HARBOR/ CIVIC CENTER SPECIFIC PLAN

CITY OF REDONDO BEACH

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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**).

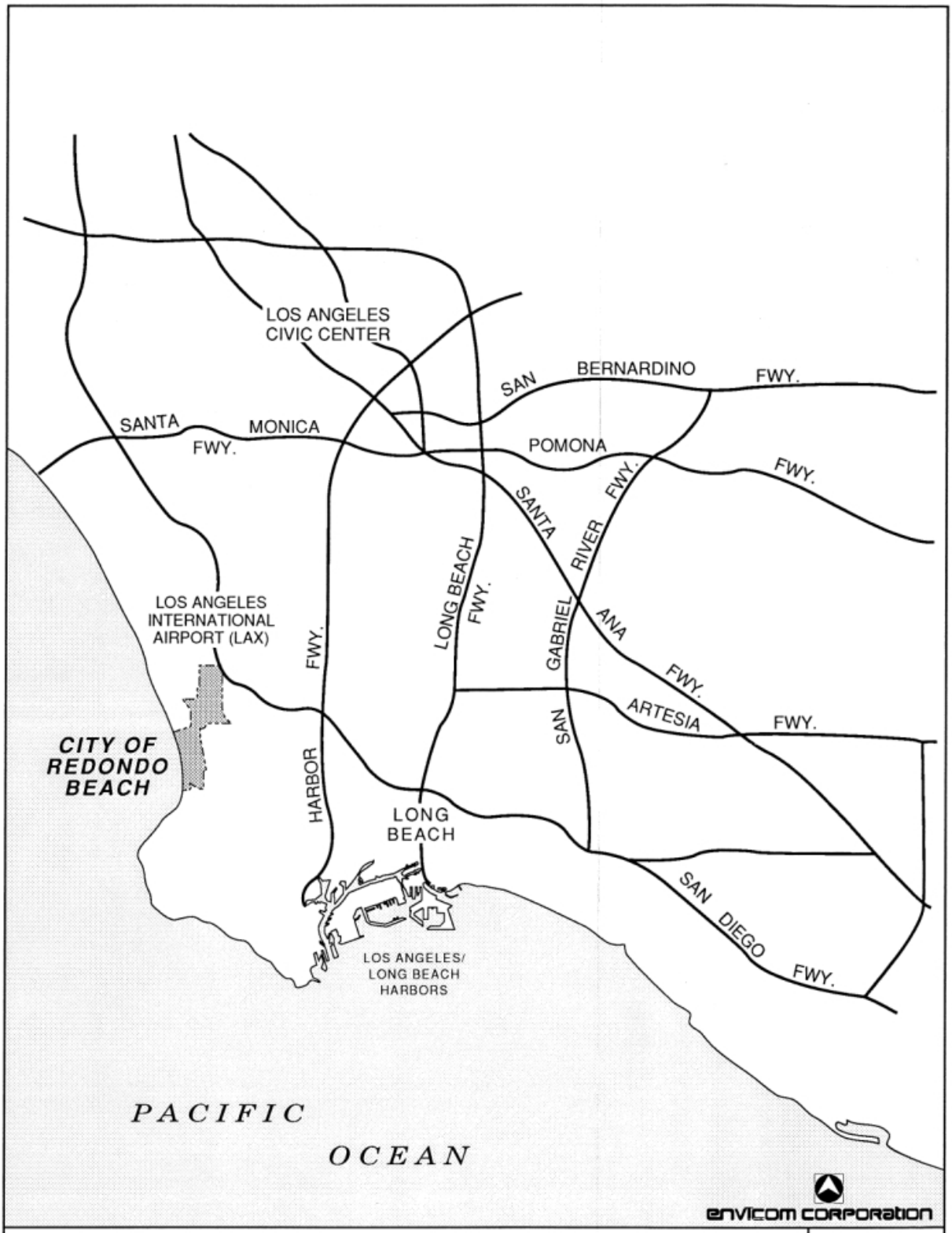
The City of Redondo Beach has an irregular, offset, elongated rectangular shape (approximately 5.25 miles long running north-to-south by approximately 1.5 miles wide running east-to-west) configured into two distinctly definable areas (North Redondo and South Redondo) which are bisected by Anita Street/190th 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.



CITY OF REDONDO BEACH REGIONAL LOCATION | FIGURE 1

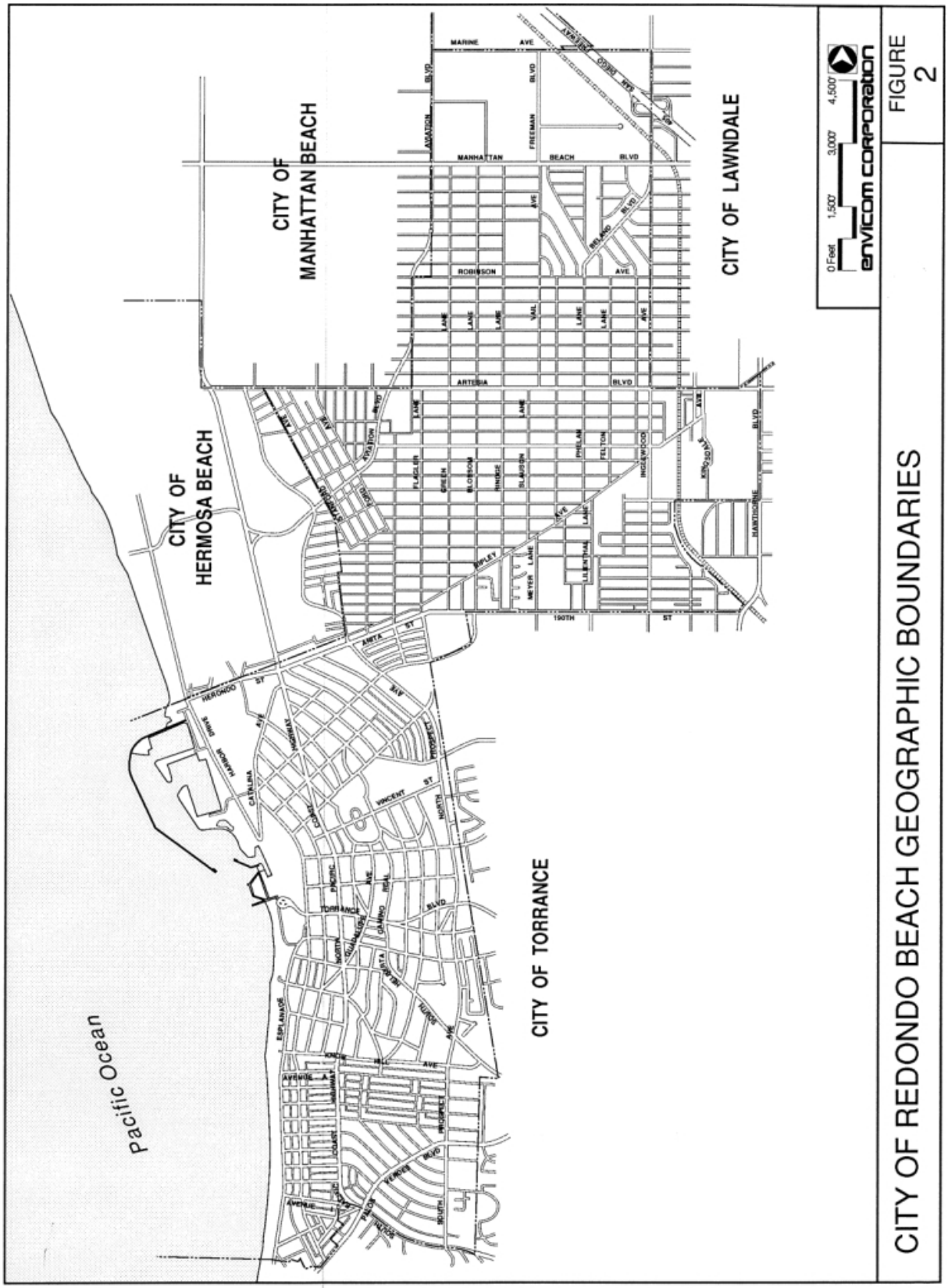
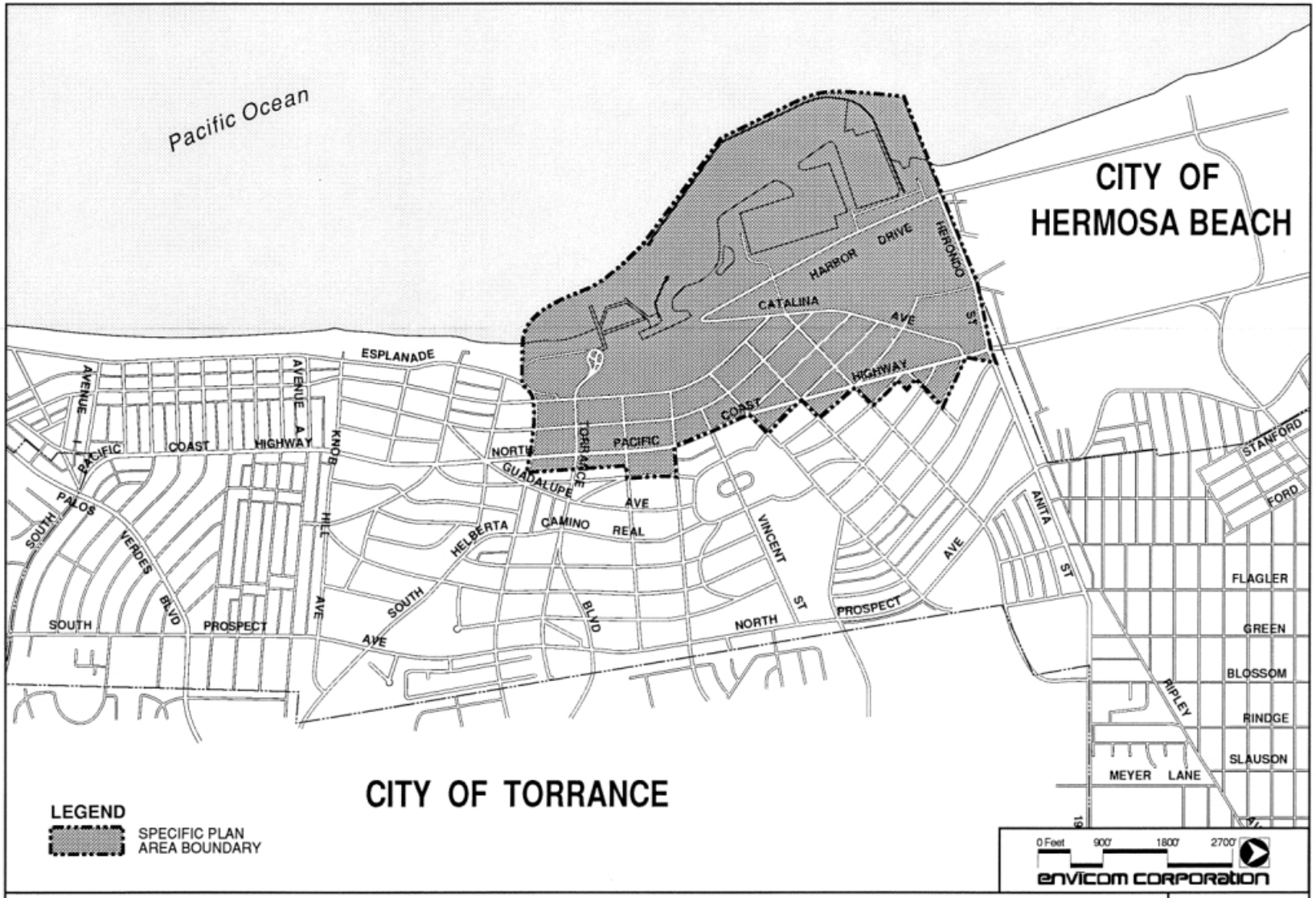


FIGURE 2

CITY OF REDONDO BEACH GEOGRAPHIC BOUNDARIES



HARBOR / CIVIC CENTER SPECIFIC PLAN AREA

FIGURE 3

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.

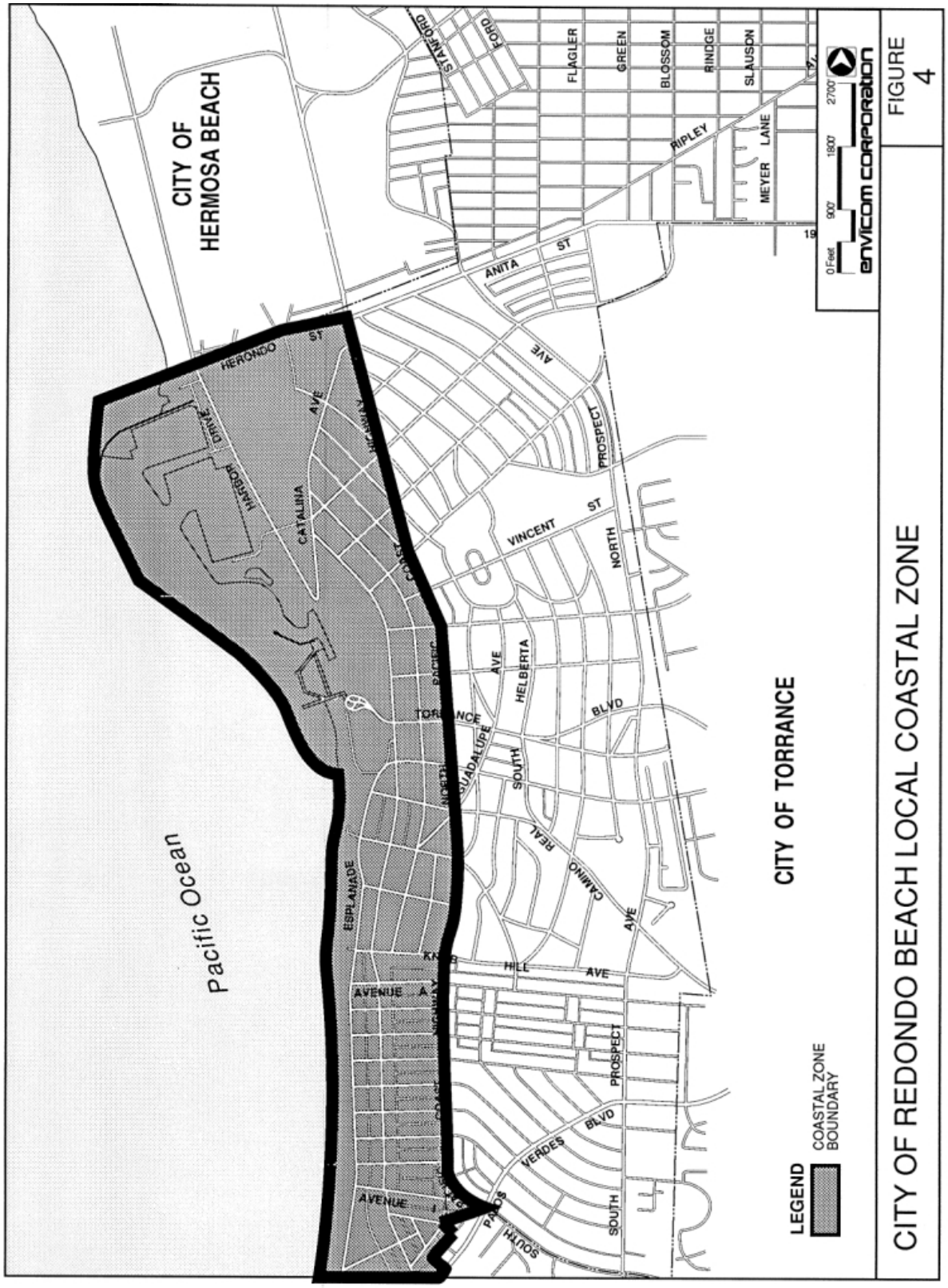
For these very reasons, the legally-required finding of consistency between the Harbor/Civic Center Specific Plan and the updated General Plan by the City of Redondo Beach Planning Commission and Redondo Beach City Council should not be an issue.

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**).


CITY OF HERMOSA BEACH
Pacific Ocean
CITY OF TORRANCE
LEGEND
COASTAL ZONE BOUNDARY
0 Feet 900' 1800' 2700'
envicom corporation
FIGURE 4
CITY OF REDONDO BEACH LOCAL COASTAL ZONE
HERONDO ST
DRIVE
HARBOR
CATALINA AVE
ESPLANADE
AVENUE A
AVENUE J
PALOS VERDES BLVD
SOUTH PROSPECT
HILL AVE
CAMINO REAL
SOUTH HELBERTA AVE
VINCENT ST
NORTH PROSPECT AVE
ANITA ST
RIPLEY
MEYER LANE
SLAUSON
RINDGE
BLOSSOM
GREEN
FLAGLER
FORD
STANFORD

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**).

<u>Commercial Land Uses</u>

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.

CITY OF REDONDO BEACH **Existing Land Use** **Envicom Corporation**

Harbor/Civic Center Specific Plan FIGURE 5 Scale: 0 100 200 400 Feet

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.

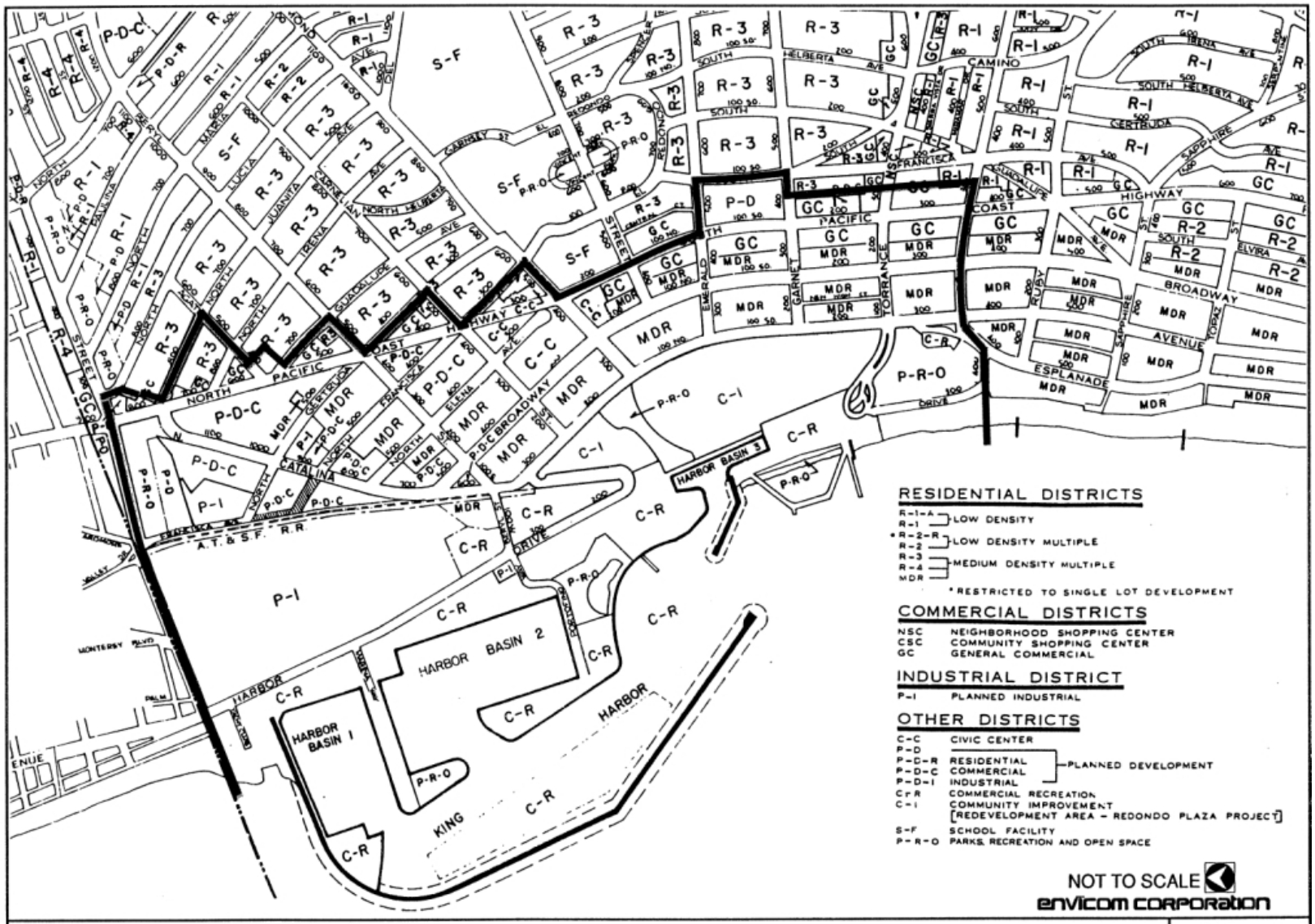
Existing Traffic Volumes and Operating Conditions

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 the be the "worst-case" time period for local traffic conditions).

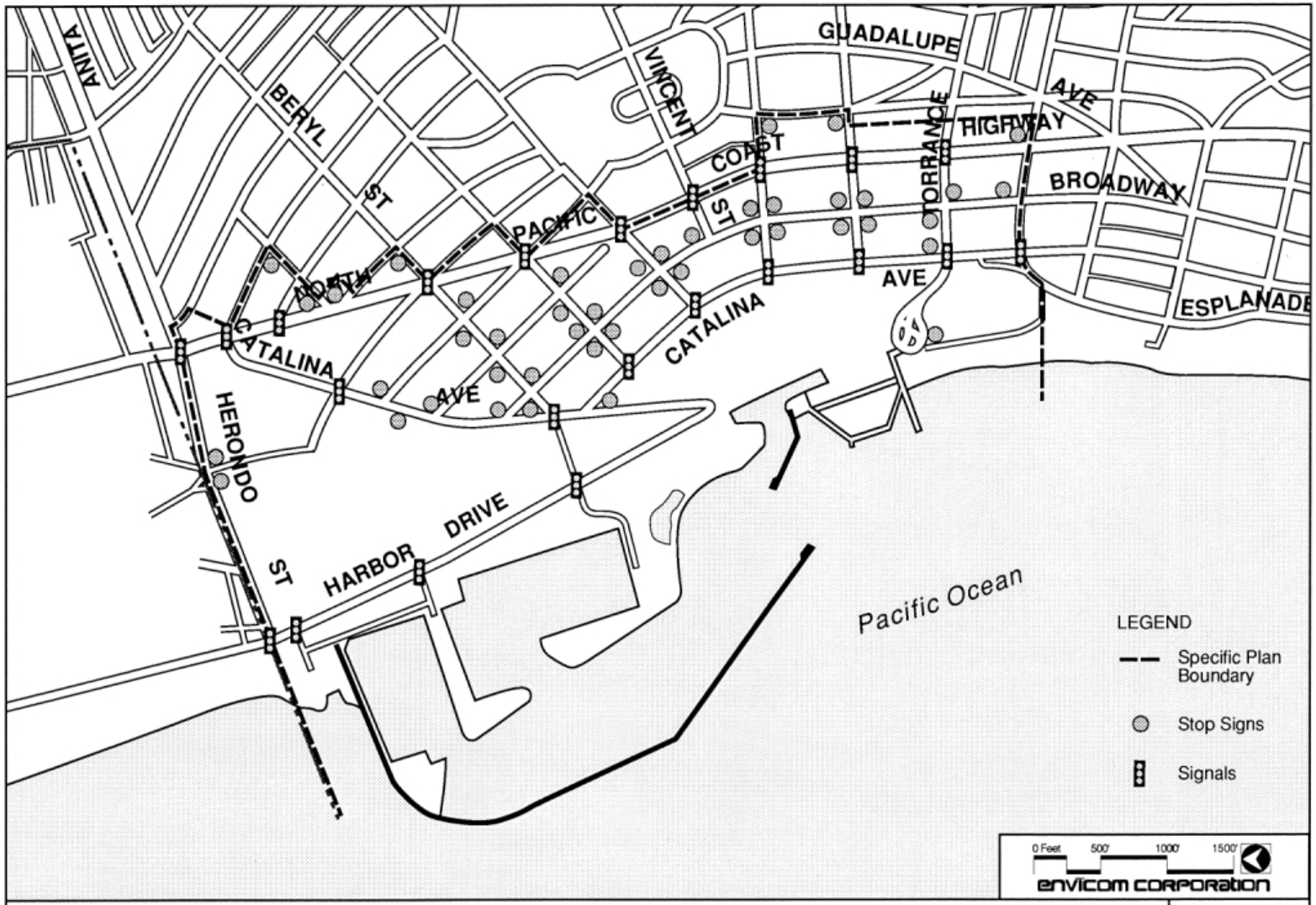
The reader should be aware that the existing traffic counts and volumes utilized in the City of Redondo Beach General Plan and Harbor/Civic Center Specific Plan were originally collected and analyzed in 1988, at the time that the General Plan update process began. Since that time, local and regional 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.



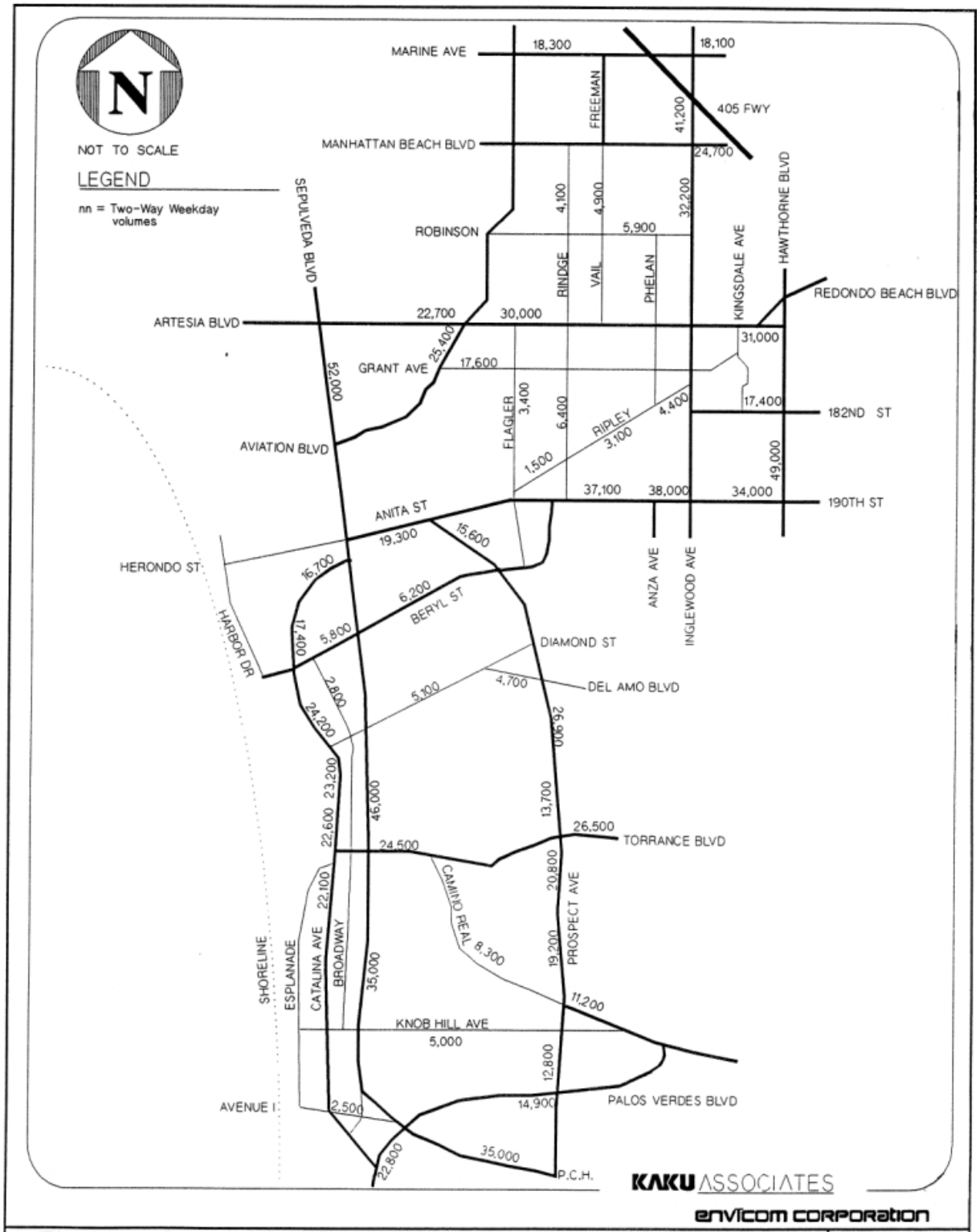
HARBOR /CIVIC CENTER SPECIFIC PLAN AREA EXISTING ZONING

FIGURE 6



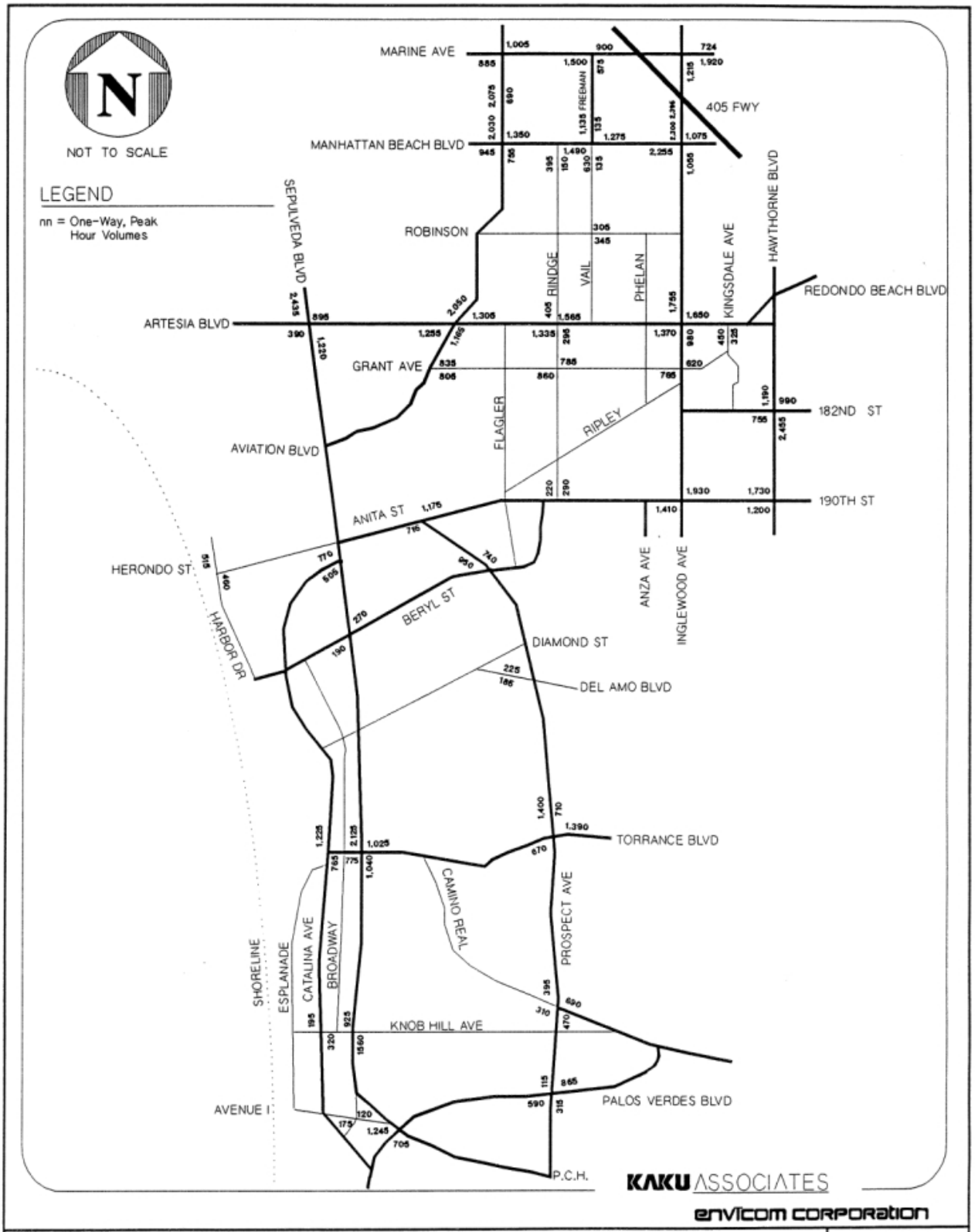
EXISTING SPECIFIC PLAN PLANNING AREA TRAFFIC CONTROL DEVICES

FIGURE 7



EXISTING LOCAL AVERAGE DAILY TRAFFIC VOLUMES

FIGURE 8



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

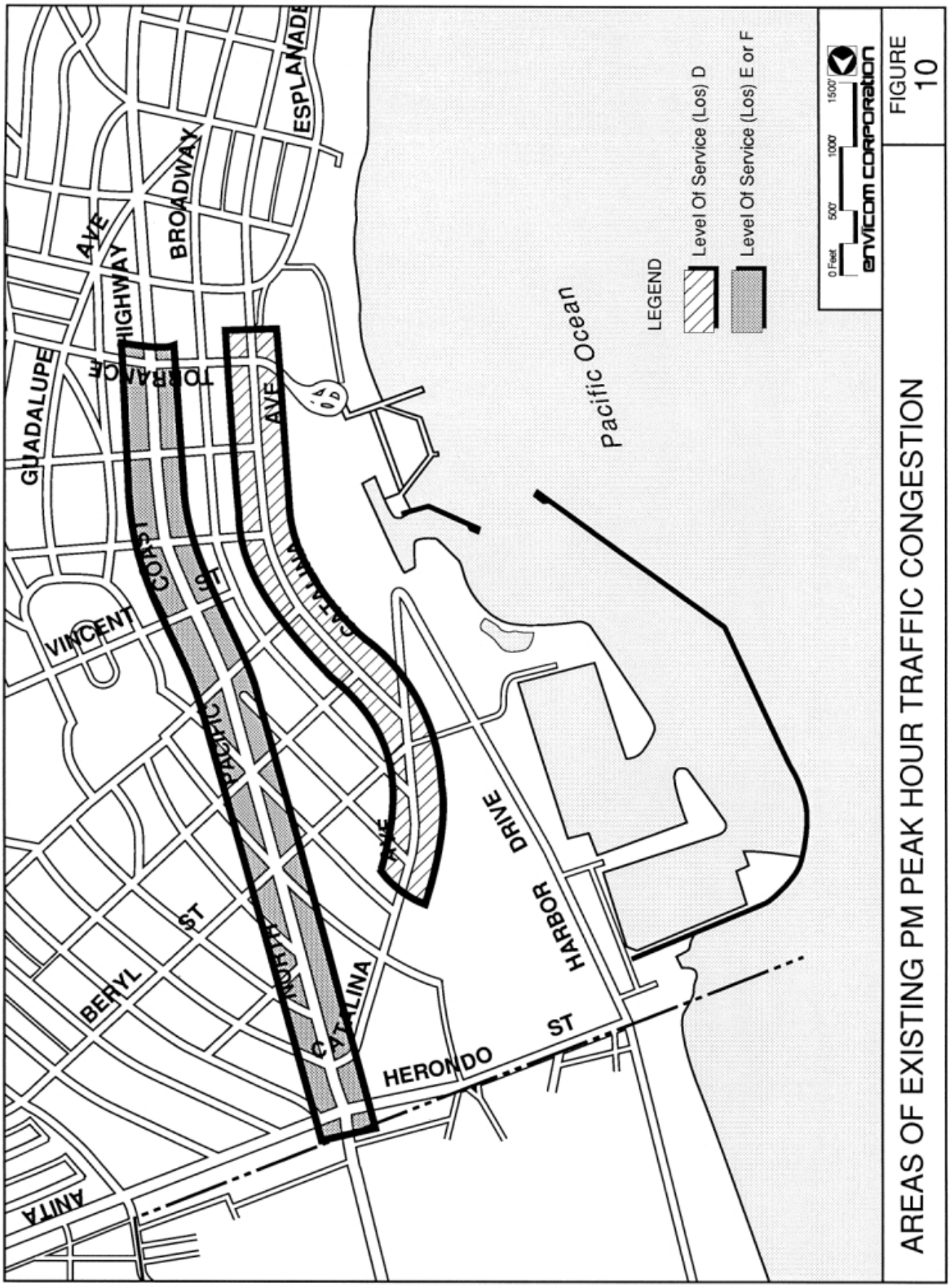
NORTH-SOUTH STREETS		Northbound				Southbound			
Screenline: Street	Function*	Volume	No. of Lanes	V/C	LOS	Volume	No. of Lanes	V/C	LOS
At Herondo/Anita/190th:									
Harbor	C	460	2	0.36	A	515	2	0.40	A
Prospect (n/o Beryl)	M	740	2	0.41	A	950	2	0.53	A
At Torrance:									
Catalina	S	765	2	0.55	A	1,225	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		Eastbound				Westbound			
Screenline: Street	Function	Volume	No. of Lanes	V/C	LOS	Volume	No. of Lanes	V/C	LOS
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

Capacities	
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.



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 the 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:

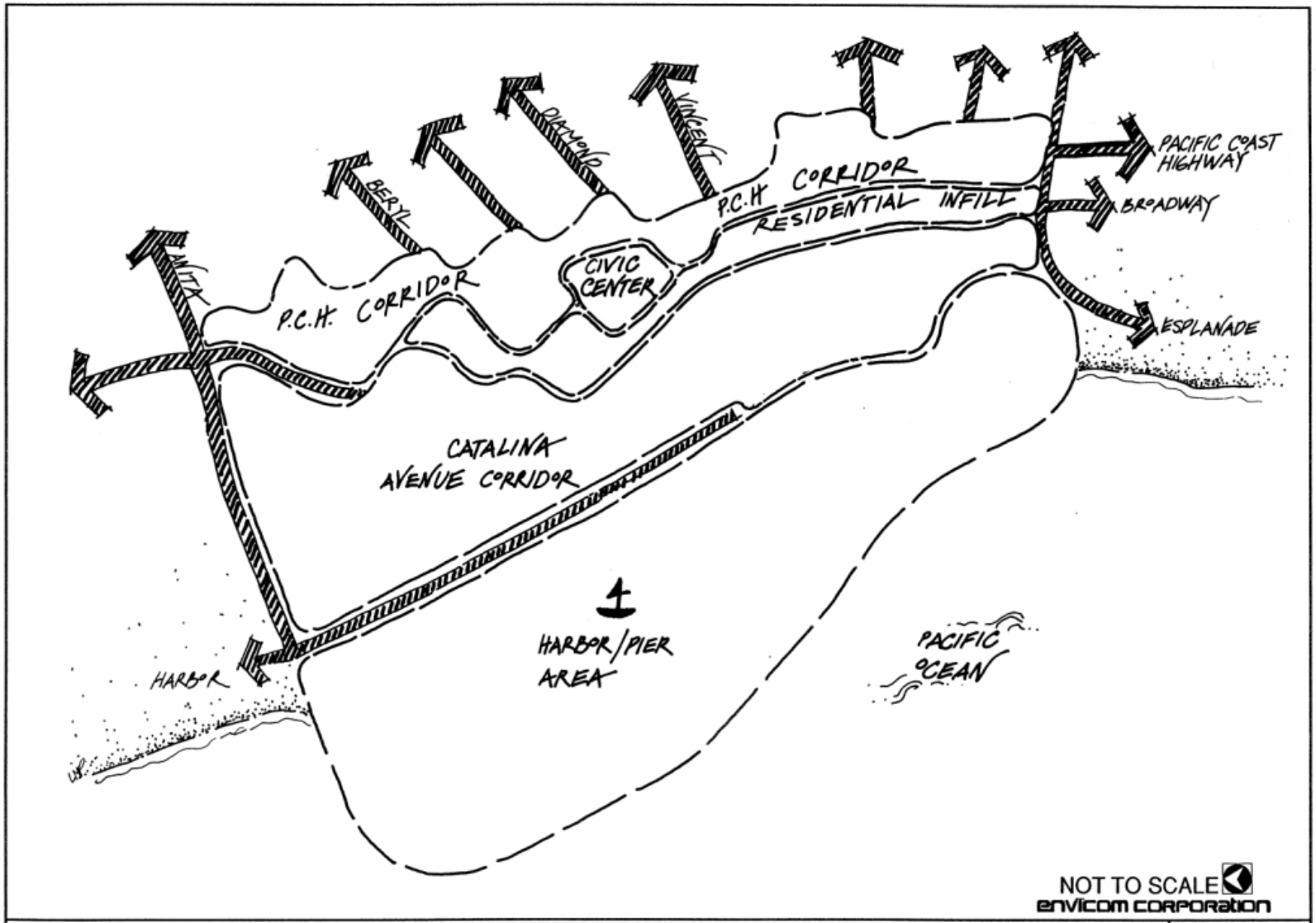
(1) The Pacific Coast Highway Corridor, between Anita/Herondo Streets [to the north] and Pearl Street [to the south] (including the intersection of Pacific Coast Highway and Torrance Boulevard);

(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].



HARBOR / CIVIC CENTER SPECIFIC PLAN CONCEPTUAL LAND USE AREAS

FIGURE 11

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).

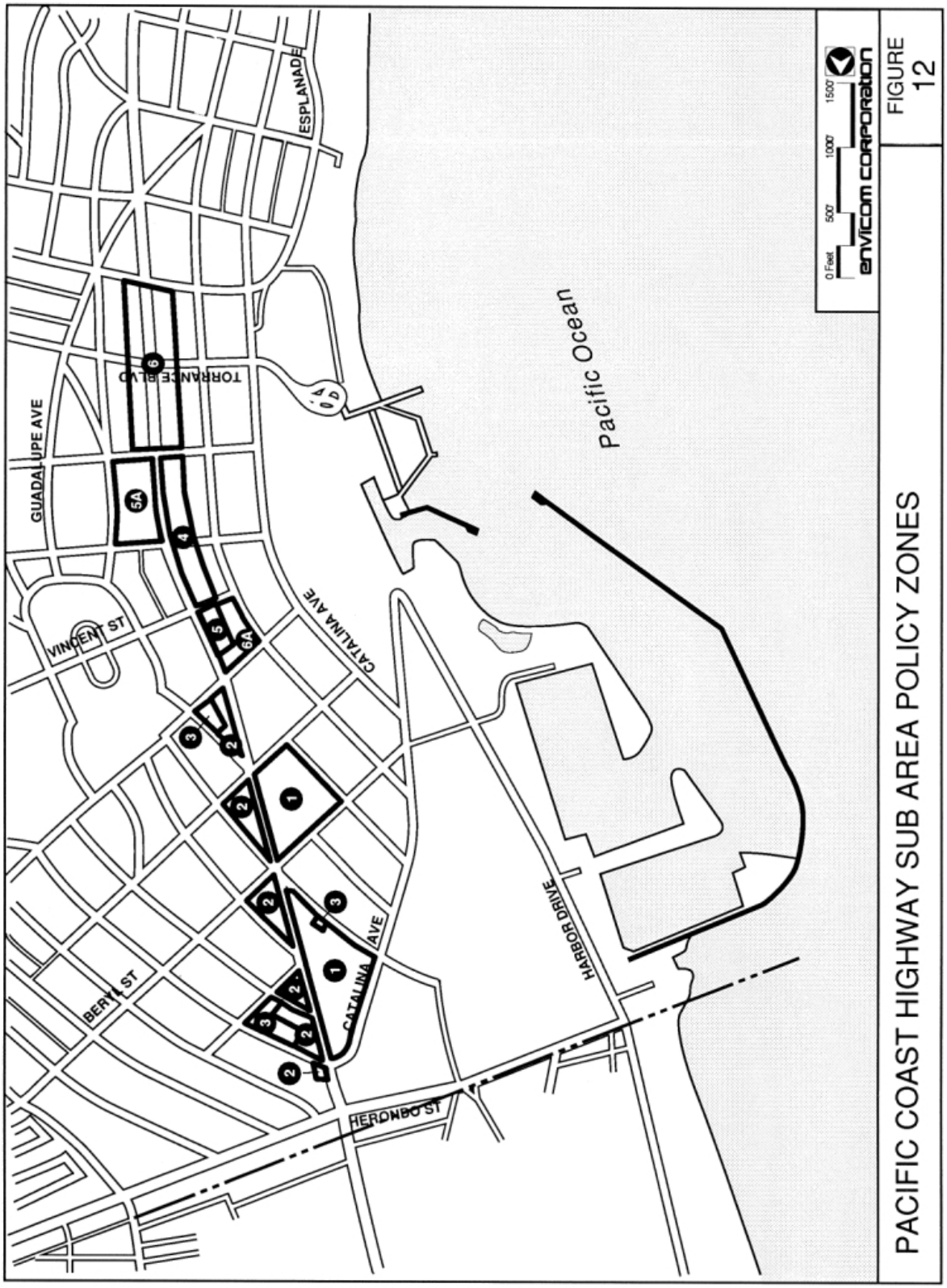
- Establish a series or hierarchy of separate but potentially related "nodes" (including but not limited to a northern entry node (at the intersection of Catalina Avenue), a central node (at the Civic Center near Diamond Street), and a southern entry node (at the intersection of Torrance Boulevard) that 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.

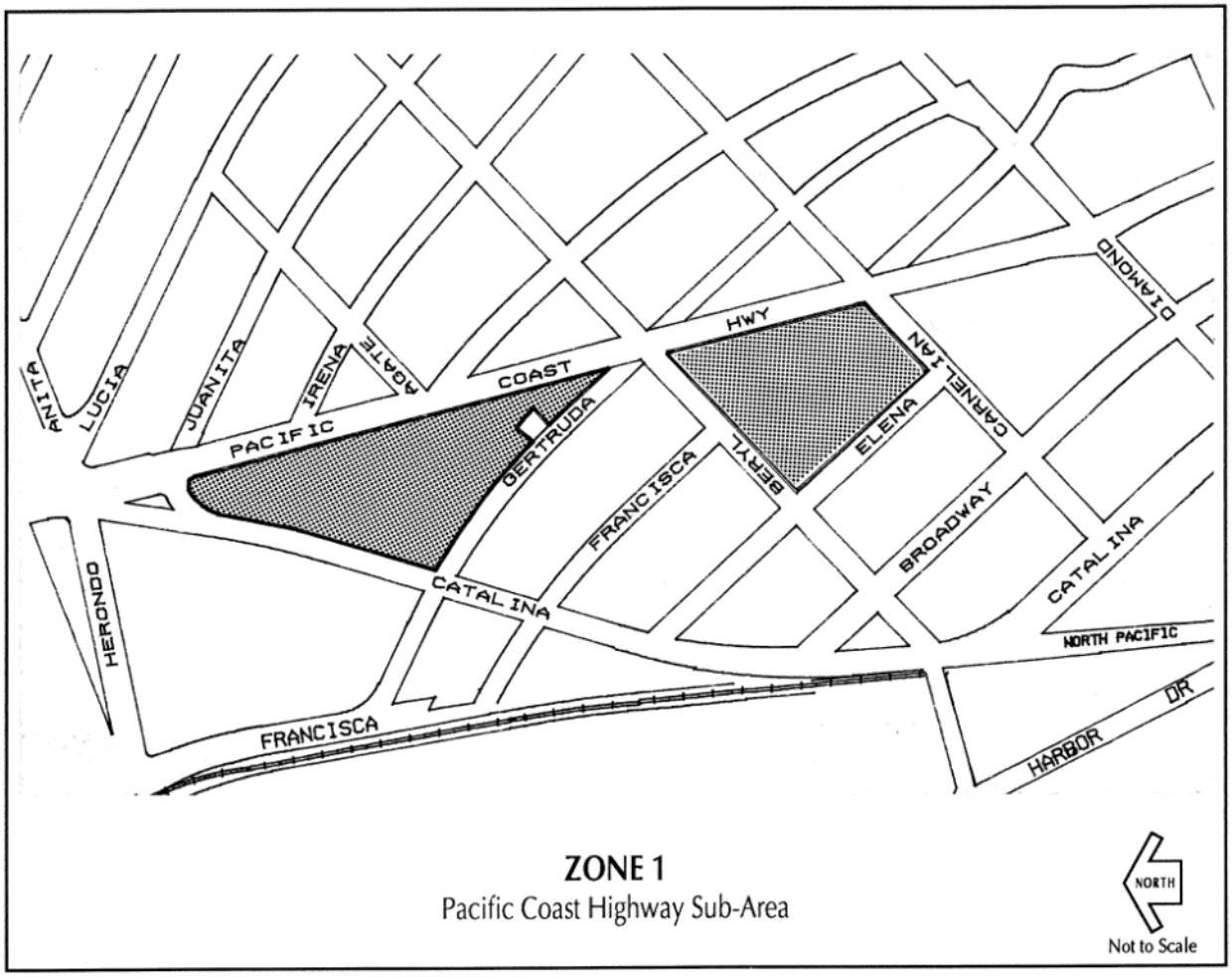
- Improve the physical and visual linkages and functional relationship between the Pacific Coast Highway Corridor and adjacent/surrounding sub-areas within the Specific Plan Area (Catalina Avenue Corridor, Civic Center Area, and Residential Infill Area) while still achieving and maintaining an overall 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**).


GUADALUPE AVE
TORRANCE BLVD
ESPLANADE
VINCENT ST
CATALINA AVE
BERYL ST
HERONDO ST
HARBOR DRIVE
Pacific Ocean
0 Feet 5007 10007 15007
envicom corporation
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.

<u>Urban/Architectural Design Policies</u>

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

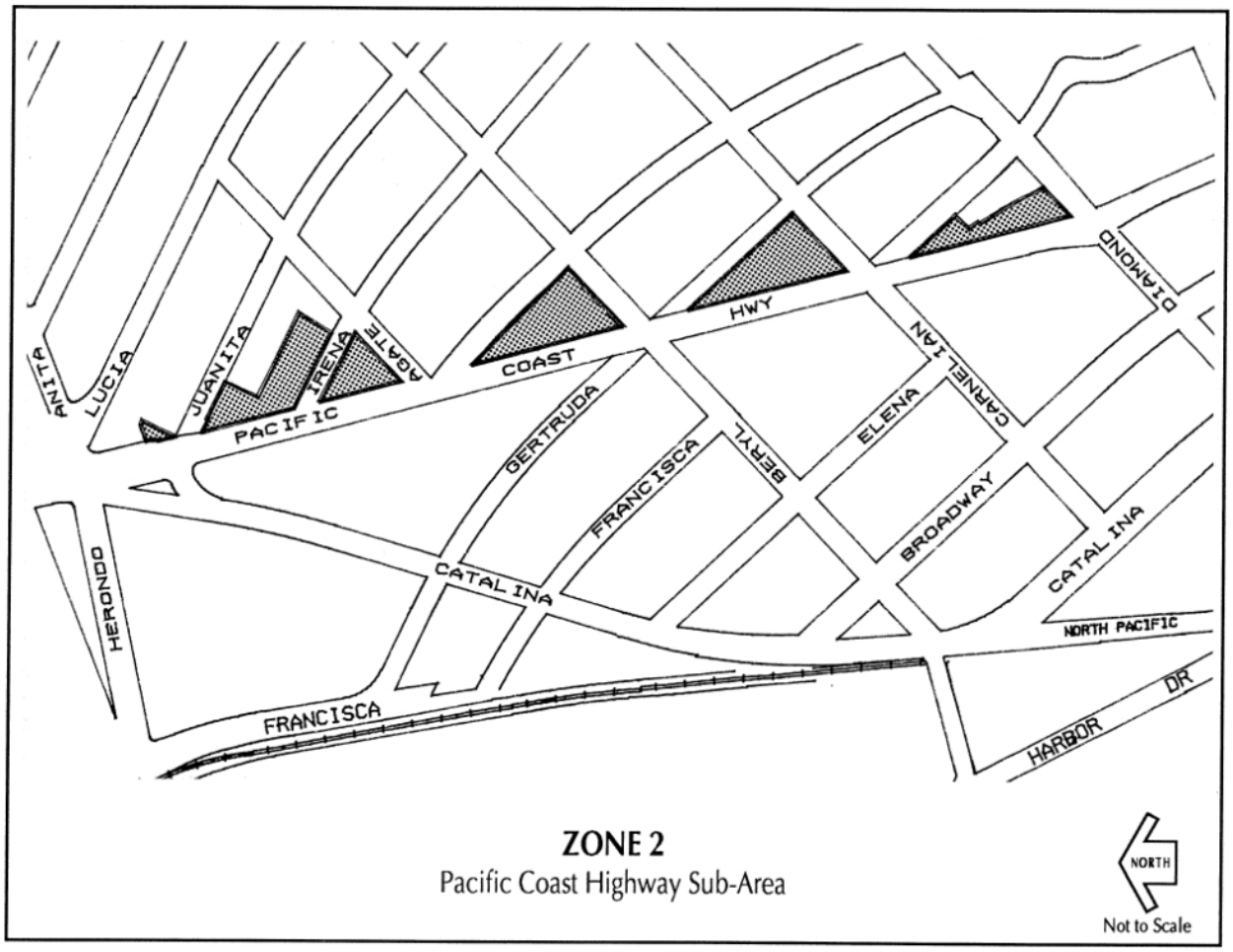
- Vehicular access points to parking and circulation within Zone 1 of the Pacific Coast Highway Corridor shall be concentrated from and onto the collector streets serving the corridor (Beryl Street and Carnelian Street) and away from Pacific Coast Highway, wherever possible, to lessen any potential adverse 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

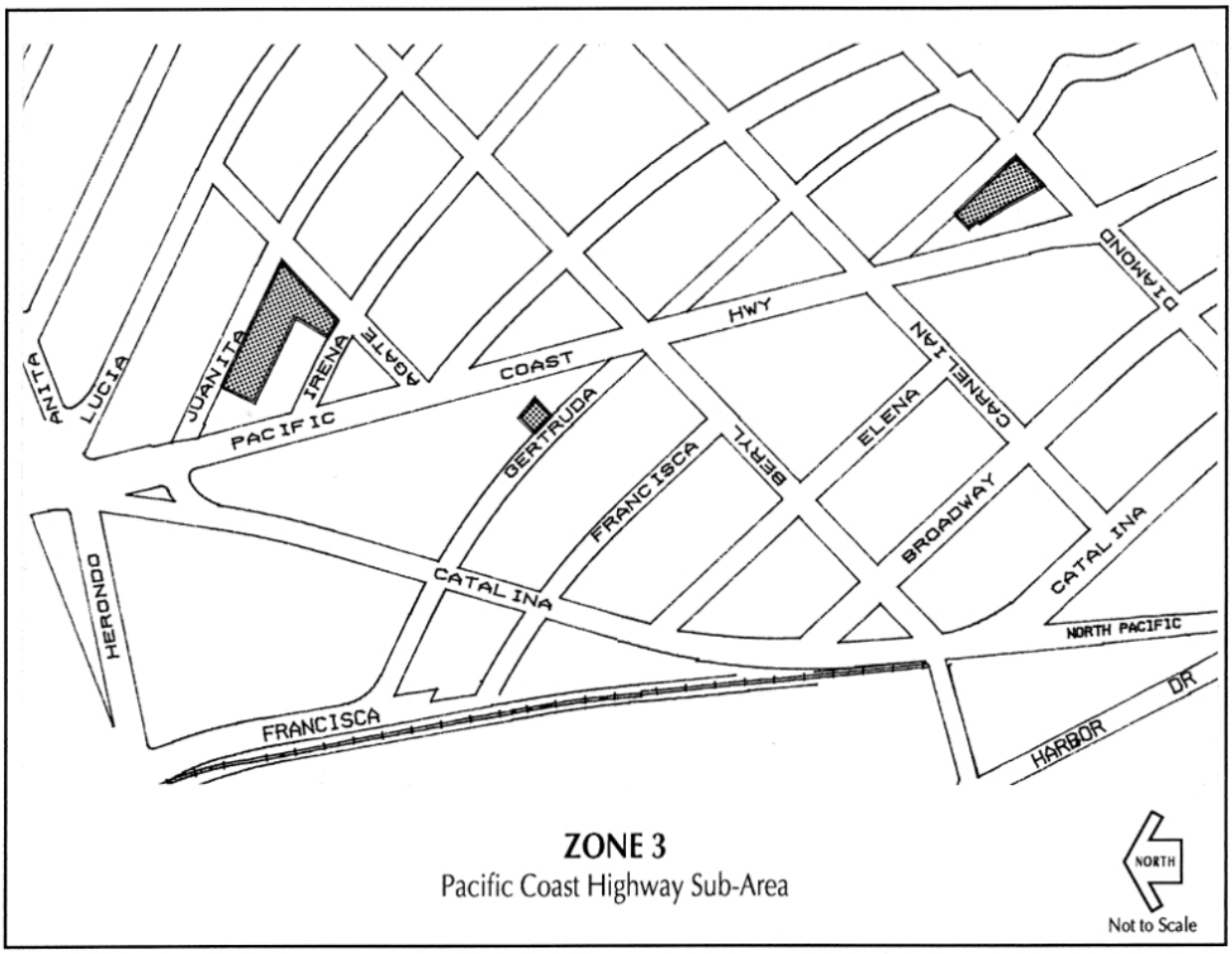
- Vehicular access points to parking and circulation within Zone 2 of the Pacific Coast Highway Corridor shall be concentrated from and onto the collector streets serving the corridor (Beryl Street, Carnelian Street, and Diamond Street) away from Pacific Coast Highway, wherever possible, to lessen any 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).

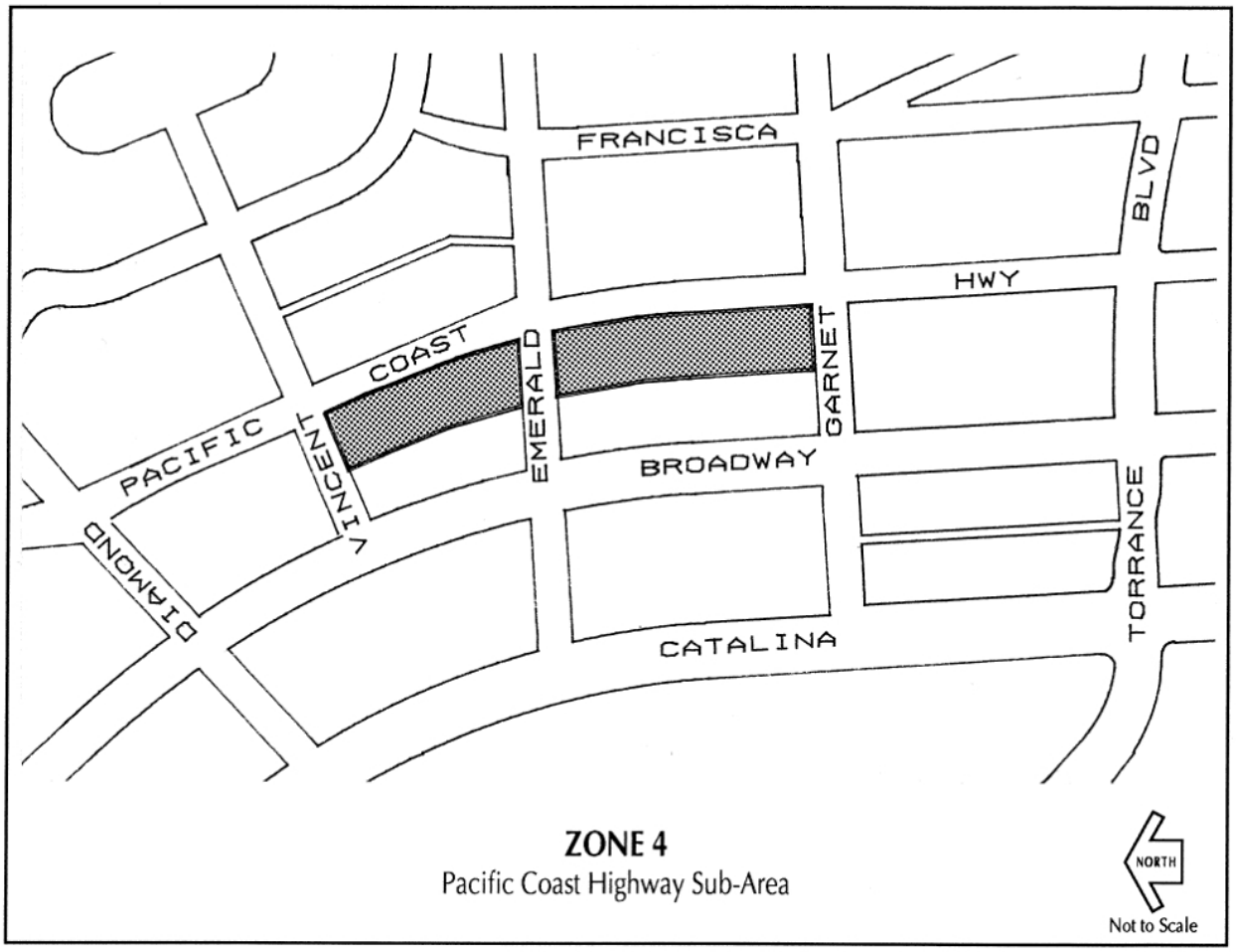
Supplemental Transportation/Circulation Policies

- 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)

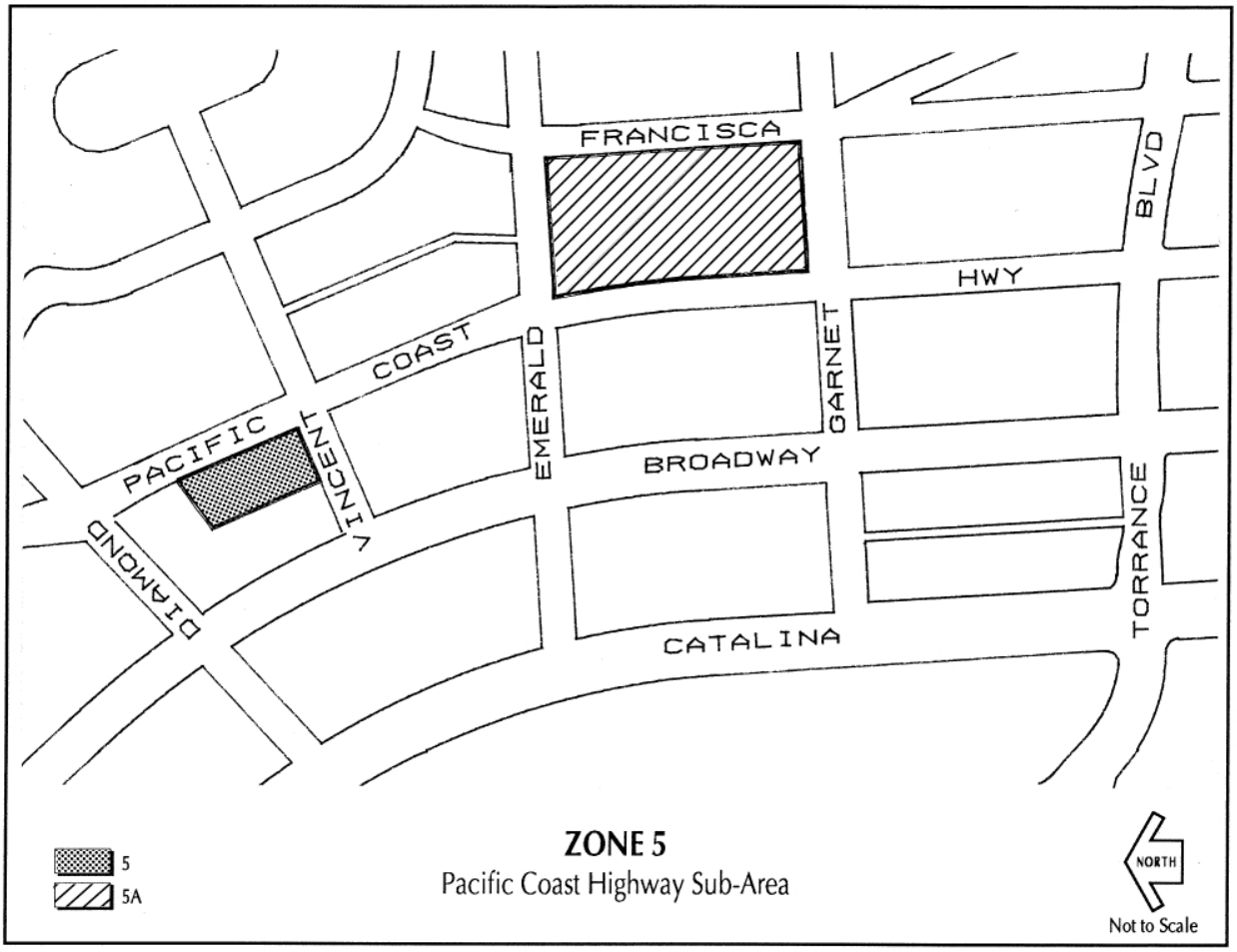
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).

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)

<u>Urban/Architectural Design Policies</u>

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.

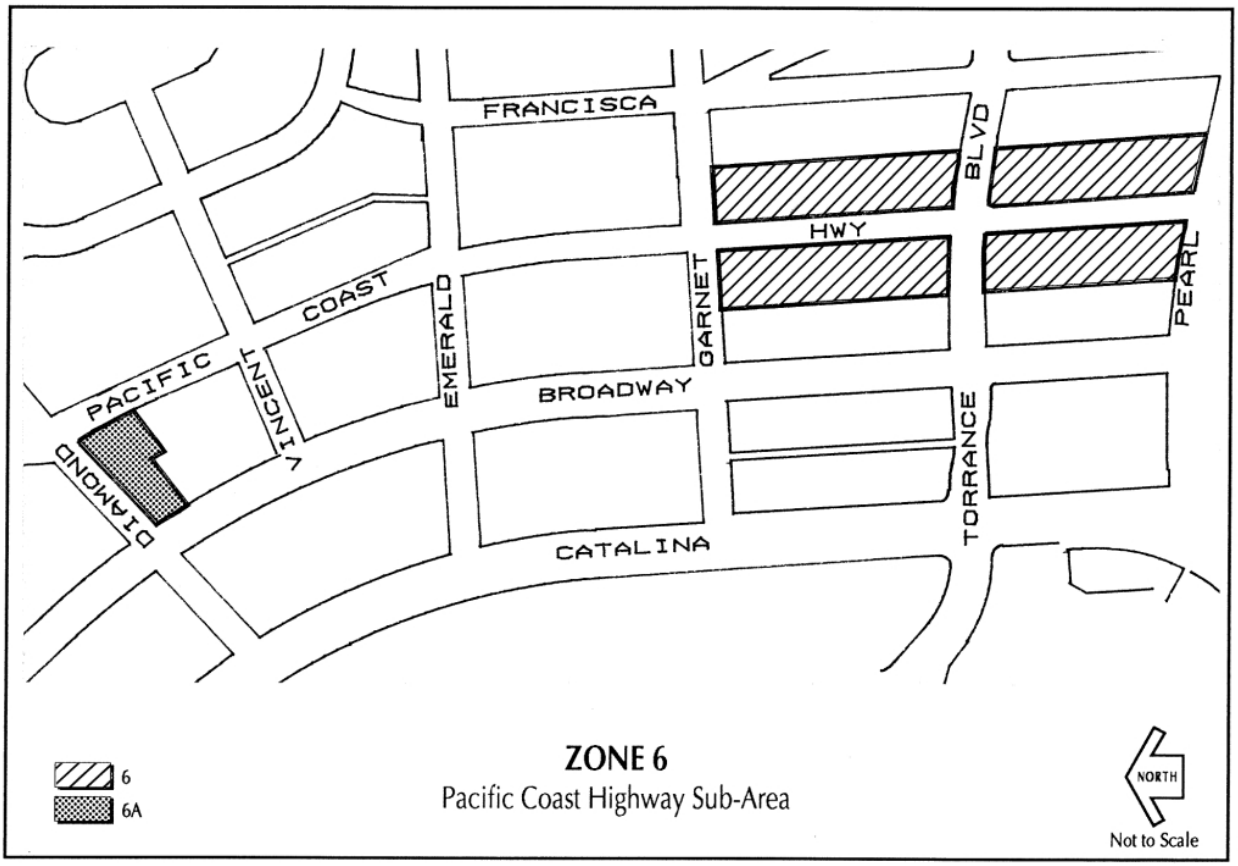
- Pedestrian-related urban design guidelines and improvements, as detailed in the updated General Plan, should be implemented, as feasible, to increase the intensity and quality of pedestrian use of this portion of the corridor.

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)

<u>Urban/Architectural Design Policies</u>

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

<u>Second Story</u>

- Minimum eighteen (18) feet from any property line abutting a street.

<u>Third Story</u>

- 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.

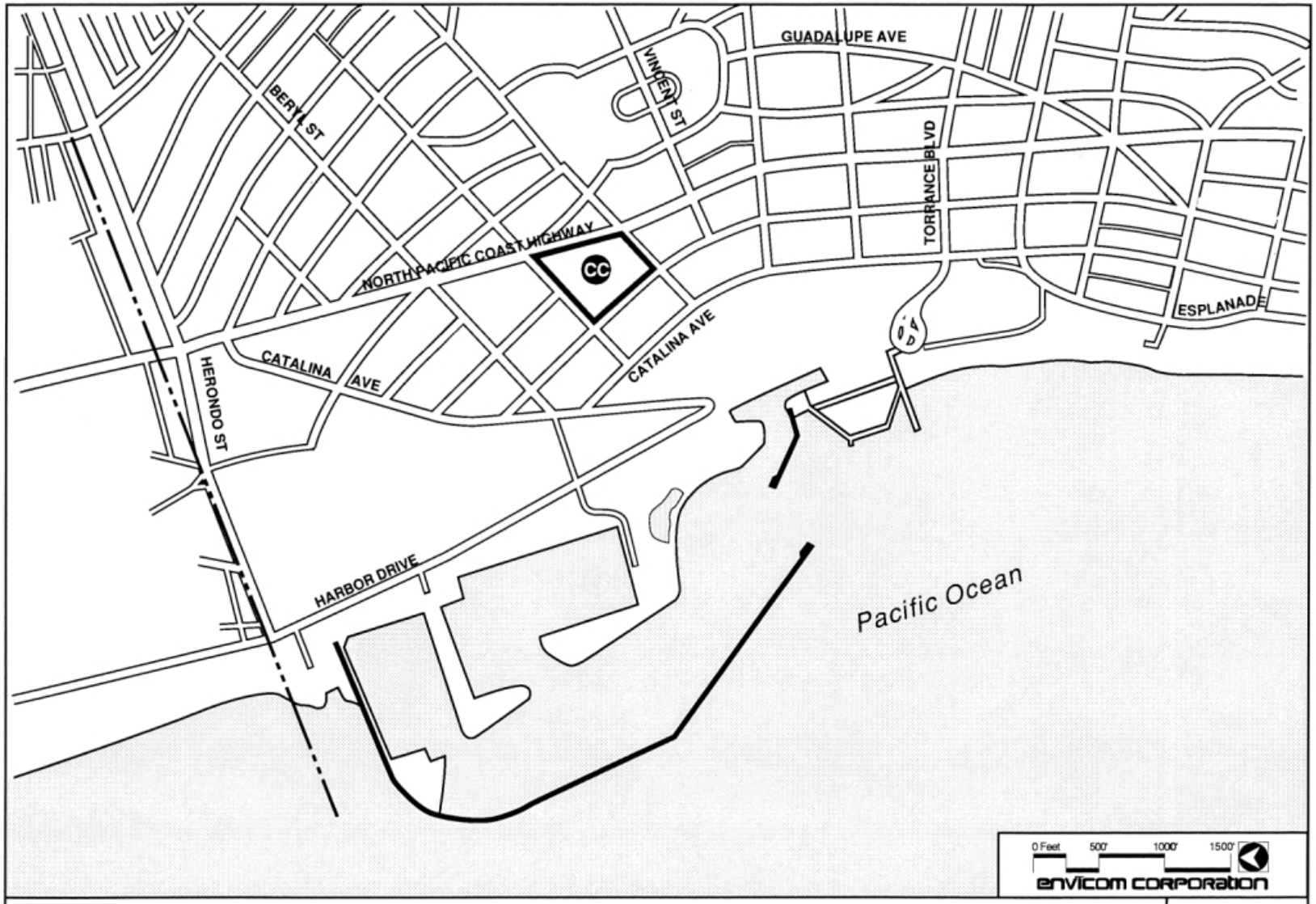
- Attempt, where possible, in new construction within the Civic Center, to ensure the integration of "active" public uses and "people-intensive" civic and cultural uses (both daytime and evening) to make the most efficient use of the complex and promote its maximum potential use and enjoyment by the 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.

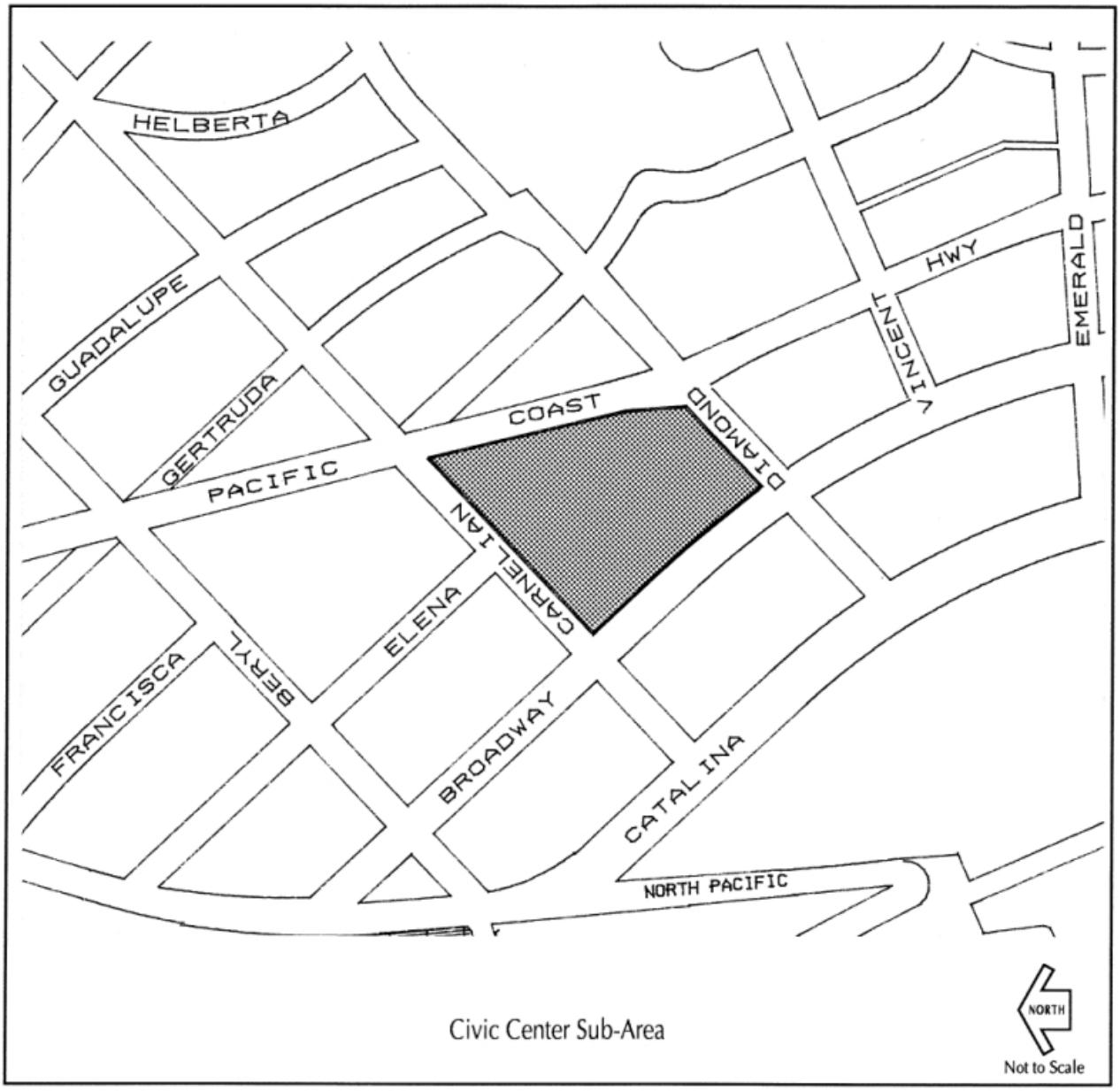
5.4.2 Policies

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



Civic Center Sub-Area

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

<u>Urban/Architectural Design Policies</u>

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.

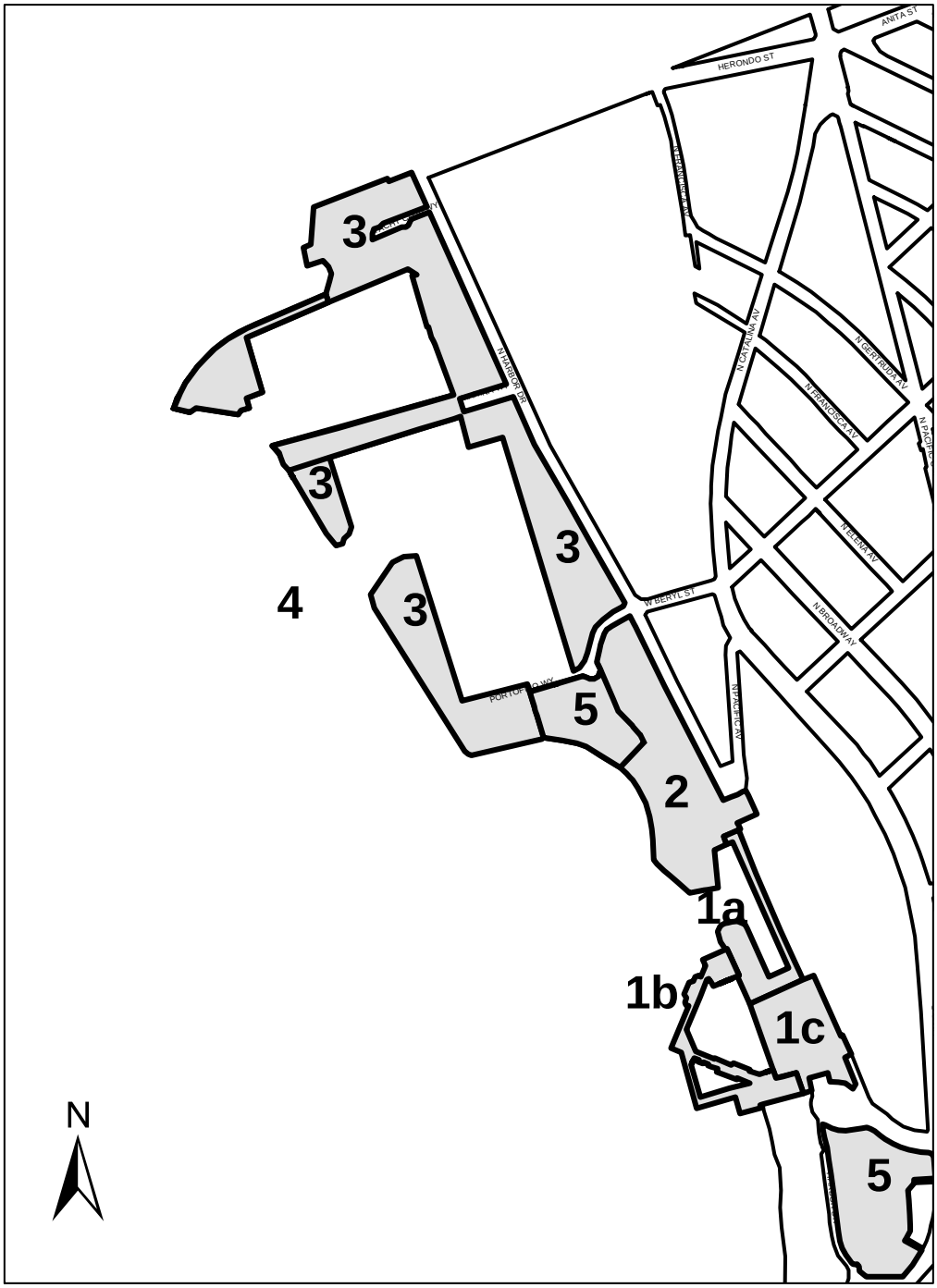
- To allow for the continued existence and new development (through leasehold modification and consolidation and/or incremental commercial density increases) of a viable mix and balance of local and visitor-serving commercial, recreational, and public open space land uses in the harbor area.

- 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.

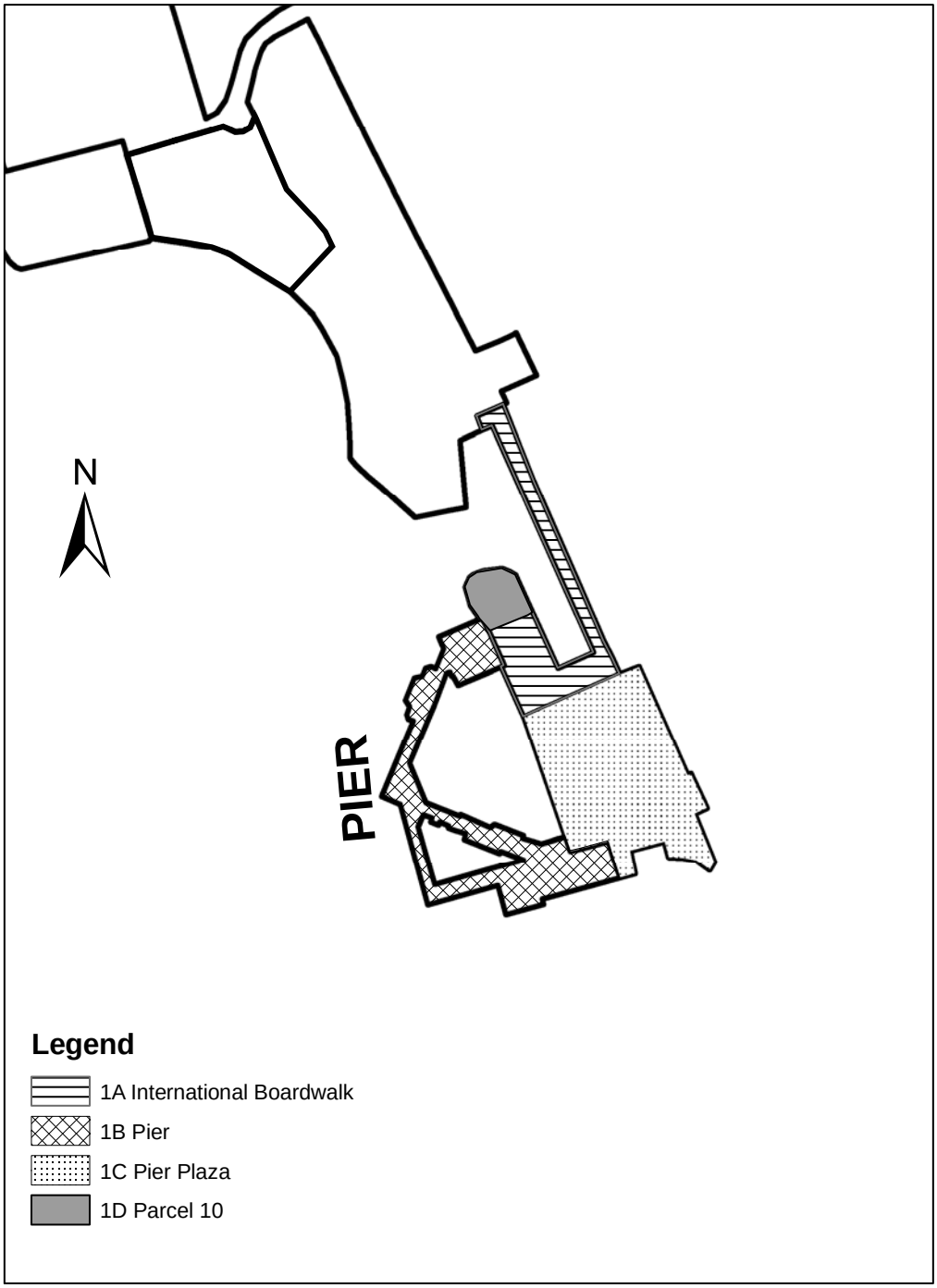
5.5.2 Policies

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**).

Figure 14
HARBOR/PIER SUB AREA POLICY ZONES



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.

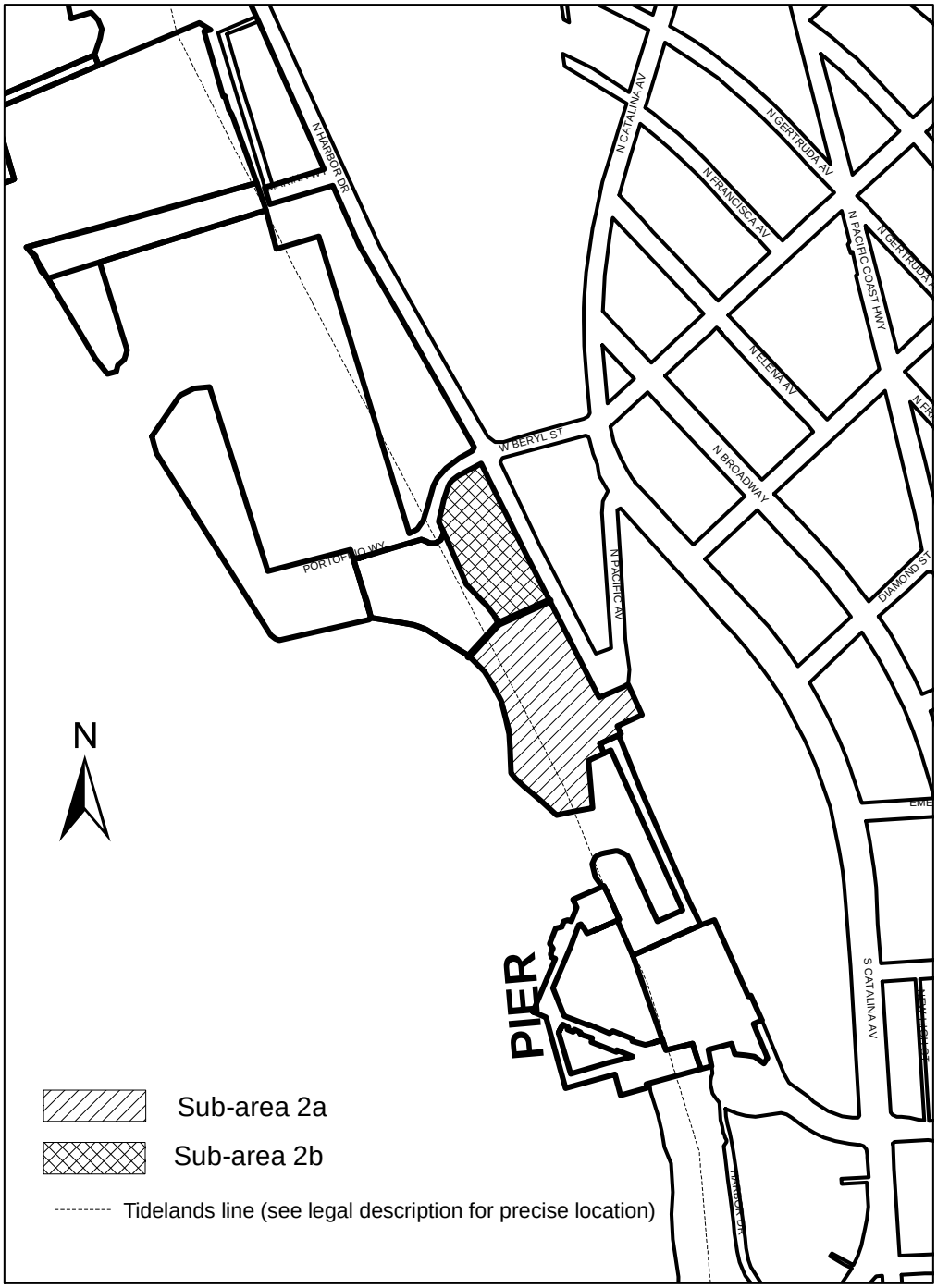
Supplemental Infrastructure/Utilities Policies

- 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.

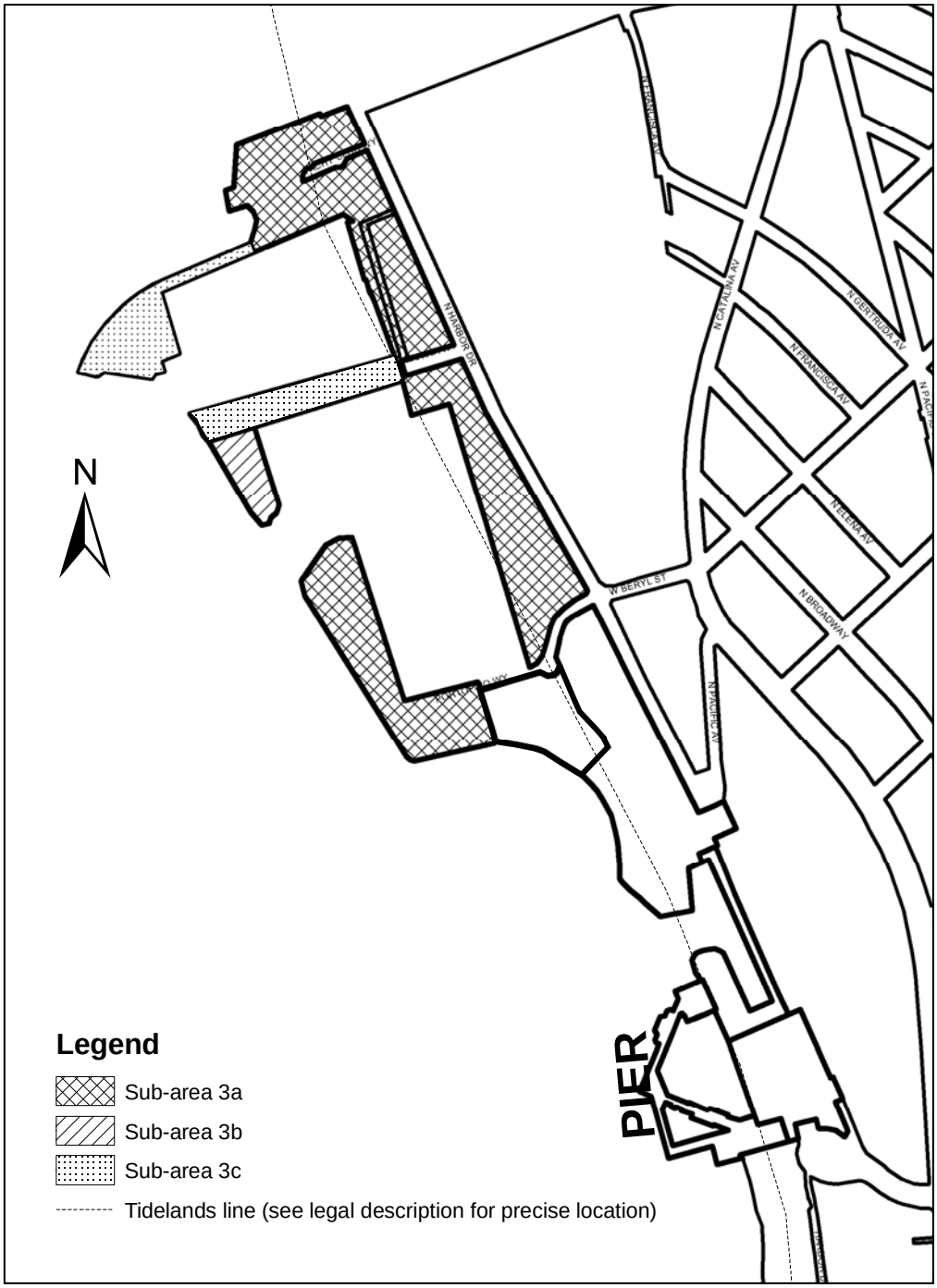
Supplemental Infrastructure/Utilities Policies

- 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.

ZONE 3
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, 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.

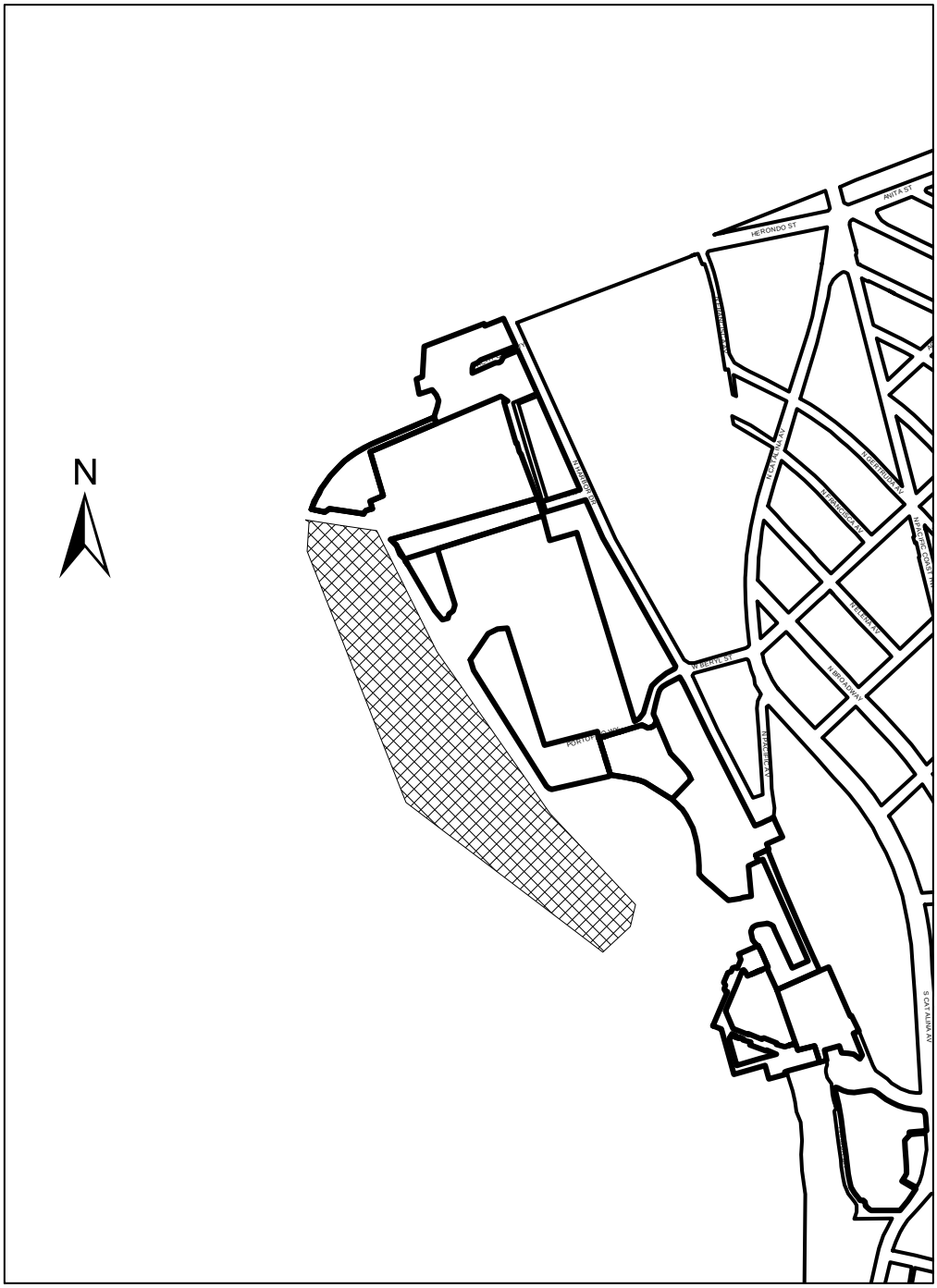
Supplemental Infrastructure/Utilities Policies

- 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

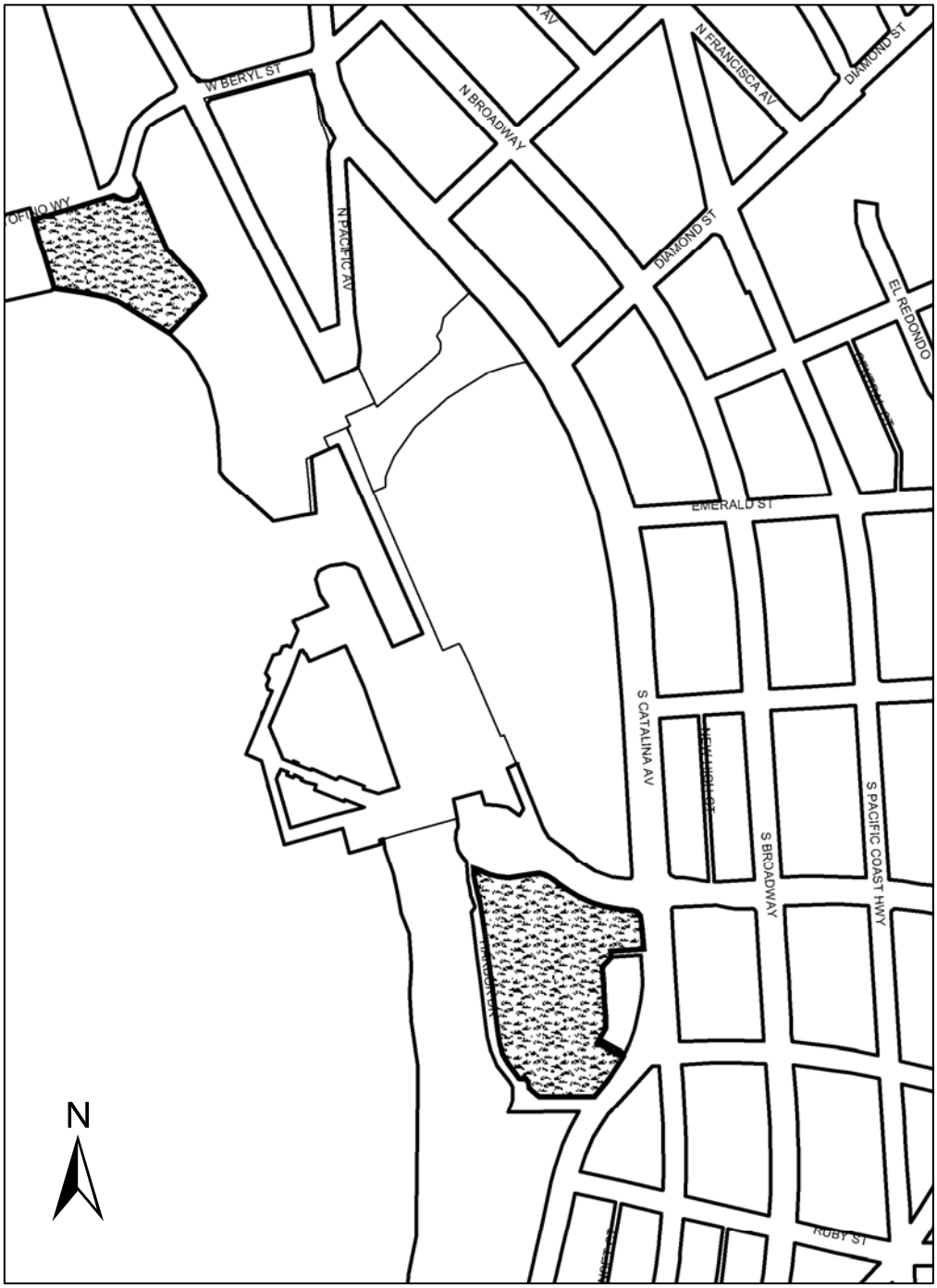
- All vessel operators shall operate under the safety and operational standards set forth by the United States Coast Guard, City of Redondo Beach Harbor Master, and accepted rules of common courtesy used in the operation of watercraft.

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 watersheet of the Harbor Area as necessary to support the uses within this area, unless the location of such facilities elsewhere (outside the watersheet 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.

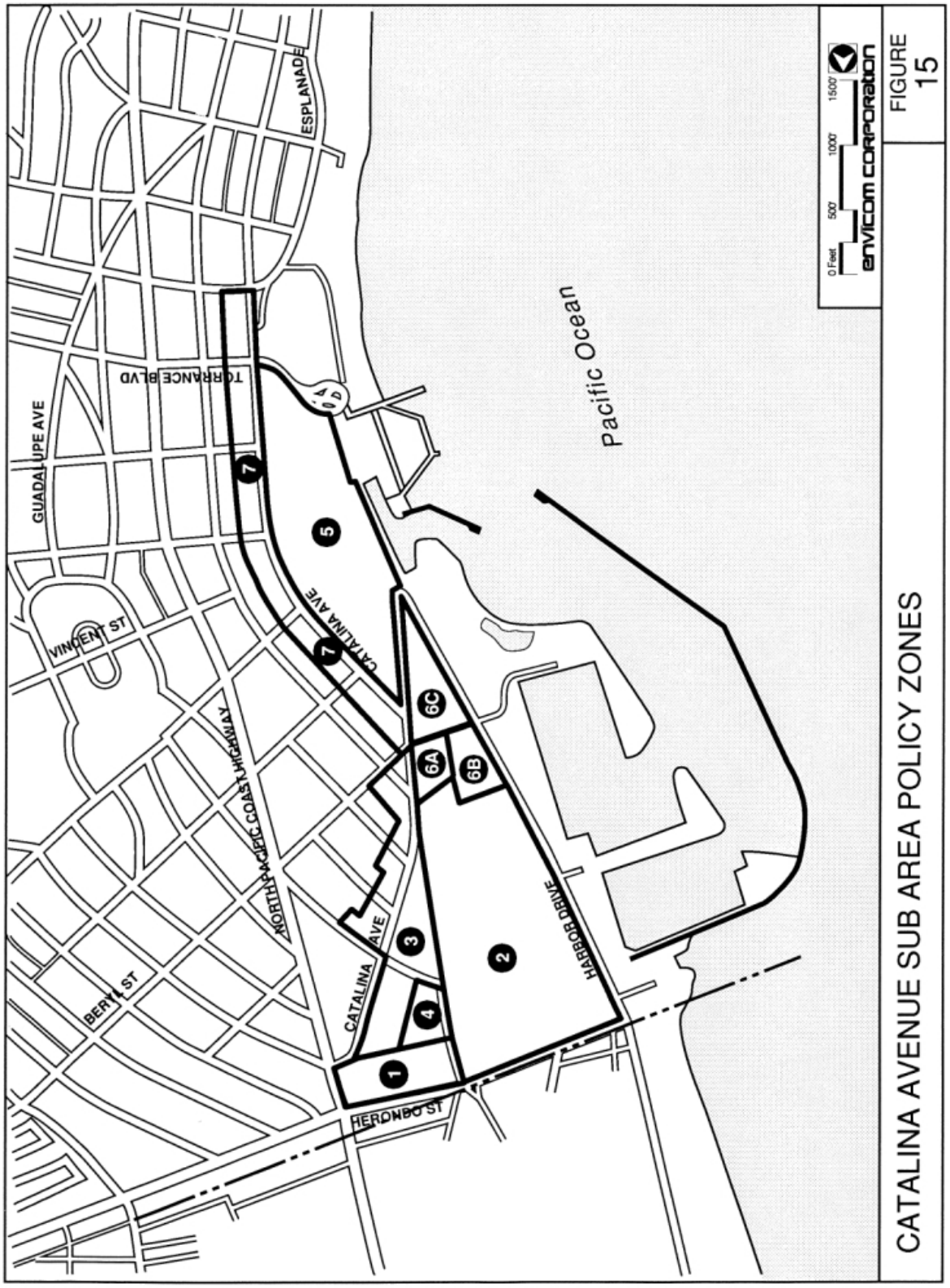
- Recognize the various and significant adverse environmental impacts which the Southern California Edison Company Electricity Plant creates in the local area.

- 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.

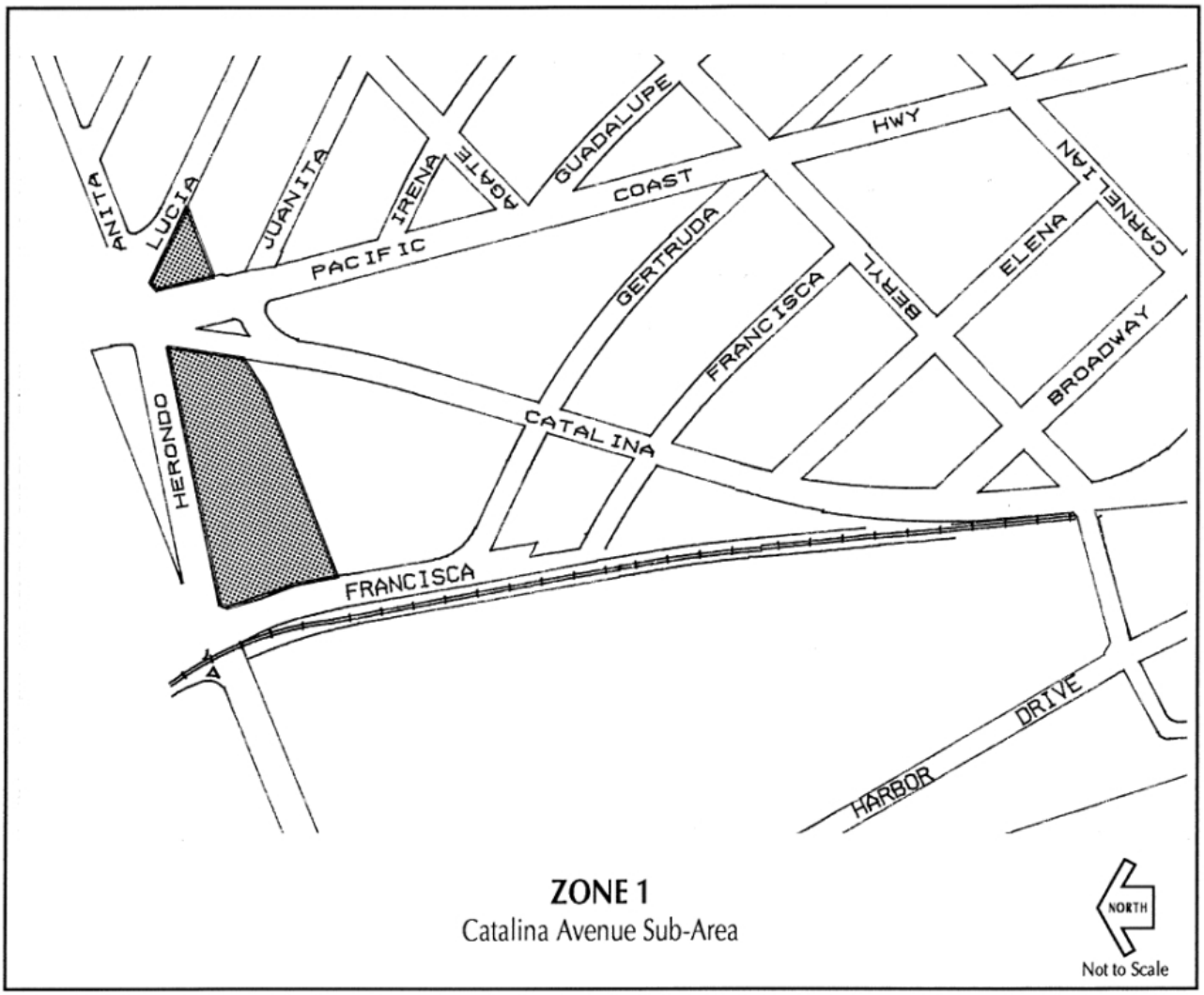
- Work with the Southern California Edison Company during the remainder of the electricity plant's useful economic and physical life, in order to pursue specific, implementable, and enforceable means of mitigating entirely or reducing, as much as possible, the range of significant environmental impacts 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



<u>Land Use/Development Policies</u>

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).

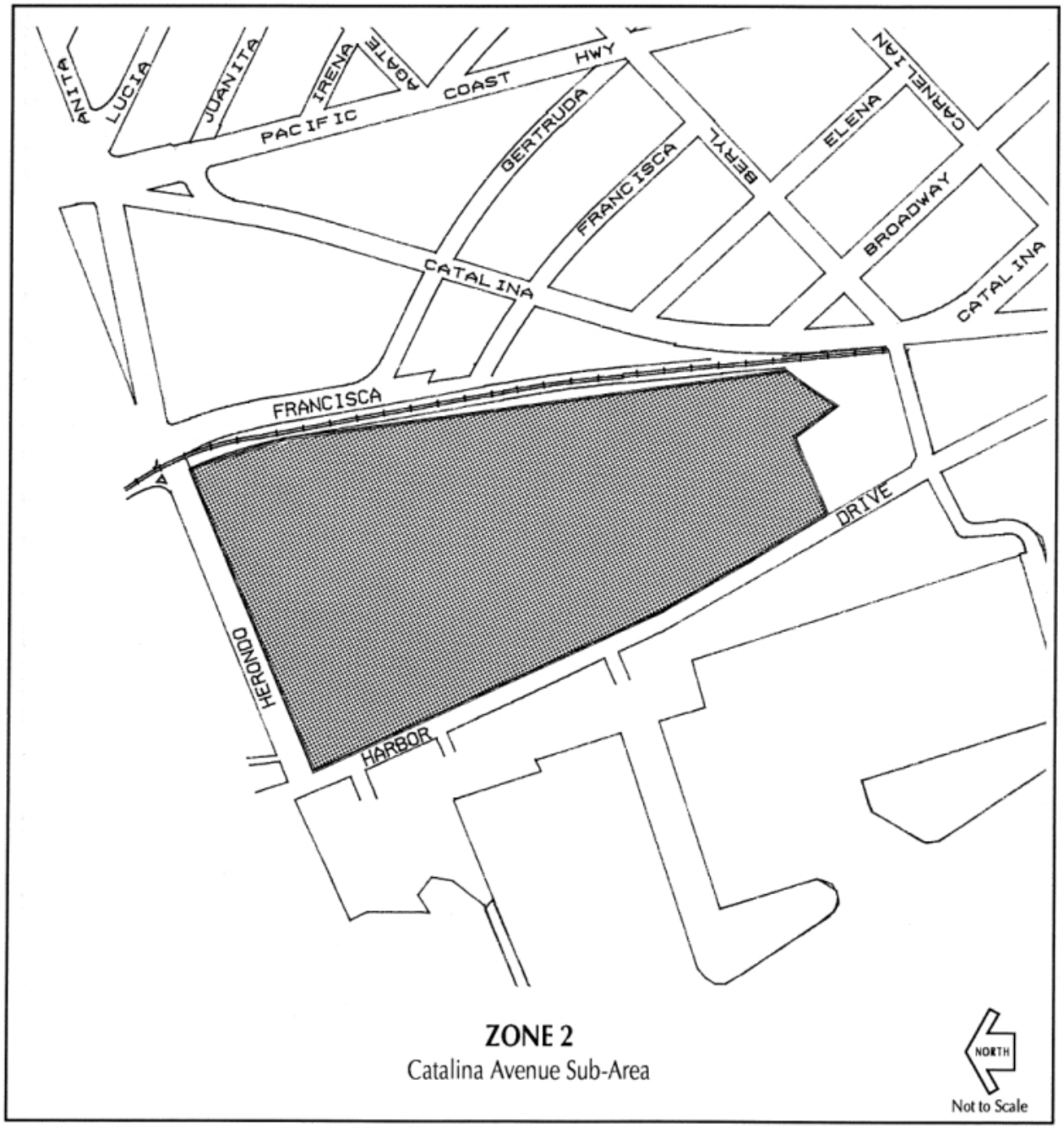
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial 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.



ZONE 2
Catalina Avenue 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

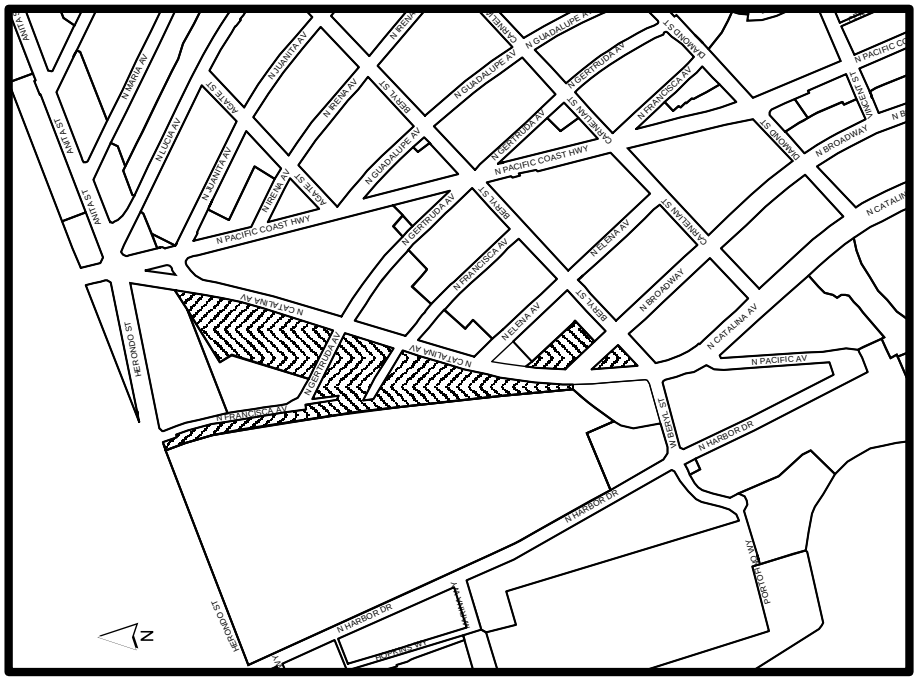
In consideration of the various lower and moderate-density commercial and residential land uses surrounding the Zone, implement, as possible and financially feasible any reasonable means, methods, or ways of eliminating entirely or reducing, as much as possible, the range of significant adverse environmental 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.



ZONE 3
Catalina Avenue Sub-Area

Land Use/Development Policies

Primary Land Uses

- Local-Serving Retail Uses (excluding gasoline/service stations)
- Service Commercial Uses
- Car Wash (including accessory gasoline service)
- Restaurants
- Automobile and Marine-Related Retail Uses
- Commercial Office Uses (as a primary or accessory use)
- Public and Governmental Facilities
- Public Cultural Facilities (including libraries, museums, and art galleries)
- Parks, Public Open Space or Recreational Facilities
- Surface, Structured, or Subterranean Parking Facilities (see design restrictions)
- Plant Nurseries
- Banks and Financial Institutions
- Nightclubs, Beer Bars, and Cocktail Lounges
- Health Clubs and Personal Fitness Facilities
- Movie and Live Performance Theaters

- 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)

<u>Urban/Architectural Design Policies</u>

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.

<u>Supplemental Land Use and Building Density Requirement Policies</u>

- 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.

<u>Supplemental Recommended Urban/Architectural Design Policies</u>

- 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.

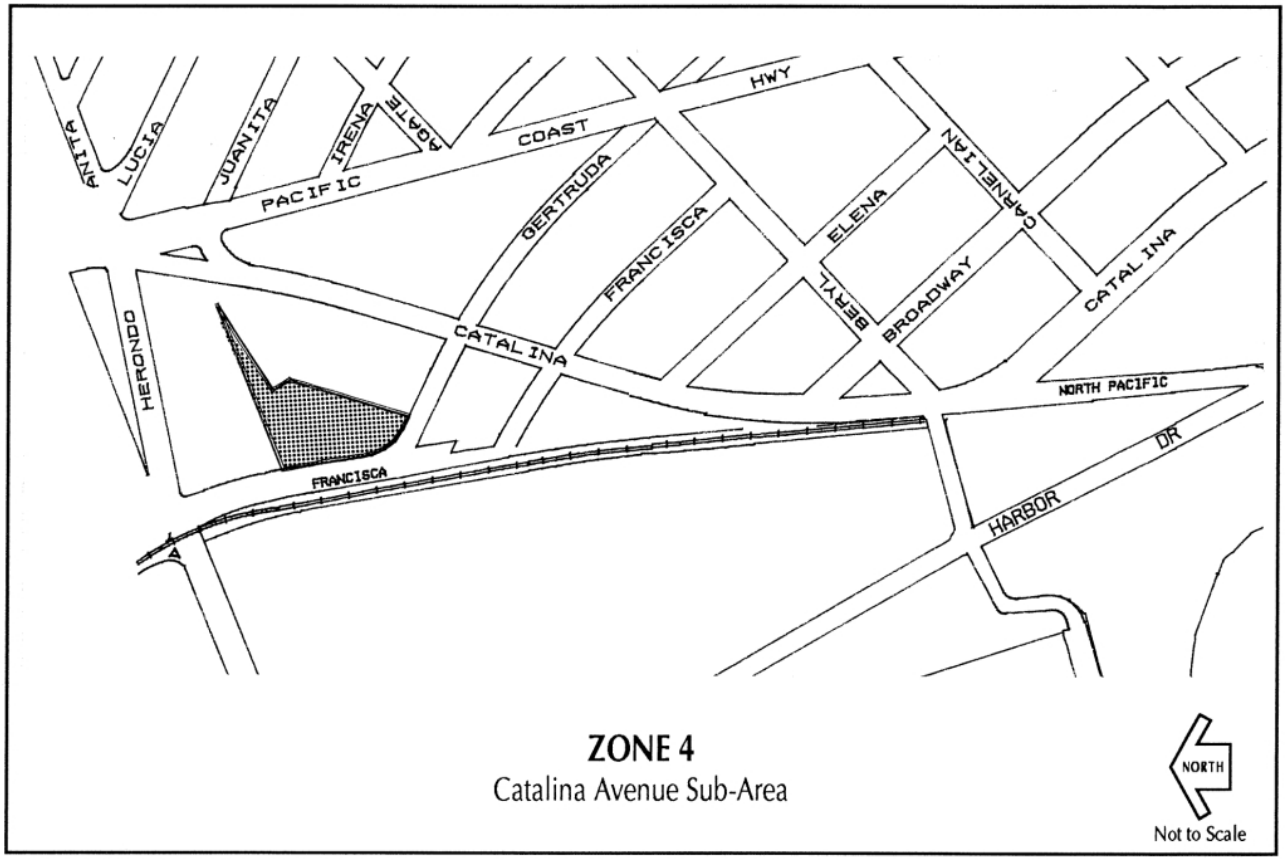
- Automobile and marine related repair structures shall be designed to (1) convey the visual character of retail commercial uses, as defined in Building Massing/Articulation, with emphasis on the incorporation of architectural elements and site landscape which make them attractive to possible future 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).

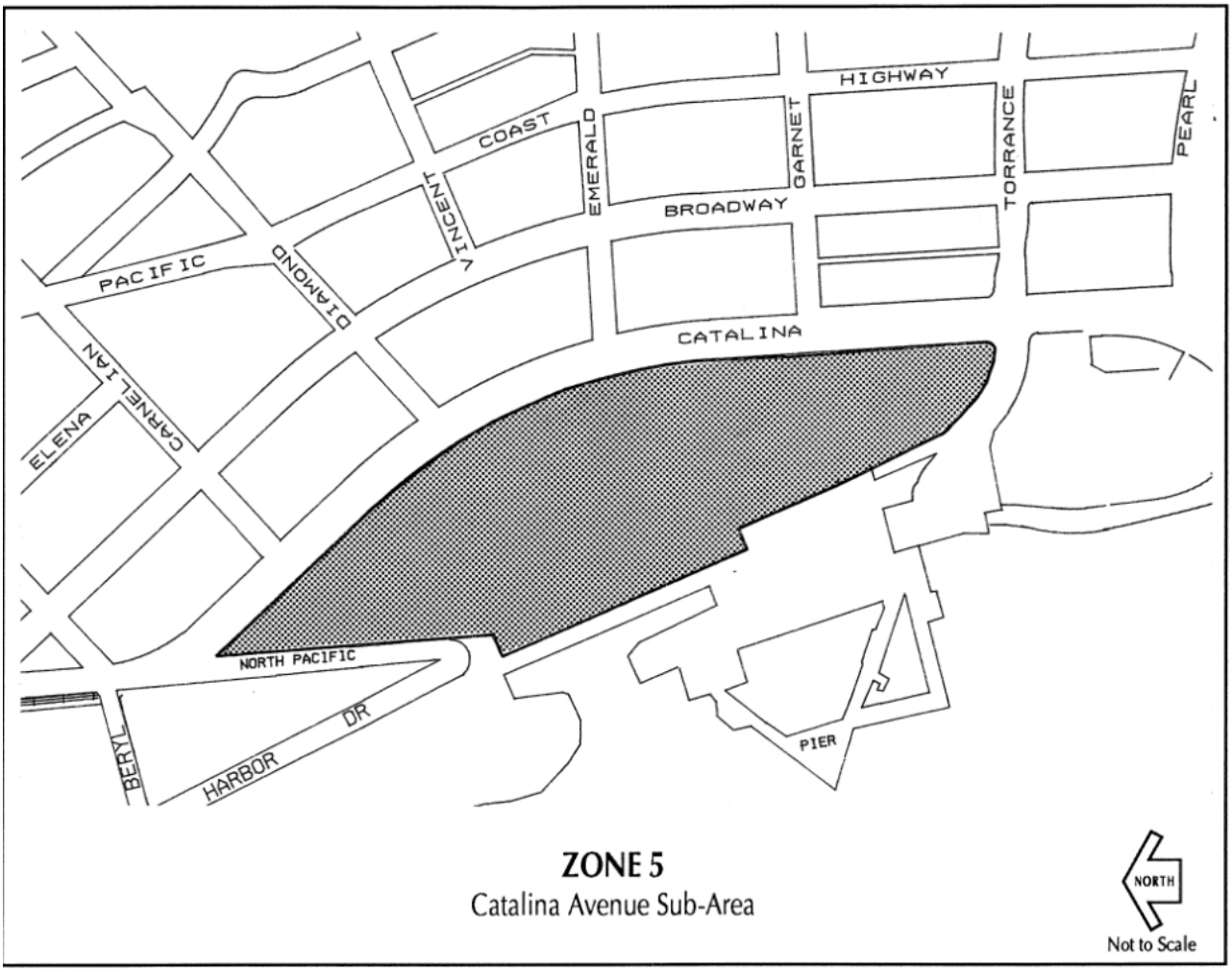
- Any industrial uses shall make extensive use of landscaping and attractive walls/fencing within and around the parcel, to shield views from adjacent commercial, recreational, and governmental uses into and through the industrial uses located on the parcel.

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.



<u>Land Use/Development Policies</u>

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

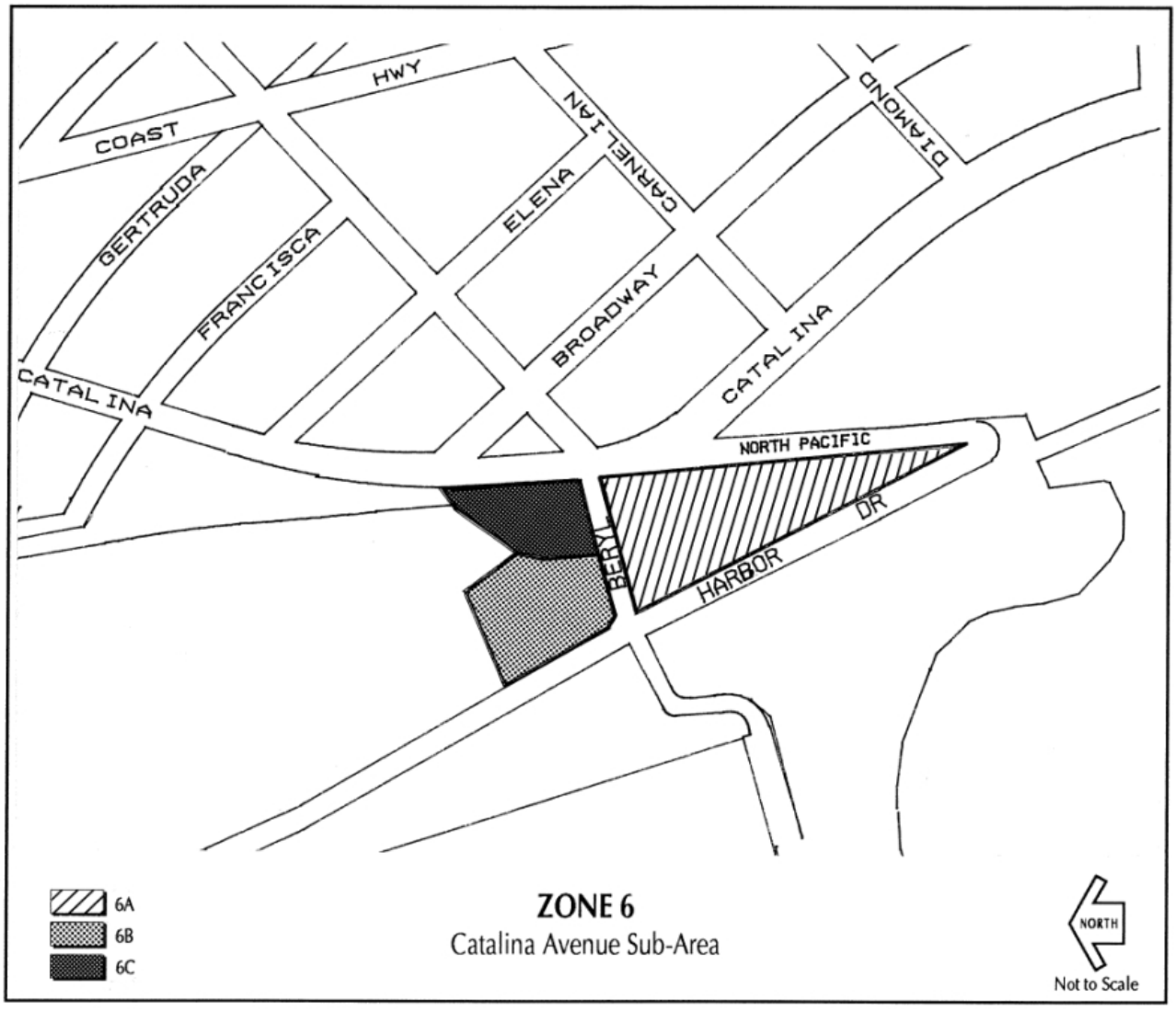
- All surface parking facilities must provide and include substantial landscaping, including mature trees, shrubbery, and decorative flowers and plants (in accordance with specific guidelines to be established in the revised Municipal Code).

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.



<u>Land Use/Development Policies</u>

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).

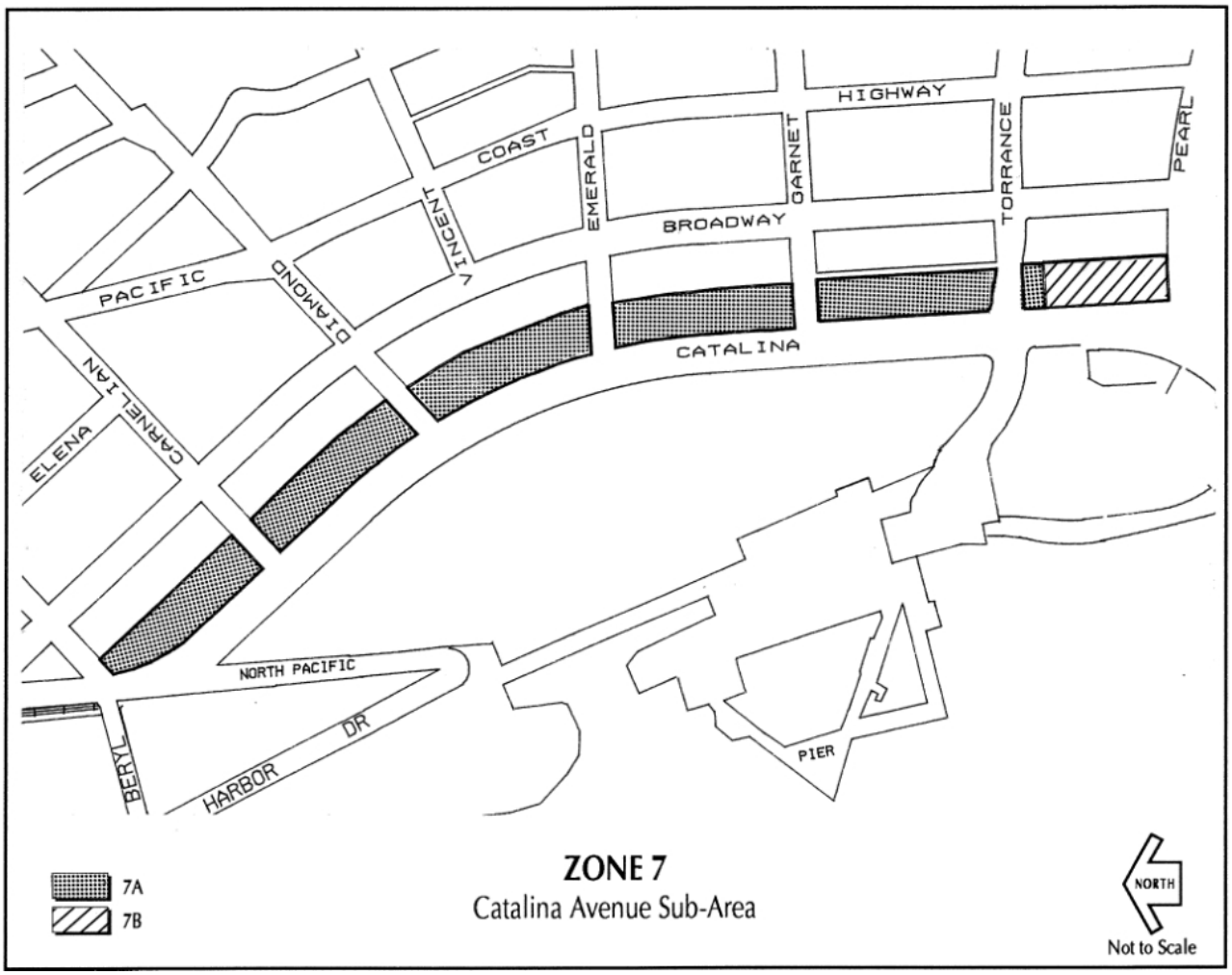
- Parking structures shall be located to the rear of street-facing retail and/or office uses or may be permitted along the frontage provided that their street-facing ground floors are developed for retail or other commercial uses. They shall be designed to convey the visual character of a commercial 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.

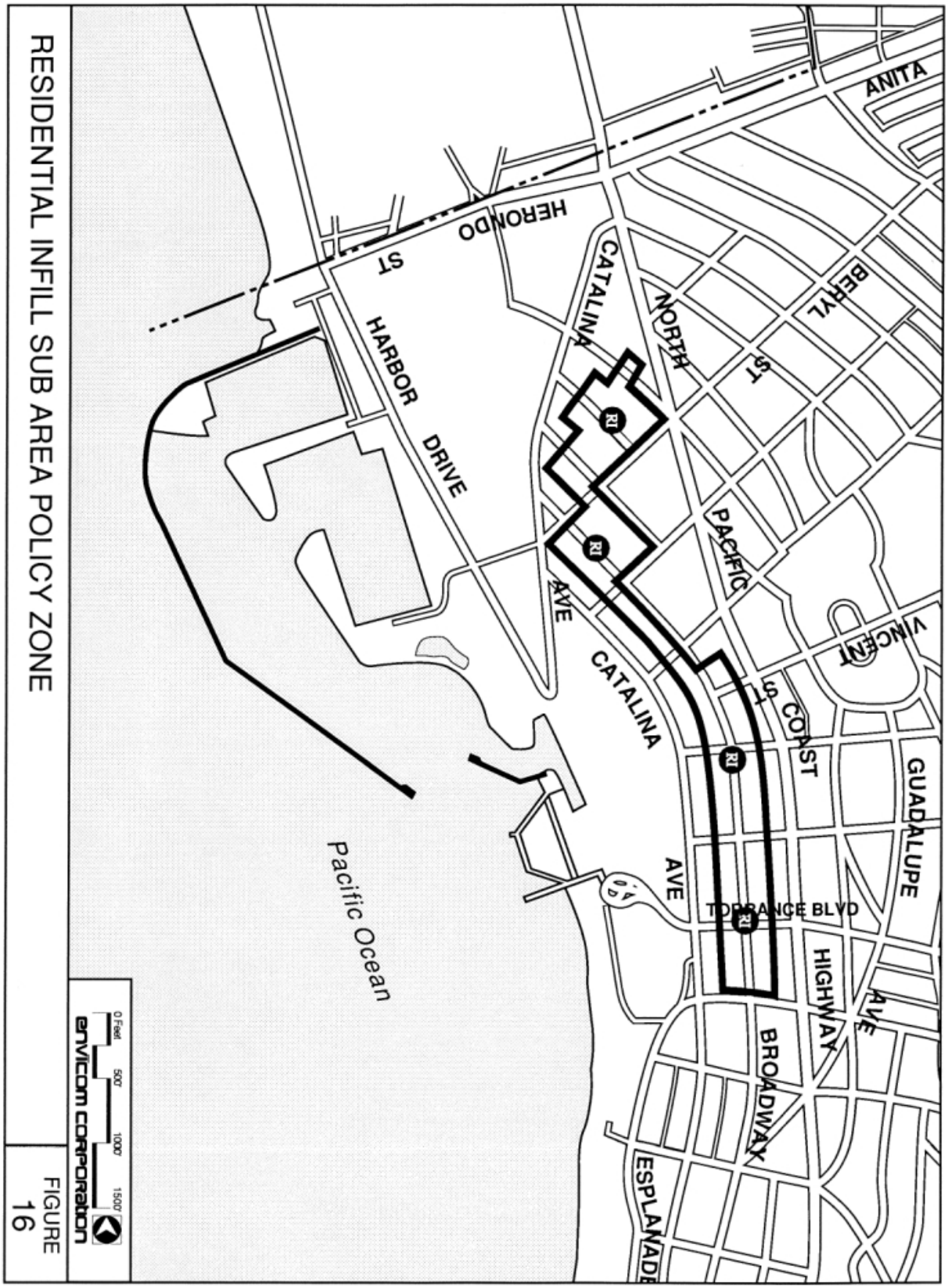
- Clearly define and evaluate the causes and geographic boundaries of the potential land use related incompatibilities between the residential and institutional uses of the Residential Infill Area and the more active adjacent commercial, recreational, and governmental sub-areas within the Specific Plan 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

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). Atotal 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

COMMERICAL AND INDUSTRIAL BUILDOUT (in square feet)			
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%

RESIDENTIAL BUILDOUT (in units)			
Existing Development (1990)	**Potential New Development (1990-2010)**	**Total Buildout (2010)**	**Percent of Increase (1990-2010)**
2,622	704	3,326	26.9%

EMPLOYMENT POPULATION (in people)			
Existing Employment (1990)	**Potential New Employees (1990-2010)**	**Total Employment (2010)**	**Percent of Increase (1990-2010)**
6,226	2,157	8,383	34.6%

RESIDENT POPULATION (in people)			
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**).