public access throughout the project including public landscaped walkways, bicycle paths, tramways, and other public facilities such as plazas and rest areas thereby creating an atmosphere open to the public throughout the complex. (See Figure 16) However, should the development of the Harbor Center Complex prove infeasible, the allowable uses within the commercial recreation land use district will be applied to projects within the existing Harbor Triangle Shopping Center on a case by case basis. In addition, the present street pattern would remain as shown on Figure 17.~~

1. Hotel

~~A hotel, consisting of 300 to 400 rooms, would be the tallest element of the project (125 feet elevation above grade). This building would be placed furthest to the west, thus avoiding the view corridors from the Redondo Plaza Park and minimizing the impact on views from other surrounding uses. The use would provide accommodations for visitors, would serve the South Bay region with meeting rooms, a banquet hall, and other gathering facilities. Public access throughout the ground level of the hotel would have the effect of opening the Seaside Lagoon further to the public, with immediate access from the walk/bikeway corridor.~~

2. Office/Retail

~~The office/retail area is oriented towards the street and away from viewlines of the new condominium development, Seascape, II. It is envisaged to consist of two levels of retail (40,000 to 60,000 square feet) and two levels of office space above (40,000 to 60,000 square feet). Total height would be 45 feet above elevation. The various levels would be terraced and interconnected with balconies and a plaza area which can be used for various functions such as artists' exhibits. Visitor serving specialty retail shops will include certain apparel, general merchandise and food and liquor purchases, as well as items from gift, jewelry, florists, and other specialty shops. The specialty retail activities at Harbor Complex would receive special market support from beach users, boaters, tourists, and local residents.~~

3. Public Use Area

~~The public use area would be located at the south end of the Harbor Triangle adjacent to the park (15 feet elevation above grade). It is envisaged as a multi-purpose area and could include such uses as meeting rooms, and outdoor area~~

for little theater, a display area for art shows and public parking. The facility would be designed to accommodate groups of various sizes to meet throughout the day and evenings.

4. ~~Parking and Traffic Circulation~~

~~Automobile parking will be provided in a subterranean level parking structure below the office retail area on the eastern portion of the site. Additional parking will be located beneath and adjacent to the hotel with adequate spaces to serve both hotel and swimming lagoon visitors. The number of spaces provided will exceed City parking standards. Past experience indicates that interrelationships between multiuse developments create an overlap in parking demand. Therefore the parking supply for the proposed Harbor Center Complex should be more than adequate.~~

~~Two fundamental concerns were evident in dealing with traffic circulation: 1) ease the existing congestion on surrounding streets; 2) maintain access to adjacent properties. Alternative A, as shown on Figure 16, would improve traffic circulation by widening Catalina Avenue at its intersection with Beryl Street. Beryl Street would also be widened between Catalina Avenue and Harbor Drive to improve traffic flow. Broadway would remain as a local residential street. Alternative B, as shown on Figure 17 proposes that the existing street pattern be retained.~~

~~Harbor Drive, as it passes through the site, is presently operating far below carrying capacity. It is opportune, therefore, to close this portion of the street in order to create a large, contiguous project site that would allow easier integration with surrounding uses. Access to these surrounding uses would be maintained by providing an interim one-way traffic loop off of Pacific Avenue to serve uses west of the existing Harbor Triangle. This traffic alignment may be changed in configuration at a later date depending on the future development of the Harbor lease in parcel west of the Harbor Triangle. In conjunction with the interim traffic loop, lateral access will be maintained on the west side of Harbor Drive for pedestrians, bicyclists and joggers.~~

Tidelands

~~The City of Redondo Beach has demonstrated over the past 20 years its interest in providing commercial and recreational facilities for the general public. Some of these facilities serve special groups, such as boaters, fisherman, bicyclists and pedestrians. Others are of a more commercial nature such as restaurants and shops.~~

~~In the past year the City has provided these additional facilities in the Harbor Pier area for the public: (1) one dozen new restrooms (at a cost of \$144,000); (2) additional sit down fishing rails on the Pier; (3) additional fishing areas in the Harbor Pier area; and (4) a car top boat launch, facility (the City is currently working to replace this facility which was unfortunately destroyed in the February 1980 storms).~~

~~The City is currently working on projects which will also be of benefit to the general public. The new subterranean parking structure is being designed, for example, so that the public restrooms will be on the promenade level to serve the park, pedestrian and bike-path users.~~

~~The Redevelopment Agency has also been instructed by the City to set aside approximately 1 acre in its proposed project area for a public use. It is contemplated that community impact will be an important consideration in the ultimate use selected for this site.~~

~~The City intends to use Tidelands Revenues to pay for these and other projects. When such usage of Tidelands Revenues are discussed, however, several factors must be remembered. First, Tidelands Revenues are pledged first to the maintenance and operation of harbor facilities. Second, any use of Tidelands Revenues must be permitted by the Tidelands Grant of 1915, as amended in 1971. Those uses are generally restricted to uses of a regional benefit or of a harbor related nature. And, third, any capital improvement programs valued at \$250,000 or more must receive the prior approval of the State Lands Commission.~~

~~It is well known that the City has established the proposed Harbor Center Redevelopment Project as a priority. This project involves the acquisition of a blighted parcel of land immediately adjacent to the Harbor, the removal of the blighted structures, the alleviation of parking problems in the area and the provision of recreation, visitor serving and support facilities. Approximately 2.5 acres will be utilized for commercial purposes consistent with the needs of a water oriented environment, 1.0 acre will be utilized for a public recreation purpose, 1.5 acres will be utilized for street reconfiguration and 2.0 acres for public parking.~~

~~It is contemplated that this Project will be financed through the issuance of Revenue Bonds which will be secured by a portion of the Tidelands Revenues which are surplus to maintenance and operation needs. There will be surplus Tidelands Revenues not needed for a debt service which will be pledged to other projects such as restrooms, walkways, etc., and in addition there may be sufficient bond proceeds to pay for the redevelopment project and some of the identified other projects.~~

~~As these funds become available and as property budgetary policies are established, the City will undertake the construction of the following improvements:~~

- ~~1. Public restrooms on Mole A, the Pier and in the vicinity of the small boat launch.~~
- ~~2. A multi purpose public facility on Mole B.~~
- ~~3. The extension of the Monstad Pier which will join the Monstad, Horseshoe and Municipal Piers.~~

- ~~4. Public walkway improvements such as signing, lighting and benches.~~
- ~~5. Fish cleaning facilities on Mole A and the extension of the Monstad Pier.~~
- ~~6. A boat sewage pump out station in the Harbor.~~
- ~~7. Additional public parking.~~

~~In this era of raging inflation it is impossible to establish an order in which these improvements will be built. But the City pledges to utilize every resource at its disposal, including grants and loans from other public agencies, to make these projects a reality.~~

Commercial (applicable to N. Catalina corridor as shown in Exhibit H-1)

This is the heaviest commercial district, permitting grocery-food stores or supermarkets with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial (applicable to areas shown in Exhibit H-1)

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. Performance standards will be designed as part of the implementation phase of the Local Coastal Program to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards. Additionally, pursuant to Ordinance No. 1467 adopted March 28, 1955, oil drilling will be permitted within this land use classification.

Residential, Medium Density (applicable to areas shown in Exhibit H-1)

The primary use in this district is multiple family residential with a range of 19 to 23 dwelling units per net acre. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 feet. Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.

Parks, Recreation and Open Space (applicable to areas shown in Exhibit H-1)

This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.

D. Land Use Policies

The following policies, in conjunction with the land use development standards in Section C above, set forth land use guidelines for the future development in the City's Coastal Zone.

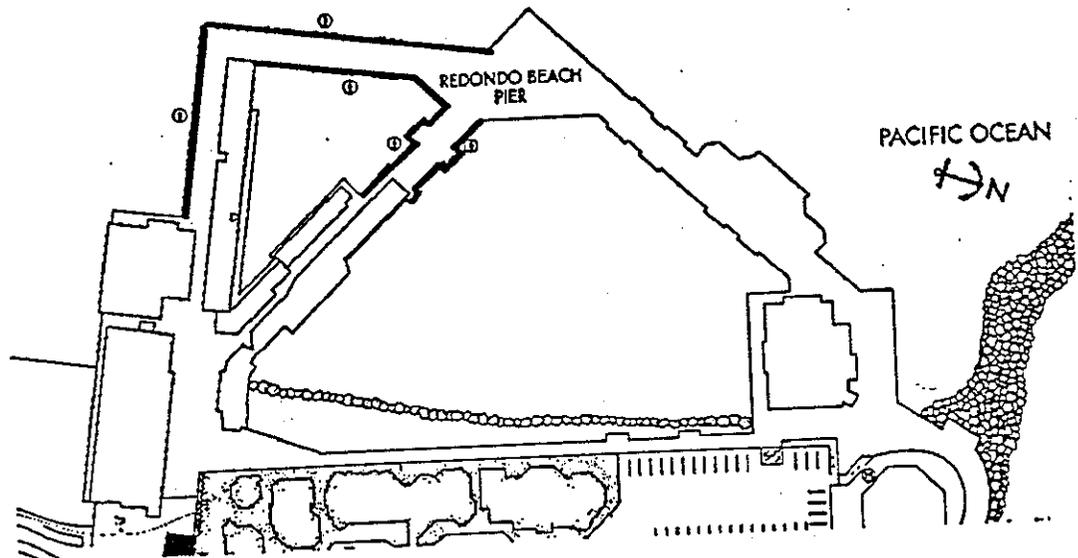
- ~~1. The size and detailed design of any public facility developed on Mole B, a vacant 71,256 square foot parcel located between Boat Basin I and II in King Harbor, would depend on the ability of the City or the private sector, or a combination thereof, to finance the facility. Adequate parking would be provided in any development.~~
- ~~2. The vacant 40,000 square foot parcel located on Mole C will be utilized for one or more of the following commercial recreation uses: motel/hotel, restaurant and/or specialty commercial. Any such development would also include a facility for the use of the general public such as a viewing structure or plaza.~~
- ~~3. The Harbor area and adjacent harbor lands are proposed to be developed into an integrated visitor serving facility, the Harbor Complex, providing a wide range and diversity of activities. The major land uses would include a hotel consisting of 300 to 400 rooms, office/retail area with 40,000 to 60,000 square feet apiece and a public use area.~~

Revised LUPA 1-20
Exhibit 16 p 12

- ~~4. Vacant or underutilized land in the commercial recreation land use district not discussed specifically in the above policies will be developed with visitor serving commercial recreation uses.~~
- ~~5. New developments within the commercial recreation land use district will be subject to approval by the City based on compatibility with surrounding land uses.~~
- ~~6. The City will consolidate the existing R-6, R-5 and R-3 land use districts into a single medium density multiple land use district with a density range of 19 to 23 dwelling units per net acre and a maximum building height of 38 feet thereby significantly reducing existing densities and building heights.~~
- ~~7. Alternative A, Figure 16, would widen Catalina Avenue at its intersection with Beryl Street. Beryl Street between Catalina Avenue and Harbor Drive would also be widened to improve traffic flow. Broadway would remain as a local residential street. Alternative B, Figure 17 would propose that the existing street pattern be retained.~~
- ~~8. The southern portion of Harbor Drive, from Beryl Street south to Pacific Avenue is proposed to be closed in order to create a large, contiguous public accessway for pedestrians, bikers, and joggers with the Harbor Pier area.~~
1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible.
2. New development or major rehabilitation projects within the Harbor-Pier area will be required to provide appropriate amenities such as pedestrian walkways adjacent to the water's edge, landscaped rest -and viewing areas including benches, etc.
3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/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.
4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor-serving uses and recreational facilities where feasible.

6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.

Figure 16
Pier Fishing Areas (indicated by heavy line)



7. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.
8. Allow for provision of buildings or structures used by any public utility (including gas, electrical, telephone and cellular communications, and water corporations), to be considered subject to a Conditional Use Permit in all districts.
9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan, General Plan, and Zoning Ordinance to permit reuse of portions of the site for nonindustrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This planning process will also include consideration of new land use and development standards for the area surrounding the AES Plant, including the harbor/pier area and the North Catalina Avenue corridor.
10. For properties designated by the City of Redondo Beach as historic landmarks or historic districts, permit the establishment of an Historic Overlay zone, pursuant to the procedures in the City's Zoning Ordinance, to permit consideration of additional uses not otherwise permitted in the zone the building is located in.

subject to a Conditional Use Permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located.

SECTION 3. The City Council hereby amends the Coastal Land Use Plan Map (Exhibit H) to bring it into consistency with the General Plan Map as shown in the attached map. The Coastal Land Use Map also includes Exhibit H-1 (attached), retaining the land use classifications for the AES Power Plant site, harbor/pier area, and North Catalina Avenue corridor in effect prior to adoption of this resolution.

SECTION 4. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 1999.

Greg C. Hill, Mayor

ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. **** was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the ____ day of _____, 1999, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sandy Forrest, City Clerk

APPROVED AS TO FORM:

City Attorney

Rebuild
the Pier

STAFF REPORT: PERMIT AMENDMENT

APPLICATION NO.: 5-91-655

APPLICANT: City of Redondo Beach
AGENT: Desi Alvarez
Director of Public Works/City Engineer

PROJECT LOCATION: Redondo Beach Municipal Pier, 100 Fisherman's Wharf, West End of Torrance Blvd.

DESCRIPTION OF PREVIOUSLY APPROVED PROJECT: Reconstruction of 60,000 SF of public pier to replace 54,600 SF of pier destroyed by storm and fire in 1988. Included in the approved project were two public restrooms and public amenities such as shade structures, planters and benches.

DESCRIPTION OF AMENDMENT: Amend the approved plan to relocate pads for future private buildings, public restrooms and some public amenities. (Note: an immaterial amendment to change the piling material from wood to concrete and do some related amendments to the configuration of pier deck was reported to the Commission on December 6, 1993.

LOCAL APPROVALS RECEIVED:
Coastal Development Permit #5-91-655
Redondo Beach Conditional Use Permit, Res#7407
City Council approval of construction plans and specifications, 3/9/93
Exemption Declaration #91-8

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) the proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

Redondo Beach
LUPA 1-2000
Exh. 18

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission determine that the proposed development with the proposed amendment, subject to the conditions below, is consistent with the requirements of the Coastal Act.

I. STAFF RECOMMENDATION

Approval

The Commission hereby approves the amendment to the coastal development permit for the proposed development, subject to the conditions below, on the grounds that the development with the proposed amendment will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the development during construction, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

Redondo Beach
LUPA 1-2000
2

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description

The applicant requests to amend the original permit by repositioning the pads of the privately-owned commercial structures to be built in the future, by relocating the public restrooms and by relocating some public amenities and electrical facilities.

B. Public Access/Recreation/Public Views

The Proposed development is located between the first public road and the sea, requiring the Commission to evaluate the project in terms of the public access and public recreation policies of the Coastal Act. The following Sections of the Coastal Act are relevant:

Section 30210:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,
- (2) adequate access exists nearby, or,
- (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

*Relocate Sea
LOPA 1-2000
Exhibit 18 p 3*

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30251:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic area such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The Redondo Beach Pier area is a regional coastal visitor-serving recreational resource. Following is a description of the significance of the pier as excerpted from the City's certified Land Use Plan (LUP):

The Harbor-Pier area is a major recreational attraction for visitors from throughout the Los Angeles area. A variety of recreational and commercial activities makes this area a special coastline resource. An estimated 3.65 million persons visiting the pier area in 1978 made the Redondo Pier one of the most popular recreation piers on the coast. Estimated pier patronage for the years 1973-73 is shown on Table XI. The methodology for estimating these figures is explained in the Background Report on Recreation.

There are many recreational facilities located within the Harbor-Pier area that serve a wide range of income, age, and ethnic groups from throughout the Los Angeles region. The major areas within the Harbor-Pier complex and a brief description of existing facilities are provided herein to illustrate the diversity of recreational opportunities available. Additional information on fee schedules is contained in the Recreation Background Report.

The proposed project as revised continues to represent a balanced use of public and commercial uses that are compatible with the surrounding pattern of pier development. The proposed pier replacement includes extensive public amenities such as public restrooms, benches, shade shelters, drinking fountains, fishing facilities (sinks, cutting boards, etc.), sculptures, public signing and lighting.

The proposed project as originally approved was designed to enhance public views and public access. The plan revisions will slightly improve public views and access as well as access by the largest maintenance and emergency vehicles. Prior to the fire damage, various commercial buildings located on the pier significantly interrupted public views and public access. Following is a brief discussion describing the previous conditions and the new

Redondo Beach
11.00 1.2000

design:

PLACEMENT: The "lost" commercial buildings (Attachment No. 13) include Breakers Restaurant which was \pm 175 feet long and centered along the east edge of the west leg of the Pier, Cattlemen's Restaurant which was \pm 235 feet long and centered along the north edge of the north leg of the Pier and the "strip" commercial building which was \pm 100 feet long and located along the south edge of the south leg of the Pier.

The Beall Plans place 53% of the permitted commercial square footage at the northern entrance to the Pier (the 12,000 SF restaurant/retail building). This placement blocks the view of the Horseshoe Beach and the waters between the two sides of the Pier for \pm 120 feet but does not block open-ocean or harbor views (as Cattlemen's did). The pad for this building has been enlarged from 10,000 SF to 12,000 SF to accommodate single story construction of a lower height in place of the previously projected two-story building. The pier deck has also been enlarged at this point to provide the same views and superior access.

The \pm 6,500 SF restaurant/retail building is approximately 140 feet long and, due to its location on the edge, blocks open ocean and harbor views. However, on both sides of the building large open spaces provide significant viewing opportunities. This building has been pulled back which improves the view angle from the railings on either side.] Pad

The third major building, the \pm 3,500 SF restaurant, is setback \pm 45 feet from the west edge, it's position has changed very slightly to improve access but still permits uninterrupted viewing opportunities.] Pad

The three smaller buildings along the south leg of the new pier section have been eliminated which slightly improved view potential. One City-owned building will not be replaced while the floor area of the other two will be incorporated into the three remaining larger buildings. These will be the subject of a later application for a coastal permit. If and when private buildings are proposed on the pier the City will have to construct two small (\pm 156 SF) transformer structures on the pier deck, away from wave action. One would be immediately west of the \pm 12,000 SF Building #4 while the other would be behind and slightly to the north of the \pm 3,000 building at the westerly end of the pier. The approved plan called for 13 shade structures. Due to the revisions to the deck plan, the applicant now finds that 11 shade structures are more appropriate. Some amenities such as benches and planters have been moved for the same reason but none have been eliminated.

On March 17, 1981, the Commission certified with suggested modifications the City of Redondo Beach Land Use Plan. The modifications included provisions for development standards in and around the Harbor/Pier area, visual resources, public access, boating facilities, parking and circulation, intensity of land use and preservation of recreational facilities, all of which have been accepted and agreed to by the City of Redondo Beach. Following is the suggested modification regarding public access:

Redondo Beach
LU PA 1-2000
Exhibit 1805