

Redondo Beach Local Coastal Plan

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City of Redondo Beach

1. Number of segments -0
2. Summary status:

1. The LUP for the entire city coastal zone was effectively certified on June 18, 1981, and subsequently amended. The Commission awarded the City \$49,621 in December of 2000 to help fund the completion of the certified LCP, including the public access component that is being developed in conjunction with a \$676,000 harbor area Specific Plan effort. In 2000, the City completed the Draft Harbor Area Specific Plan ("Heart of the City Plan") including the updated public access component, Draft Updated LUP Amendments, and the Draft Zoning Ordinance. However, the City subsequently abandoned that Specific Plan.

On April 8, 2003, the Commission approved the segmentation of the City's LCP into two segments—Area One and Area Two. The Area One segment is the area east of North Catalina Avenue, east of harbor-pier area and south of Torrance Boulevard, excluding area known as "Heart of the City" (harbor-pier, power plant and utility corridor area). The segmentation was removed in the action on LCPA 2-08.

2. The zoning portion of the Area One LCP segment was approved with suggested modifications as consistent with certified Land Use Plan for that area. The modifications were accepted and the LCP for Area One effectively certified on September 11, 2003, and the city assumed permit issuing authority for this segment on that date.

The zoning portion for Area 2 was reviewed through LCP Amendment No. RDB-MAJ-2-08 which was approved with suggested modifications on July 9, 2009 and effectively certified on December 15, 2010. In this Amendment the City requested, and the Commission certified, the elimination of the segmentation of the LCP.

3. Area of Deferred Certification:
 - a. Edison Easement ADC. This has been resolved. This was created on June 18, 1981 and includes 5.2 acres that included the utility easement and the AES plant. The main issue was appropriate land uses, and a downsizing of the remaining facility.

On May 19, 2008 the City submitted a revised LUP to the Commission in Amendment No. RDB-MAJ-2-08 and the zoning portion of the LCP for Area Two. The submittal was deemed filed on June 13, 2008. Commission extended the 90-day time limit for action on August 7, 2008. This amendment addresses both the Edison Easement ADC and Area 2 harbor & pier areas and was effectively certified on December 15, 2010.

4. Amendments:

Total Submittals	Denied	Withdrawn	Pending/Other
12	0	0	1

1. LUP No. 1-99 (Major) – Approved 5/11/99;
2. LUP No. 2-99 (Major) – Approved 6/11/99;
3. LUP No. 1-00 (Major) – Approval with suggestions 1/11/01; ED check-off 5/7/01;
4. LUP No. 1-01 (Major) – Approved 9/11/01;
5. LUP No. 1-02 (Major) – Approved 4/8/03; ED Checkoff 9/11/03; Area 1 LUP segmented and LIP certified.
6. LUP No. 1-03 (Minor) – Approved 12/11/03;
7. LUP No. 1-03 (Major) – Approved 2/18/04;
8. LCP No. 1-04 (Major) – pending
9. LCP No. 1-05 (Major) – Approved with suggested modifications 8/9/05; Approved with suggested modifications 12/14/05; ED checkoff 6/13/06
10. LCP 1-06 (Major) – Approved 10/12/06
11. LCP RDB-MIN-1-08 – Electronic Messages –Approved 6/11/08;
12. LCP No. MAJ-2-08 – LUP and Zoning for Area 2 and elimination of segmentation – Approved with suggested modifications 7/11/09; ED checkoff 12/15/2010.

City of Torrance

1. Number of segments - 0
2. Summary status:
 - a. The LUP was certified with suggested modifications on June 18, 1981. The main issue is land uses on the beach and development on the bluff face. A resubmittal date is uncertain, as the City is currently not working on the LUP.

REDONDO BEACH COASTAL LAND USE PLAN MAP EXHIBIT H

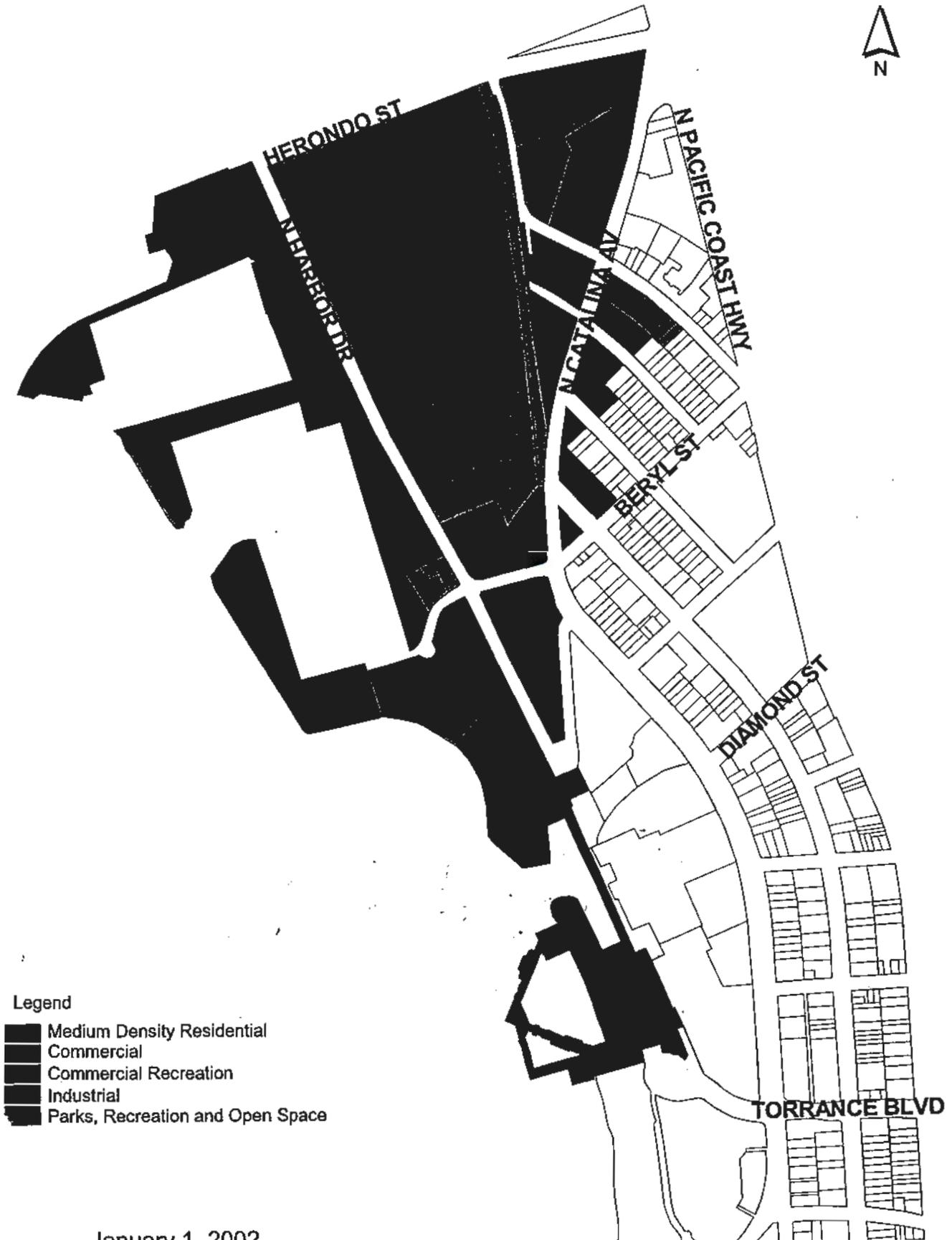


- Legend**
- R-1 SINGLE FAMILY RES. (8.8 DU/ACRE)
 - R-2 LOW DENSITY MULTI-FAMILY RES. (14.6 DU/ACRE)
 - R-3 LOW DENSITY MULTI-FAMILY RES. (17.5 DU/ACRE)
 - R-MD MEDIUM DENSITY MULTI-FAMILY RES. (23.3 DU/ACRE)
 - R-H HIGH DENSITY MULTI-FAMILY RES. (28 DU/ACRE)
 - C-2 COMMERCIAL
 - C-3 COMMERCIAL
 - C-4 COMMERCIAL
 - MIU MIXED USE
 - P PUBLIC OR INSTITUTIONAL

January 1, 2002

REDONDO BEACH COASTAL LAND USE PLAN MAP

Exhibit H-1



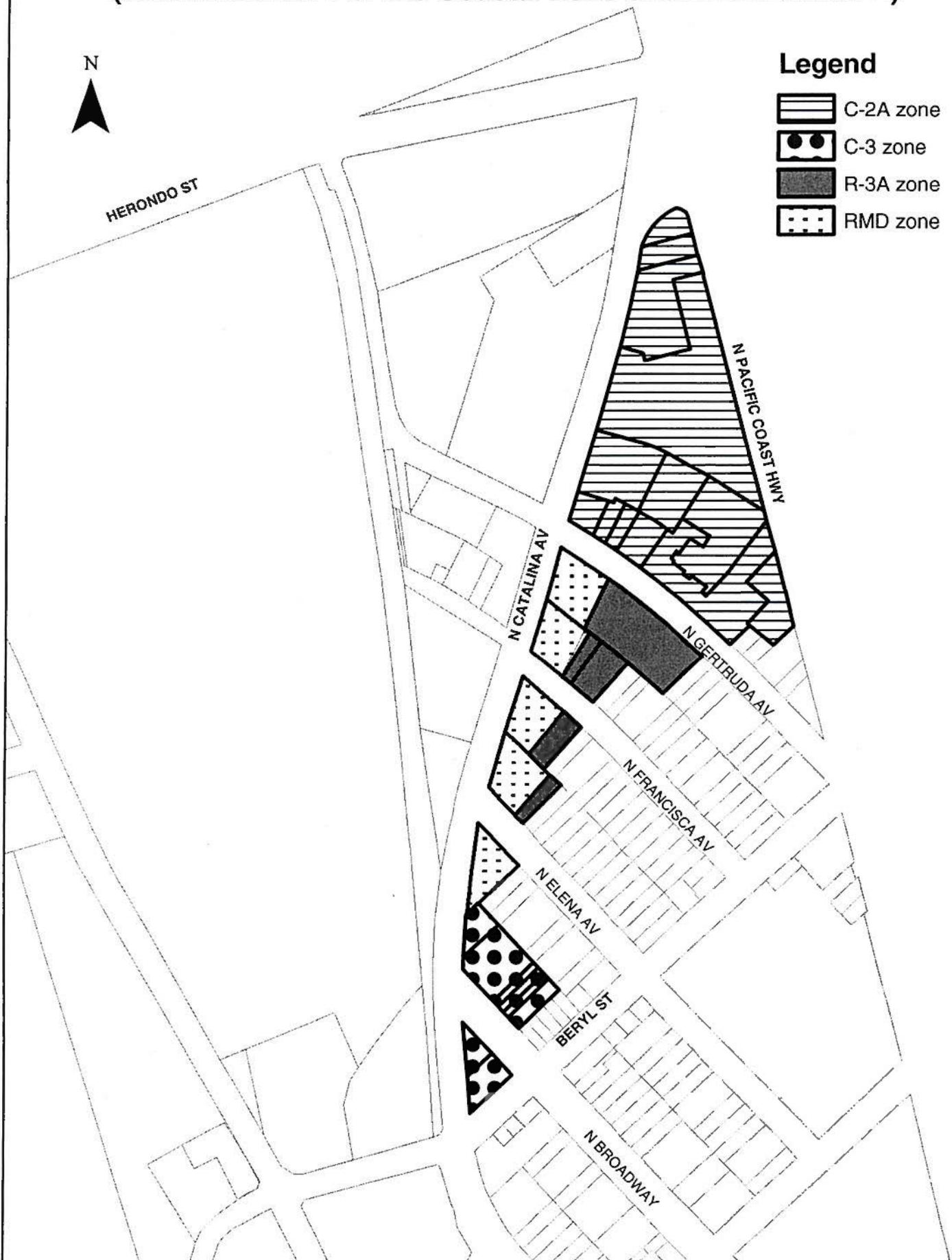
January 1, 2002

Amendments to the Coastal Land Use Plan Map, 2/7/06 (added to Area 1 of the Coastal Zone shown in Exhibit H)

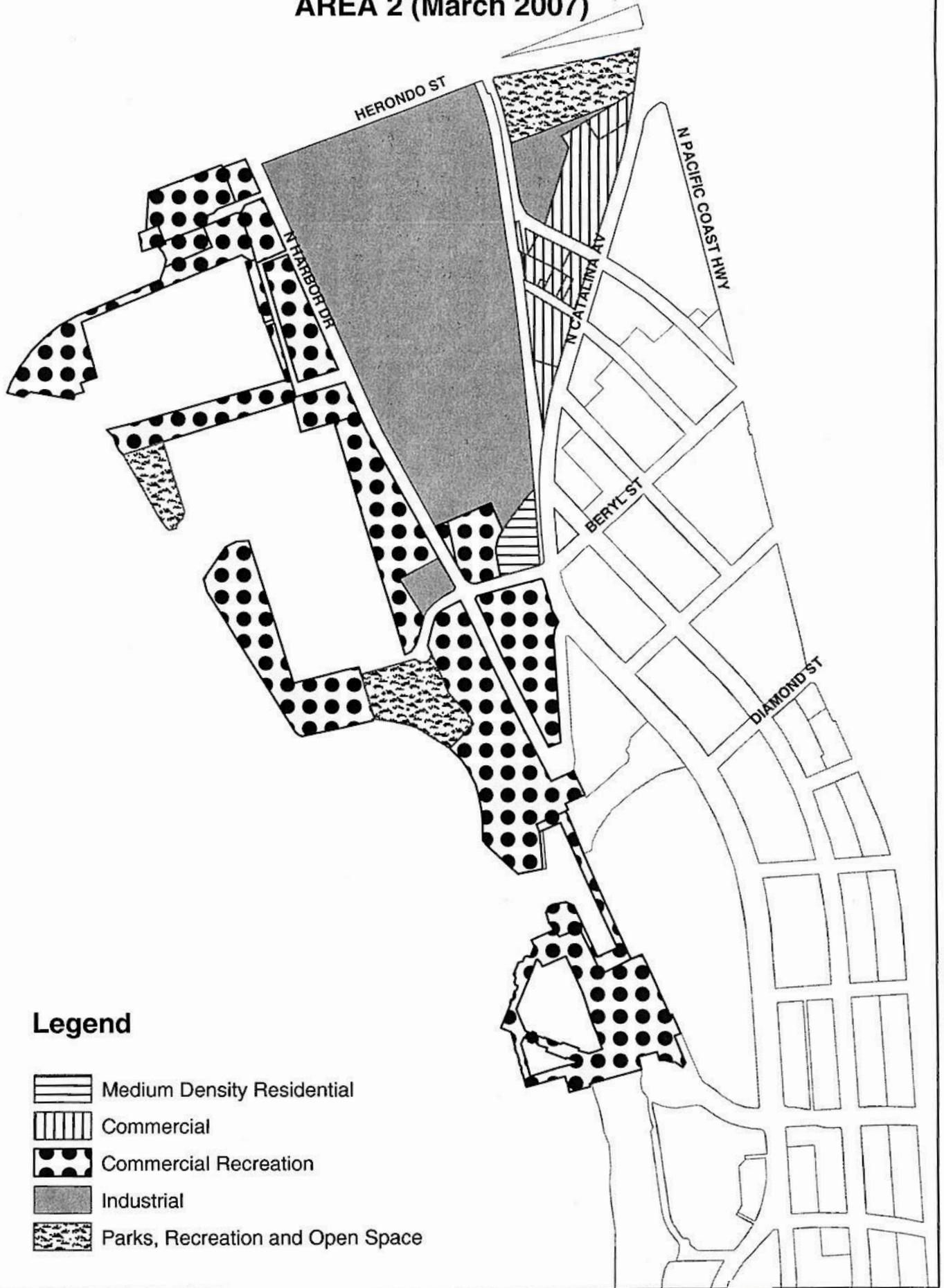


Legend

-  C-2A zone
-  C-3 zone
-  R-3A zone
-  RMD zone

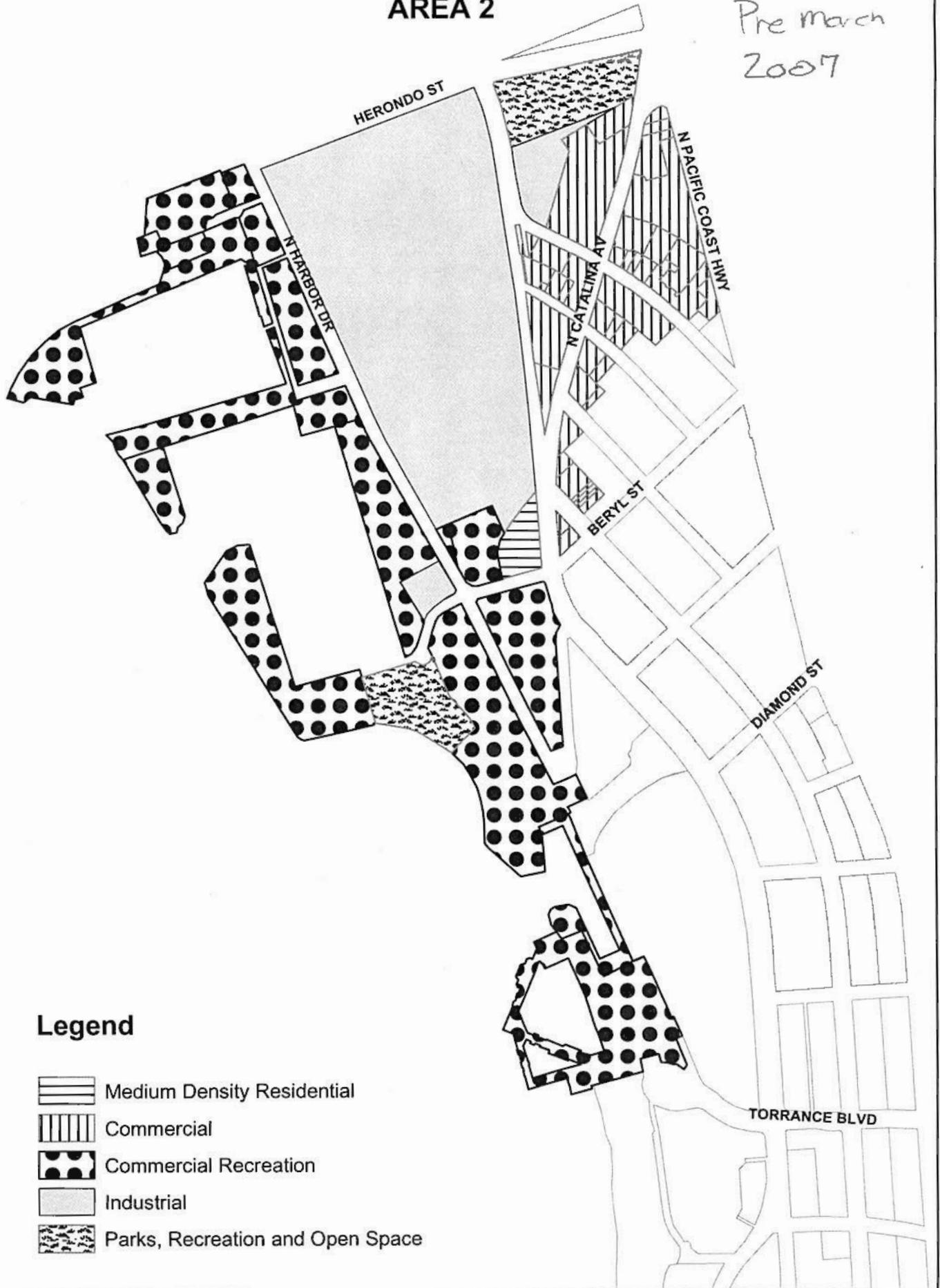


REDONDO BEACH COASTAL LAND USE PLAN MAP AREA 2 (March 2007)



REDONDO BEACH COASTAL LAND USE PLAN MAP AREA 2

Pre March
2007



Legend

-  Medium Density Residential
-  Commercial
-  Commercial Recreation
-  Industrial
-  Parks, Recreation and Open Space

ORDINANCE NO. 3013-08

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL ZONING ORDINANCE AND ZONING MAP IN CONJUNCTION WITH COASTAL LAND USE PLAN AMENDMENTS FOR THE HARBOR AND PIER AREA

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

SECTION 1. FINDINGS.

- A. The City Council considered the information contained in the initial study for the proposed zoning amendments, and the City Council adopted Initial Environmental Study No. 2007-03-IES-003, finding and determining that all potentially significant effects of the land use amendments had been analyzed adequately in an earlier certified Master EIR for the former Heart of the City project, and further finding that the proposed amendments will have no impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

- B. The amendments to the Coastal Zoning Ordinance are consistent with the Coastal Land Use Plan and the Comprehensive General Plan of the City.

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

SECTION 2. The Zoning Map for the Harbor and Pier area is hereby amended as shown in the following map. (Note: Seaside Lagoon is not part of the proposed amendments and will remain with the existing P-PRO zoning).

SECTION 3. Section 10-5.800, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

“10-5.800 Specific purposes, CC coastal commercial zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the CC coastal commercial zone regulations are to:

(a) Provide for the continued evolution and use of the City's coastal-related commercial-recreational facilities and resources for the residents of Redondo Beach and surrounding communities, while ensuring that uses and development are compatible with adjacent residential neighborhoods and commercial areas;

(b) Provide for the development of coastal-dependent land uses and uses designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational boating and fishing, and to encourage uses which:

(1) Are primarily oriented toward meeting the service and recreational needs of coastal visitors, boat users, and coastal residents seeking recreation,

(2) Are active and pedestrian-oriented while meeting the need for safe and efficient automobile access and parking,

(3) Have a balanced diversity of uses providing for both public and commercial recreational facilities,

(4) Provide regional-serving recreational facilities for all income groups by including general commercial and recreational use categories,

(5) Provide public access to nearby coastal areas, and

(6) Protect coastal resources;

(c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City.”

SECTION 4. Sections 10-5.810 to 10-5.816 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows:

“10-5.810 Land use regulations, CC coastal commercial zones.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-2.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.”

Use Classifications	CC-1	CC-2	CC-3	CC-4	CC-5	Additional Regulations See Section:
Commercial Uses						
Banks (no drive-up service)	C	C	C	C	P	10-5.811
Bars and nightclubs	C	C	C	C	C	10-5.811; 10-5.1600
Commercial recreation	C	C	C	C	C	10-5.811; 10-5.1600

Use Classifications	CC-1	CC-2	CC-3	CC-4	CC-5	Additional Regulations See Section:
Food and beverage sales	C	C	C	C	C	10-5.811
Hotels (including Limited Use Overnight Visitor Accommodations)	C	C	C	C	C	10-5.811
Marinas	C	---	C	C	---	10-5.811
Marina-related facilities:						10-5.811
Boating facilities	C	---	C	C	C	
Marine sales and services	C	C	C	C	C	
Yacht and boating clubs	---	---	C	C	C	
Offices	C	C	C	C	P	10-5.811
Personal convenience services	C	C	C	C	P	10-5.811
Personal improvement services	---	C	C	C	C	10-5.811
Restaurants	C	C	C	C	C	10-5.811
Recreational equipment rentals	---	C	C	C	---	10-5.811
Retail sales (any tenant space not exceeding 5,000 sq. ft. floor area)	P	P	P	P	P	10-5.811
Retail sales (any tenant space exceeding 5,000 sq. ft. floor area)	C	C	C	C	C	10-5.811
Snack shops	P	P	P	P	P	10-5.811
Other Uses						
Adult day care centers	---	C	C	C	C	10-5.811
Antennae for public communications	C	C	C	C	C	10-5.811
Child day care centers	---	C	C	C	C	10-5.811
Cultural institutions	C	C	C	C	C	10-5.811
Government offices	C	C	---	---	P	10-5.811
Parks, Recreation and Open Space	P	P	P	P	P	10-5.811
Parking lots	---	C	C	C	C	10-5.811
Public safety facilities	C	C	C	C	C	10-5.811
Public utility facilities	C	C	C	C	C	10-5.1614
Recreation facilities	C	C	C	C	C	10-5.811
Schools, public or private	---	C	C	C	C	10-5.811

"10-5.811 Additional land use regulations, CC coastal commercial zones.
(a) Offices.

(1) **CC-1 zone.** Offices are prohibited on International Boardwalk and on the Pier, except that offices for the management and operation of on-site facilities may be permitted on the Pier above the ground floor.

(2) **CC-3 and CC-4 zones.** Offices shall be located above the ground floor, except that marine-related offices, visitor-serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor. Offices shall not be the primary use within a master leasehold area or on sites that are not master leasehold areas.

(b) **Hotels.** Limited Use Overnight Visitor Accommodations (such as Timeshares, Condominium Hotels, and Fractional Ownership Hotels) shall be subject to conditions as determined through the Conditional Use Permit process and to the following requirements to ensure that the hotels are a visitor-serving use and that a broad range of visitor accommodations including lower cost accommodations is available in the Coastal Zone.

(1) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.

(2) Limited Use Overnight Visitor Accommodations shall be limited to no more than 40% of total new guestrooms (units) developed within a master leasehold area or on sites that are not master leasehold areas. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

(3) **Fractional Ownership Hotel.** Fractional ownership hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones and shall be conditioned as follows:

a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month ($\frac{1}{4}$) intervals within any one-year period.

b. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.

d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.

e. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.

f. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.

g. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

h. The hotel operator shall maintain records of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

i. No portion of the Fractional Ownership Hotel (neither fractional units nor traditional hotel units) may be converted to full-time occupancy condominium or any other type

of Limited Use Overnight Visitor Accommodations or other project that differs from the approved hotel units.

j. When an owner of a fractional interest in a unit chooses not to occupy his/her unit for any portion of the time allotted to him/her, that unit shall be available to the general public on the same basis as the traditional hotel units.

k. The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restrictions or CC & R's (Covenants, Conditions & Restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through k above;

2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;

3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through m above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

4. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

l. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of a fractional interest in a unit is jointly and severally liable with the hotel owner/operator for violations of the terms and conditions hereof imposed by the special conditions of the coastal development permit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

m. All documents related to the marketing and sale of the fractional interest units, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. The owners of a fractional interest in a unit are jointly and severally liable with the hotel owner/operator for any violations of the terms and conditions hereof imposed by the coastal development permit.

2. The occupancy of the units is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public and that the coastal development permit contains additional restrictions on use and occupancy.

n. The hotel owner/operator and any successor-in-interest hotel owner/operator, and each future owner of a fractional interest in a unit shall obtain, prior to sale of a fractional interest, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by

the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

o. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection r below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

p. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner/operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding notice, recordkeeping, and monitoring of the Fractional Interest Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of fractional interests in a unit during the prior calendar year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

(4) **Condominium-Hotel.** Condominium-hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones and shall be conditioned as follows:

a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

b. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units. Whenever any individually owned hotel unit is not occupied by its owner(s), that unit shall be available for hotel rental by the general public on the same basis as a traditional hotel room.

c. The hotel operator shall market and advertise all rooms to the general public. Unit owners may also independently market and advertise their units but all booking of reservations shall be made by and through the hotel operator.

d. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners, a service for which the hotel operator may charge the unit owner a reasonable fee.

e. If the hotel operator is not serving as the rental agent for an individually owned unit, then the hotel operator shall nevertheless have the right, working through the individually owned units' owners or their designated agents, to book any unoccupied room to fulfill demand, at a rate similar to comparable accommodations in the hotel. The owner or an owner's rental agent may not withhold units from use. In all circumstances, the hotel operator shall have full

access to the condominiums' reservation and booking schedule so that the operator can fulfill its booking and management obligations hereunder.

f. All guestroom/unit keys shall be electronic and created by the hotel operator upon each new occupancy to control the use of the individually owned units.

g. Unit owners shall not discourage rental of their unit or create disincentives meant to discourage rental of their unit.

h. All individually owned hotel units shall be rented a rate similar to that charged by the hotel operator for the traditional hotel rooms of a similar class or amenity level.

i. The hotel operator shall maintain records of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

j. Each individually owned hotel unit shall be used by its owner(s) (no matter how many owners there are) for not more than 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

k. The use period limitations identified in subsection j above, shall be unaffected by multiple owners or the sale of a unit to a new owner during the calendar year, meaning that all such owners of any given unit shall be collectively subject to the use restriction as if they were a single, continuous owner.

l. No portion of the Condominium-Hotel may be converted to full-time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved Condominium-Hotel.

m. The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restrictions or CC & R's (Covenants, Conditions & Restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through l above;

2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;

3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through l above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

n. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

o. The provisions of the CC & R's or Declaration of Restrictions described above shall not be changed without approval of an amendment to the LCP by the Coastal Commission. However minor changes that do not conflict with subsections a through n above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

p. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all

times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of an individual guest room/condominium unit is jointly and severally liable with the hotel owner-operator for any and all violations of the terms and conditions imposed by the special conditions of the coastal development permit with respect to the use of that owner's unit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

q. All documents related to the marketing and sale of the condominium interests, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. Each owner of any individual hotel unit is jointly and severally liable with the hotel owner-operator for any violations of the terms and conditions of the coastal development permit with respect to the use of that owner's unit; and

2. The occupancy of the units by owner(s) is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public per the terms of the coastal development permit and that the coastal development permit contains additional restrictions on use and occupancy.

r. The hotel owner/operator and any successor-in-interest hotel owner and operator, and each future individual unit owner shall obtain, prior to sale of individual units, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

s. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection t below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

t. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner-operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding occupancy restrictions, notice, recordkeeping, and monitoring of the Condominium-Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of individual hotel units during the prior one-year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of

hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

u. A coastal development permit application for a Condominium-Hotel shall include a plan specifying how the requirements outlined in this section will be implemented. The plan must include, at a minimum, the form of the sale, deed and CC & Rs/Declaration of Restrictions that will be used to satisfy the requirements and the form of the rental program agreement to be entered into between the individual unit owners and the hotel owner/operator. The plan must demonstrate that the applicant will establish mechanisms that provide the hotel operator and any successor-in-interest hotel operator adequate legal authority to implement the requirements of this section. An acceptable plan meeting these requirements shall be incorporated into the special conditions of approval of any coastal development permit for a Condominium-Hotel. Any proposed changes to the approved plan and subsequent documents pertaining to compliance with and enforcement of the terms and conditions required by this section including deeds and CC&Rs/Declaration of Restrictions shall not occur without an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

(5) Timeshares.

a. Management of the timeshare facility shall ensure that at least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.

c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

(6) Prior to issuance of a coastal development permit for any type of hotel facility, the landowner(s) of the property(ies) or hotel owner on a leasehold upon which the existing and/or approved traditional hotel units/rooms (i.e. transient hotel rooms) are or will be developed shall execute and record a deed restriction(s), subject to the review and approval of the Harbor Director and the Executive Director of the Coastal Commission, which prohibits the conversion of traditional hotel units/rooms to any other type of ownership (e.g. limited use overnight visitor accommodations). The deed restriction(s) shall run with the land, shall be executed and consented to by the existing lessee(s) of the affected property(ies) and shall be binding on the landowner(s), lessee(s), and on all successors and assigns of the landowner(s) and lessee(s), including without limitation any future lienholders. The deed restriction(s) shall not be removed or changed without approval of an amendment to the LCP by the Coastal Commission and to the underlying coastal development permit.

(7) If the hotel owner and the hotel operator at any point become separate entities, the hotel owner and the hotel operator shall be jointly and severally responsible for ensuring compliance with the requirements identified above. If the hotel owner and hotel operator become separate entities, they shall be jointly and severally liable for violations of the terms and conditions (restrictions) identified above.

(8) **In Lieu Fee Required.** When Limited Use Overnight Visitor Accommodations are proposed, an assessment of the availability of lower cost visitor accommodations in Redondo Beach shall be completed at the time of discretionary review and an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach

shall be imposed. Prior to issuance of the coastal development permit, and upon execution of an appropriate agreement between the City and the designated recipient that assures use of the in-lieu fee for the intended mitigation, the applicant shall transfer the fee to the entity designated in the agreement.

(c) **Tidelands.** (lands west of the mean high tide line as defined in the City's Tidelands Trust agreement, and other parcels so designated, excluding those parcels removed by the State's 1971 amendment to the City's Tidelands Trust agreement). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

(d) **Mole B.** The primary permitted uses on Mole B shall be for boating facilities (such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities); and parks and recreation and public open space. Other public uses supporting these primary uses may be permitted.

(e) **Water portion of leasehold areas.** Marinas and boating facilities in the water portion of the harbor area shall be subject to a Conditional Use Permit with all development standards determined by the decision-making body. Water areas shall not be included in calculations of floor area ratio."

"10-5.812 Development standards: CC-1 coastal commercial zone.

(a) **Floor area.**

(1) The Pier is limited to the total amount of leasable space provided for under the terms of the pier reconstruction plan, as approved by the City Council on September 3, 1991.

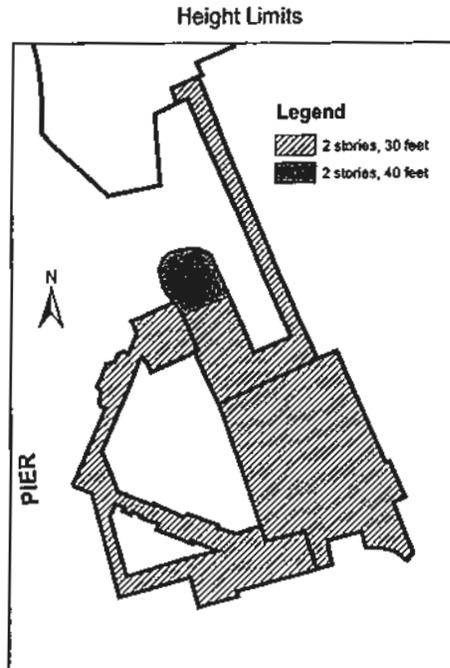
(2) The International Boardwalk floor area is limited by consistency with the other development standards in this section.

(3) Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed the limits established in the Coastal Land Use Plan.

(b) **Building height.** No building or structure shall exceed a height of thirty (30) feet as measured from the top of the pier deck or sidewalk grade, as applicable.

(1) Notwithstanding the above, building height up to forty (40) feet may be permitted on the Parcel 10 site (see map below).

(c) **Stories.** No building shall exceed two (2) stories.



(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design.** The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan, the Pier Reconstruction Architectural Design Guidelines and Standards, and any subsequent design standards and guidelines applicable to the zone.

(g) **Public walkways.** Public walkways are required adjacent to the water's edge as specified in the pier reconstruction plan approved by the City Council on September 3, 1991 and consistent with the certified Land Use Plan. Continuous public access to and along the seaward side of International Boardwalk shall be provided.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **General regulations.** See Article 3 of this chapter.

- (j) **Parking.** See Article 5 of this chapter.
- (k) **Sign regulations.** See Article 6 of this chapter.
- (l) **Landscaping regulations.** See Article 7 of this chapter.
- (m) **Coastal Development Permits.** See Article 10 of this chapter.
- (n) **Procedures.** See Article 12 of this chapter.
- (o) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

"10-5.813 Development standards: CC-2 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (FAR) of all buildings in the CC-2 zone shall not exceed 0.35, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) **Floor area ratio bonuses.**

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) **Building height.** No building or structure shall exceed a height of thirty (30) feet above the sidewalk grade of Pier Plaza (top deck of parking structure).

(c) **Stories.** No building shall exceed two (2) stories.

(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design.** The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) **Public open space.** Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **General regulations.** See Article 3 of this chapter.

(j) **Parking.** See Article 5 of this chapter.

(k) **Sign regulations.** See Article 6 of this chapter.

(l) **Landscaping regulations.** See Article 7 of this chapter.

(m) **Coastal Development Permits.** See Article 10 of this chapter.

(n) **Procedures.** See Article 12 of this chapter.

(o) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code.”

“10-5.814 Development standards: CC-3 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) **Floor area ratio bonuses.**

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

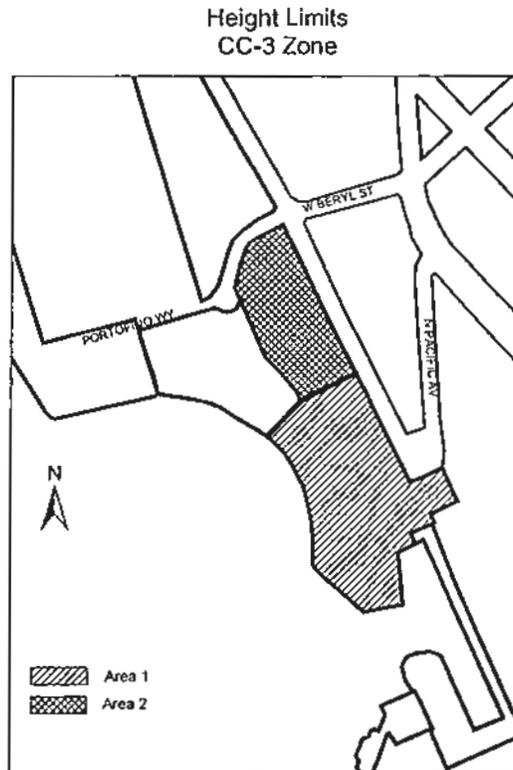
3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) **Building height and stories.** Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) **South of existing southerly boundary of Seaside Lagoon (Area 1 in the illustration below).** No building shall exceed two (2) stories and a height of thirty-seven (37) feet south of the southerly existing boundary of Seaside Lagoon. In this area, no more than fifty (50%) of the cumulative building footprint area shall exceed one story and a height of twenty-four (24) feet. Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.

(2) **North of existing southerly boundary of Seaside Lagoon (Area 2 in the illustration below).** No building shall exceed a height of forty-five (45) feet and a maximum of three (3) stories north of the southerly existing boundary of Seaside Lagoon.



(c) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(d) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a

deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(e) **Architectural design and site development.** The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(f) **Public Esplanade.** A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value).

(g) **Public open space.** Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **General regulations.** See Article 3 of this chapter.

(j) **Parking.** See Article 5 of this chapter.

(k) **Sign regulations.** See Article 6 of this chapter.

(l) **Landscaping regulations.** See Article 7 of this chapter.

(m) **Coastal Development Permits.** See Article 10 of this chapter.

(n) **Procedures.** See Article 12 of this chapter.

(o) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

"10-5.815 Development standards: CC-4 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) **Floor area ratio bonuses.**

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or

additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(2) **Sub-area 2.** On Mole B and on portions of leaseholds in sub-area 2 as shown in the illustration in subsection (c) of this section, F.A.R. shall not exceed 0.25.

(b) **Building height.** Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) No building or structure shall exceed a height of forty-five (45) feet in Area 1 as shown in the illustration below.

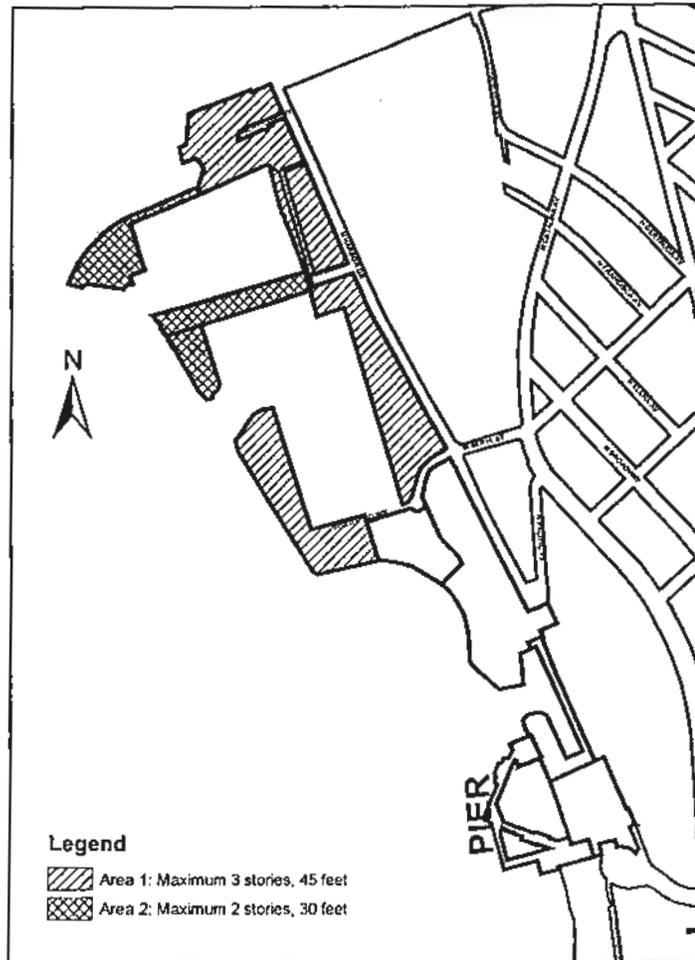
(2) No building or structure shall exceed a height of thirty (30) feet in Area 2 as shown in the illustration below.

(c) **Stories.**

(1) No building shall exceed three (3) stories in Area 1 as shown in the illustration below.

(2) No building shall exceed two (2) stories in Area 2 as shown in the illustration below.

Height Limits CC-4 Zone



(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design and site development.** The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) **Public Esplanade.** A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value). On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width shall be considered subject to Harbor Commission Design Review. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

(g) **Public open space.** Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(including landscaped areas within parking areas) shall not be counted as public spaces.

(h) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) **Parking.** The parking provisions of Article 5 of this chapter shall apply. Large expanses of asphalt and surface parking areas should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way.

(j) **General regulations.** See Article 3 of this chapter.

(j) **Sign regulations.** See Article 6 of this chapter.

(k) **Landscaping regulations.** See Article 7 of this chapter.

(l) **Coastal Development Permits.** See Article 10 of this chapter.

(m) **Procedures.** See Article 12 of this chapter.

(n) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

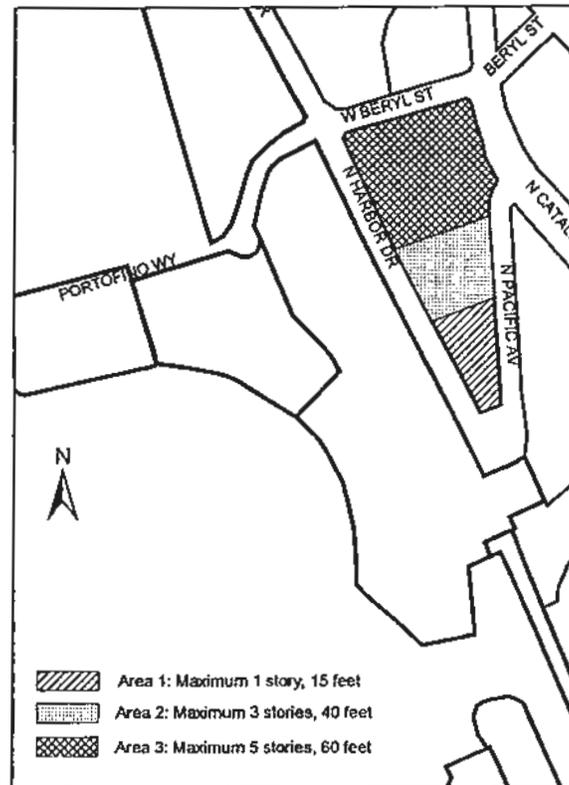
"10-5.816 Development standards: CC-5 coastal commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 2.25. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(b) **Building height.** No building or structure shall exceed a height of fifteen (15) feet in Area 1, forty (40) feet in Area 2, and sixty (60) feet in Area 3 (see illustration below).

(c) **Stories.** No building shall exceed one story in Area 1, three (3) stories in Area 2, and five (5) stories in Area 3 (see illustration below).

Height Limits
CC-5 Zone



(d) **Setbacks.** Setbacks shall be determined pursuant to the applicable review process.

(e) **Minor additions or alterations.** Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) **Coastal Development Permit requirements for minor additions or alterations.** Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) **Architectural design and site development.** The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) **Undergrounding of utilities.** All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(h) **General regulations.** See Article 3 of this chapter.

- (i) **Parking.** See Article 5 of this chapter.
- (j) **Sign regulations.** See Article 6 of this chapter.
- (k) **Landscaping regulations.** See Article 7 of this chapter.
- (l) **Coastal Development Permits.** See Article 10 of this chapter.
- (m) **Procedures.** See Article 12 of this chapter.
- (n) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 5. Section 10-5.802, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby deleted.

SECTION 6. Subsection (i) of Section 10-5.201, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

" (i) **References to classes of zones.** References to "residential zones" shall include the R-1, R-2, R-3A, RMD, and RH zones. References to "commercial zones" shall include the C-2, C-3, C-4, C-5, and the CC coastal commercial zones. References to "commercial" or "mixed use" zones shall include the MU-2 and MU-3 zones. Reference to "public zones" shall include all P zones."

SECTION 7. Section 10-5.300, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

"10-5.300 Designation of zones.

For the purposes related to the orderly development of the City, and in order to carry out the provisions of this chapter, the Coastal Zone of the City is divided into the following zones:

- (a) **Residential.**
 - (1) R-1 Single-Family Residential Zone.
 - (2) R-2 Low Density Multiple-Family Residential Zone.
 - (3) R-3A Low Density Multiple-Family Residential Zones.
 - (4) RMD Medium Density Multiple-Family Residential Zone.
 - (5) RH High Density Multiple-Family Residential Zones: RH-1, RH-2, and RH-3.
- (b) **Commercial.**
 - (1) C-2 Commercial Zones: C-2, C-2A, C-2B, and C-2-PD.
 - (2) C-3 Commercial Zones: C-3, C-3A, C-3B and C-3-PD.
 - (3) C-4 Commercial Zones: C-4 and C-4-PD.
 - (4) C-5 Commercial Zones: C-5A.
 - (5) CC Coastal Commercial Zones: CC-1, CC-2, CC-3, CC-4 and CC-5.
- (c) **Mixed Use.**
 - (1) MU-2 Mixed Use Zone.
 - (2) MU-3 Mixed Use Zones: MU-3, MU-3B, and MU-3C.
- (d) **Public and Institutional.**
 - (1) P-CIV Civic Center Zone.
 - (2) P-RVP Riviera Village Parking Zone.
 - (3) P-CF Community Facility Zone.
 - (4) P-PRO Parks, Recreation, and Open Space Zone.
 - (5) P-ROW Right-of-Way Zone.
 - (6) P-GP Generating Plant Zone.
- (e) **Industrial.**

- (1) I-2 Industrial Zones: I-2A.
- (f) **Overlay Zones.**
 - (1) (H) Historic Overlay Zone.
 - (2) (PLD) Planned Development Overlay Zone.
 - (3) (MU) Mixed-use Overlay Zone.
 - (4) (RIV) Riviera Village Overlay Zone."

SECTION 8. Subsection (94) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

"(94) **"Hotel" or "motel"** shall mean an establishment offering lodging for a period of thirty (30) consecutive calendar days or less, counting portions of calendar days as full days. This classification includes public meeting rooms and eating, drinking, and banquet services associated with the facility. Establishments as defined above shall provide kitchens in no more than fifty (50%) percent of guest units, except that kitchens may be provided in all Limited Use Overnight Visitor Accommodations.

a. "Condominium-Hotel" means a facility providing overnight visitor accommodations where ownership of at least some of the individual guestrooms (units) within the larger building or complex is in the form of separate condominium ownership interests, as defined in California Civil Code section 1351(f). The primary function of the Condominium-Hotel is to provide overnight transient visitor accommodations within every unit that is available to the general public on a daily basis year-round, while providing both general public availability and limited owner occupancy of those units that are in the form of separate condominium ownership interests.

b. "Fractional Ownership Hotel" means a facility providing overnight visitor accommodations where at least some of the guestrooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for an interval of not less than two (2) months and not more than three (3) months per year and each unit available for fractional ownership will have multiple owners.

c. "Hotel Owner/Operator" means the entity that owns and operates a hotel. If the hotel operator is separate from the hotel owner both are jointly and severally responsible for ensuring compliance with the requirements described in this Local Coastal Program (LCP) and/or recorded against the property, as well as jointly and severally liable for violations of said requirements and restrictions.

d. "Limited Use Overnight Visitor Accommodations" means any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of a similar nature.

e. "Timeshare" means any facility wherein a purchaser receives ownership rights in or the right to use accommodations for intervals not exceeding two (2) weeks per interval during any given year, on a recurring basis for more than one year, but not necessarily for consecutive years."

SECTION 9. Subsection (114) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

"(114) **"Marina-related facilities"** shall include:

a. **Boating facilities.** Includes boat launching ramps, mechanical boat launching facilities, boat docks, boat and jet-ski rental, sportfishing fleets, excursion boat rides, marine transportation services, service afloat fuel docks, pump-out stations, and associated facilities serving boat users. Support facilities include, but are not limited to, restrooms for marina users, laundry facilities, lockers, boater lounges, marina picnic areas, marina offices, and other facilities deemed by the City to be dedicated to use by patrons of the marinas.

b. **Marine sales and services.** Establishments providing supplies, equipment and/or services for shipping or pleasure boating. Typical uses include chandleries, yacht brokerage and sales, boat yards, boat docks, and sail-making lofts.

c. **Yacht and boating clubs.** Meeting, recreational, or social facilities of a private or nonprofit boating organization primarily for use by members and/or guests."

SECTION 10. Subsection (141) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby added to read as follows and existing subsections (141) to (178) are renumbered as subsections (142) to (179):

(141) **"Recreational equipment rental"** shall mean an establishment primarily engaged in the rental of bikes, skates, surfboards, segways, and similar recreational equipment. This classification does not include rental of vehicles.

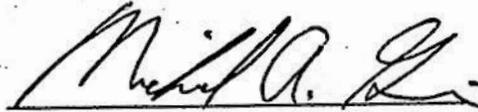
SECTION 11. Attachments A, B, and C to Chapter 5, Title 10 of the Redondo Beach Municipal Code, containing the standards of the repealed Heart of the City Specific Plan, are hereby deleted.

SECTION 12. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 13. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 14. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the Beach Reporter, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption. For purposes of approving Coastal Development Permits, this ordinance shall be effective on the date of certification by the Coastal Commission.

PASSED, APPROVED, AND ADOPTED this 6th day of May, 2008.



Mike Gin, Mayor

ATTEST:

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

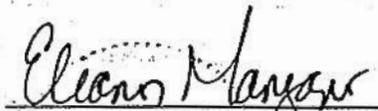
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 3013-08 was duly introduced at a regular meeting of the City Council held on the 22nd day of April, 2008, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 6th day of May, 2008, by the following vote:

AYES: ASPEL, CAGLE, AUST, DIELS, KILROY

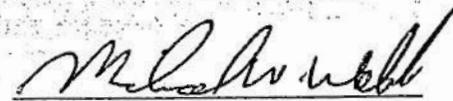
NOES: NONE

ABSENT: NONE

ABSTAIN: NONE


Eleanor Manzano, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

ORDINANCE NO. 3007-07

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING CHAPTER 5, TITLE 10 OF THE MUNICIPAL CODE FOR PURPOSES OF CLARIFICATION AND CONSISTENCY WITH THE BUILDING CODE AND PERTAINING TO SUCH SUBJECTS AS PERMITTED PROJECTIONS, ROOF DECKS AND MEZZANINES, DRIVEWAY SLOPE REQUIREMENTS AND QUALIFICATION REQUIREMENTS FOR STORY AND SUBTERRANEAN LEVELS.

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

SECTION 1. FINDINGS.

- A. The proposed amendments are consistent with the General Plan and the Coastal Land Use Plan.
- B. The proposed amendments were considered by the Planning Commission at a duly noticed public hearing on July 19, 2007, at which time all interested parties were given an opportunity to be heard and to present evidence and were unanimously recommended by the Planning Commission to the City Council for adoption.
- C. The City Council considered the recommendations of the Planning Commission at a duly noticed public hearing, at which time all interested parties were given an opportunity to be heard and to present evidence.
- D. The proposed amendments are exempt from CEQA pursuant to Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.
- E. The proposed amendments will have no effect on Fish and Game resources pursuant to the Public Resources Code.
- F. The proposed amendments are necessary to plan for the orderly development of the community and ensure consistency with Building Code, Fire Code and the City's other codes, regulations and requirements.

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

SECTION 2. The City Council amends and restates Section 10-5.1522 (a)(1), Division 3 Article 3, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows:

10-5.1522 Building and other projections in all zones.

“(a) Projections into required setbacks. The following projections may be permitted into required setbacks and setbacks between buildings:

(1) All zones. Cornices, eaves, belt courses, sills, water heaters, cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys or any other similar architectural feature may project into a required side setback one-half (1/2) the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches. Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

a. Basement light wells. Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.”

SECTION 3. The City Council amends Section 10-5.402(a)(162), Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows:

10-5.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined in subsection (a) of this section. For the purpose of procedures relating to Coastal Development Permits, words and terms are defined in Section 10-5.2204 of this chapter.

(a) Definitions.

“(162) “Story” shall mean that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the topmost story shall be that portion of a building included between the upper surface of the topmost floor and the ceiling or roof above. If the finished floor level directly above a usable or unused under-floor space is more than four (4) feet above existing grade for more than 50 percent of the total perimeter or is more than ten (10) feet above existing grade at any point, such usable or unused under-floor space shall be considered as a story. Note: This definition differs from the Building Code. Projects shall comply with both Zoning and Building Code requirements.”

SECTION 4. The City Council adds Section 10-5.1508 to Division 2, Article 3, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows:

Division 2. Residential and Mixed-Use Zones

“10-5.1508 Roof decks and mezzanines. The combined total maximum area of contiguous roof decks and mezzanines serving an individual unit shall be limited to 500 square feet.”

SECTION 5. The City Council restates Section 10-5.1704 (b) and amends Section 10-5.1704 (b)(2), Article 5, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows:

10-5.1704 Residential parking standards.

“(b) Residential: driveway approaches, driveways, and parking pads.

(1) Materials for driveways and parking pads.

a. All driveways and parking pads shall be constructed of Portland cement concrete not less than three and one-half (3 1/2) inches thick or equivalent.

1. Notwithstanding the above, the use of pervious materials such as turf block, grass strips between concrete strips, brick, stone, and similar materials may be approved subject to Administrative Design Review (pursuant to Section 10-5.2500), provided that the driveway is determined to be safe and that alternative paths are available to the home providing safe handicapped access. Soft materials such as grass strips shall not be used where the driveway slope exceeds five (5%) percent or on common driveways shared by two adjacent lots. Irrigation systems shall be required where use of grass is permitted.

b. All new residential driveways and parking pads shall have not less than fifteen (15%) percent of the total driveway/parking pad area surfaced with brick, exposed aggregate, and/or other comparable decorative architectural material.

1. R-1A zone. Notwithstanding the above, in the R-1A zone not less than twenty-five (25%) percent of the total driveway/parking pad area shall be surfaced with brick, exposed aggregate, and/or other comparable decorative architectural material.

(2) Maximum grade. No driveway providing access to off-street parking shall have a grade greater than fifteen (15%) percent. Note: additional Building and Engineering Department requirements are applicable to the driveway design."

SECTION 6: The City Council amends and restates Sections 10-5.1706 (c)(1) through Section 10-5.1706 (c)(6), Article 5, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows:

10-5.1706 Commercial, industrial, and other nonresidential parking standards.

"(c) Nonresidential: design of off-street parking lots and common parking garages.

(1) Size of parking spaces. Each parking space shall be a minimum of nine (9) feet in width and nineteen (19) feet in length, except that parking spaces for industrial uses in the I-1 and I-2 zones shall be a minimum of eight and one-half (8 1/2) feet in width and nineteen (19) feet in length.

a. End parking spaces. Two (2) feet shall be added to the required minimum width of an end parking space that abuts a fence, wall, or other obstruction where a vehicle is required to complete a right angle turning movement to gain access. For parallel parking, end spaces perpendicular to a wall or building shall have a minimum depth of thirty (30) feet.

b. Landscaped planters. A landscaped planter at the same level as the parking space and surrounded by a six (6) inch curb may encroach a maximum of two (2) feet into the length of a parking space.

(2) Parking space layouts. The following table and diagram illustrates the minimum dimensions of parking space layouts:

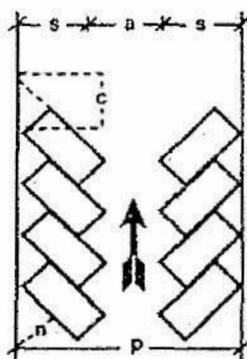
n Parking Angle	p Width of Parking Section	s Depth of Stall	a Width of Aisle	c Curb Length per Car	Area per Car ⁽¹⁾	p' Width of Parking Section	s' Depth of Stall
DEGREES	LINEAL FEET	LINEAL FEET	LINEAL FEET	LINEAL FEET	SQ. FEET	LINEAL FEET	LINEAL FEET
0°	32'-0"	10'-0"	12'	22'-0"	220	32'-0"	10'-0"
30°	48'-8"	17'-4"	14'	18'-2"	315	43'-2"	14'-7"
35°	50'-8"	18'-4"	14'	15'-8"	288	45'-2"	15'-7"
40°	52'-4"	19'-2"	14'	14'-1"	267	46'-8"	16'-4"
45°	53'-8"	19'-10"	14'	12'-9"	252	47'-4"	16'-8"
50°	55'-8"	20'-4"	15'	11'-8"	239	50'-0"	17'-6"
55°	57'-6"	20'-9"	16'	10'-11"	228	52'-4"	18'-2"
60°	60'-0"	21'-0"	18'	10'-5"	218	55'-6"	18'-9"
65°	62'-6"	21'-3"	20' ⁽²⁾	9'-11"	209	58'-6"	19'-3"
70°	62'-10"	20'-11"	21' ⁽²⁾	9'-7"	202	59'-8"	19'-4"
75°	63'-4"	20'-8"	22' ⁽²⁾	9'-4"	193	61'-0"	19'-6"
80°	63'-8"	20'-4"	23' ⁽²⁾	9'-1"	186	62'-0"	19'-6"
85°	64'-6"	19'-9"	25' ⁽³⁾	9'-0"	180	63'-6"	19'-3"
90°	63'-0"	19'-0"	25' ⁽³⁾	9'-0"	171	63'-0"	19'-0"

(1) Area includes waste area at both ends of 9' X 19' space (aisle space not included).

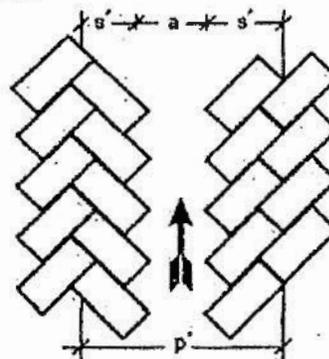
(2) Width of aisle permits two-way circulation only when a turn-around is provided.

(3) Width of aisle permits two-way circulation.

ILLUSTRATION OF SECTION 10-2.1706. a, 2
PARKING SPACE LAYOUTS



PARALLEL ANGLE AND
RIGHT ANGLE PARKING



OVERLAPPED AND
HERRINGBONE

(3) Wheel guards. Securely fixed wheel guards at least six (6) inches in height shall be placed to prevent vehicles from overhanging a public right-of-way or contacting a wall or building that abuts the parking space. Wheel guards shall not be permitted in the interior of a parking lot.

(4) Common parking garages.

a. Subterranean common parking garages may be constructed to any rear property line or side property line but shall not encroach into the front setback. Where the garage is located within the side or rear setback, the roof of the subterranean garage shall not project more than three (3) feet above the existing grade.

b. The vertical clearance for any entrance to a garage or for any overhead obstruction within any type of garage shall be not less than eighty-eight (88) inches, except as permitted by subsection (c)(4)(c) of this section.

c. For all common parking garages, no column, wall, or other obstruction shall encroach into a required parking space or back-up space, except that water lines, air ducts, conduit, and other similar equipment located along a wall or ceiling along the front end of a parking space may encroach eighteen (18) inches into the required eighty-eight (88) inch height and thirty-six (36) inches into the required nineteen (19) foot parking space length.

d. For all common parking garages, columns, walls or other obstructions shall be set back a minimum clear distance of two (2) feet from the line of the required back-up space (thus giving for ninety (90°) degree parking a twenty-seven (27) foot clear distance for a single loaded aisle and a twenty-nine (29) foot clear distance for a double loaded aisle).

(5) Materials. Off-street parking lots shall be paved with not less than two (2) inch asphaltic concrete or three and one-half (3 1/2) inch Portland concrete.

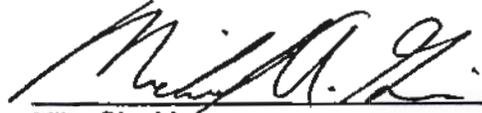
(6) Maximum grade. No driveway providing access to off-street parking shall have a grade greater than fifteen (15%) percent. Note: additional Building and Engineering Department requirements are applicable to the driveway design."

SECTION 7. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 8. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 9. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the Beach Reporter, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED this 6th day of November, 2007.



Mike Gin, Mayor

ATTEST:

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

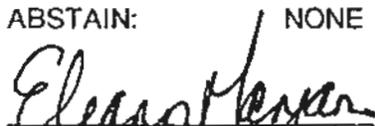
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 3007-07 was duly introduced at a regular meeting of the City Council held on the 16th day of October, 2007, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 6th day of November, 2007, by the following vote:

AYES: ASPEL, CAGLE, AUST, DIELS, KILROY

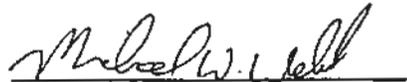
NOES: NONE

ABSENT: NONE

ABSTAIN: NONE


Eleanor Manzano, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

RESOLUTION NO. CC-0601-7

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN MAP FOR THE AREA EAST OF CATALINA AVENUE AND NORTH OF BERYL STREET CURRENTLY IN AREA 2 OF THE COASTAL ZONE AND A REQUEST TO AMEND GEOGRAPHIC SEGMENTATION TO ADD THE SUBJECT LOTS ON THE EAST SIDE OF CATALINA AVENUE TO THE CERTIFIED AREA (AREA ONE)

WHEREAS, the City Council held a public hearing on January 17, 2006 to consider the proposed amendments to the Coastal Land Use Plan Map in conjunction with amendments to the General Plan and Harbor/Civic Center Specific Plan, and Zoning Ordinance; and

WHEREAS, notice of the time and place of the public hearing was given pursuant to state law and local ordinances by publication in the Easy Reader-Redondo Beach Hometown News, by posting the subject properties, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject properties; and

WHEREAS, since the repeal of the Heart of the City Specific Plan in 2002, the affected properties have had inconsistent designations under the existing Zoning Ordinance, General Plan, certified Coastal Land Use Plan, and Harbor/Civic Center Specific Plan that must be resolved in order for development applications to proceed; and

WHEREAS, on February 18, 2004, the California Coastal Commission amended the geographic segmentation of certified Coastal Zone Area One to include eleven "Area Two" lots on the east side of Catalina Avenue redesignated from commercial to residential.

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

SECTION 1. FINDINGS:

- A. The amendments to the Local Coastal Program, General Plan and Harbor/Civic Center Specific Plan are consistent with each other;
- B. The amendments maintain commercial designations consistent with the certified LUP for approximately 70% of the subject land area on the east side of Catalina Avenue. Visitor and community serving commercial development is feasible and appropriate in these areas because the northern portion of the Catalina corridor is adjacent to the Pacific Coast Highway commercial corridor and the southern portion of the corridor along Broadway is located adjacent to the node at Beryl Street and Catalina Avenue connecting to the hotel and waterfront development in the harbor area.
- C. Residential land use designations are appropriate on the east side of Catalina Avenue between N. Gertruda Avenue and N. Elena Avenue for the following reasons:

[Handwritten signature]

- it will enable development consistent with the residential neighborhood to the east;
- it will heal and enhance the quality of the existing residential neighborhood that is currently impacted by obsolete and blighted commercial and industrial uses;
- commercial development of these properties has not proven economically viable due to small lot sizes and a location too far from both the Pacific Coast Highway commercial corridor and from the harbor-pier commercial area;
- new commercial development in this portion of the corridor may be incompatible with the adjacent residential neighborhood;
- Catalina Avenue forms a buffer for the residential neighborhood east of Catalina Avenue, so that residential development along the east side of Catalina Avenue would be compatible with either commercial development or a park west of Catalina Avenue;
- multi-family residential, in combination with the process underway to develop a landscaped parkway and streetscape plan for the corridor, will help achieve an impressive entry to the waterfront, create a strong identity with a clear edge for the residential district, and make the corridor more attractive for use by pedestrians;
- the RMD designation is appropriate for parcels adjacent to Catalina Avenue given the intensity of surrounding land uses; the location along a busy arterial that forms a gateway to the harbor and pier area; in order to provide a good transition from the residential district to the district west of Catalina Avenue; and to provide a variety of housing opportunities in the neighborhood including provision of some affordable units along the corridor;
- the R-3 designation is appropriate for the parcels that do not directly abut Catalina Avenue for consistency with the zoning for adjacent properties to the east and to extend the existing R-3 zone towards Catalina Avenue.

D. Amending the geographic segmentation to include the subject area east of Catalina Avenue in Area One of the Coastal Zone is justified because:

- Catalina Avenue forms a significant boundary separating an established neighborhood with residential and community-serving commercial uses to the east from the area to the west dominated by larger scale developments including the power plant and harbor-pier area.
- The potential cumulative impacts of permitted development on coastal resources and public access can be considered separately for both Area One of the Coastal Zone and the remainder of Area 2 of the Coastal Zone (consistent with the finding made by the Coastal Commission in approving segmenting other lots on the east side of Catalina Avenue).
- Development decisions in Coastal Zone Area One, including the subject lots, that are consistent with the density and parking standards of the LIP would not affect Harbor-Pier area public access and coastal resources because the Harbor-Pier area parking is separate from the street parking that lies inland of Catalina Avenue. Public on-street parking is provided along the frontage of the subject lots, and development of these lots requires on-site parking as provided in the LIP.

- Approximately seventy percent of the subject area is being rezoned to commercial designations consistent with the certified LUP, and the portion of the subject area being rezoned for residential use is not feasible or appropriate for visitor-serving or community-serving commercial uses.
- Redesignation of the property east of Catalina Avenue will not limit the land use options that may be considered for the remainder of Area 2 of the Coastal Zone.

E. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 2005-10-IES-ND-008, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. That the City Council hereby amends the Coastal Land Use Plan Map as shown in the following map and as listed in the property table below (Table 1).

Amendments to the Coastal Land Use Plan Map

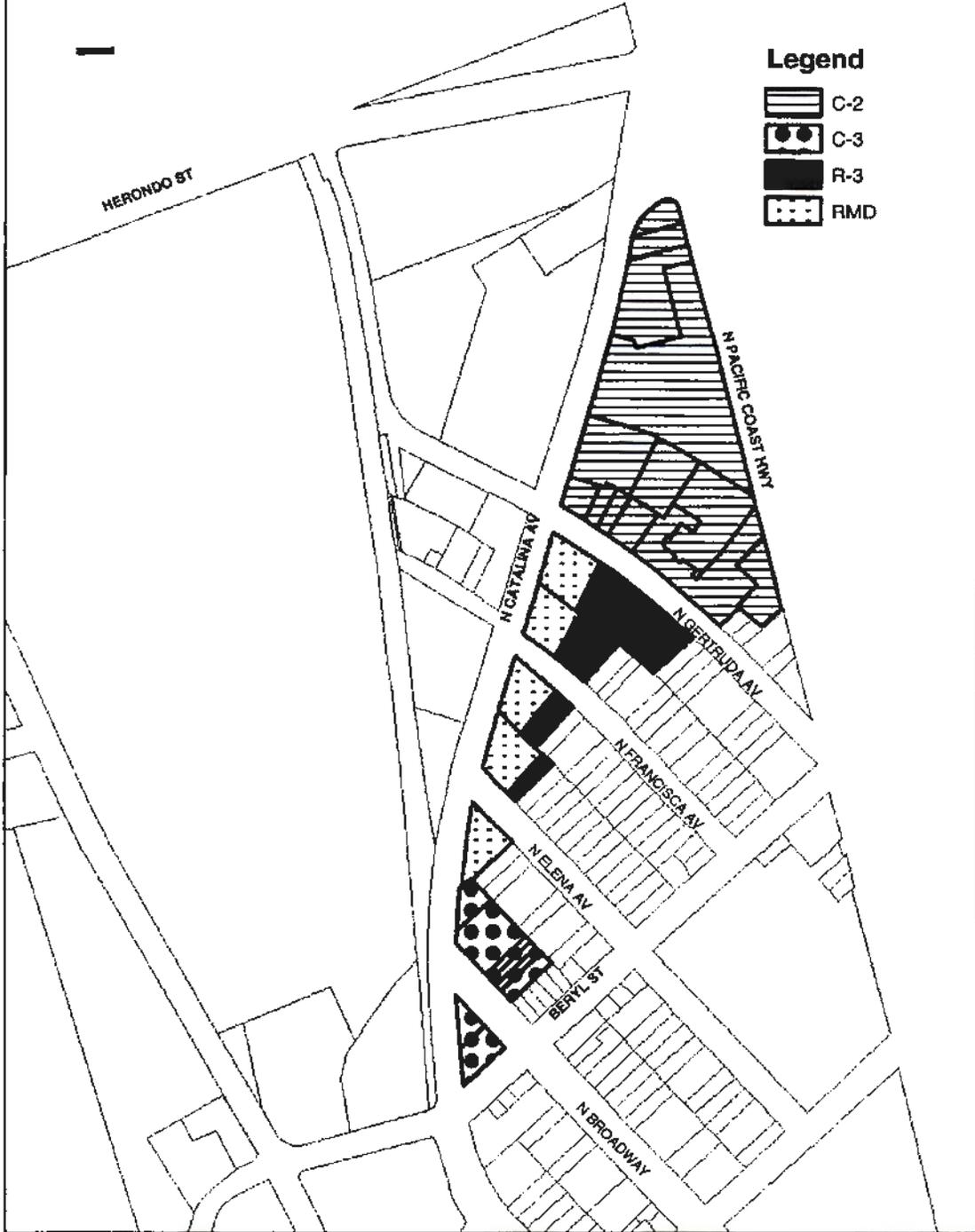


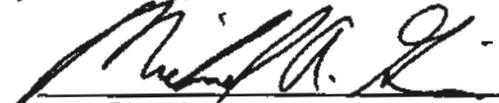
TABLE 1 AMENDMENTS TO THE COASTAL LAND USE PLAN MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	AMENDED DESIGNATION
7503009902 (Lots 21-24)	529	N GERTRUDA AVE	RMD
7503009902 (Lots 13-20)	529	N GERTRUDA AVE	R-3
7503009012 and portion of 7503009007*	542	N FRANCISCA AVE	RMD
Portion of 7503009007*	534	N FRANCISCA AVE	R-3
7503009008*	534	N FRANCISCA AVE	R-3
7503011016	531	N FRANCISCA AVE	RMD
7503011015	529	N FRANCISCA AVE	R-3
7503011017	800	N CATALINA AVE	RMD
7503011018	524	N ELENA AVE	R-3
7503012010	732	N CATALINA AVE	RMD
7503012900	516	N BROADWAY	C-3
7503012901	516	N BROADWAY	C-3
7503012022	504	N BROADWAY	C-3
7503012023	504	N BROADWAY	C-3
7503012024	504	N BROADWAY	C-3
7503012016	504	N BROADWAY	C-3
7503012026	806	N CATALINA AVE	C-3
7503012025	600	N CATALINA AVE	C-3
7503001016	725	N PACIFIC COAST HWY	C-2
7503001017	705	N PACIFIC COAST HWY	C-2
7503001018	625	N PACIFIC COAST HWY	C-2
7503001019	601	N PACIFIC COAST HWY	C-2
7503001021	1010	N CATALINA AVE	C-2
7503001022	609	PACIFIC COAST HWY	C-2
7503007020	546	N GERTRUDA AVE	C-2
7503007023	1000	N CATALINA AVE	C-2
7503007024	548	N GERTRUDA AVE	C-2
7503007029	531	N PACIFIC COAST HWY	C-2
7503007030	537	N PACIFIC COAST HWY	C-2
7503007031	541	N PACIFIC COAST HWY	C-2
7503007902	542	N GERTRUDA AVE	C-2

* RMD applies to Lot 1 of vesting tentative Tract No. 063493. R-3 applies to Lots 2-5 of vesting tentative Tract No. 063493.

SECTION 3. That the City Council hereby requests that the Coastal Commission approve an amendment to the certified LCP by moving the boundary between the two segments of the City's Coastal Zone to add the lots shown in the above map and table to the certified area (Area One).

SECTION 4. That the City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

PASSED, APPROVED, AND ADOPTED this 7th day of February, 2006.


Mike Gin, Mayor

ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0602-7 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 7th day of February, 2006, by the following roll call vote:

AYES: Aspel, Cagle, Szerlip, Diels, Parsons

NOES: None

ABSENT: None

ABSTAIN: None


City Clerk

APPROVED AS TO FORM:


City Attorney

ORDINANCE NO. 2971-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL ZONING ORDINANCE IN CONJUNCTION WITH ZONING MAP AMENDMENTS AND COASTAL LAND USE PLAN AMENDMENTS FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

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

SECTION 1. FINDINGS.

- A. The amendments to the Coastal Zoning Ordinance are consistent with the Coastal Land Use Plan and the Comprehensive General Plan of the City as amended in conjunction with this ordinance.
- B. The City Council considered the information contained in the initial study and Negative Declaration for the proposed zoning amendments, and the City Council adopted Negative Declaration No. 2005-05-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.
- C. The amendments to the Coastal Zoning Ordinance re-establish land use and development standards that existed prior to the adoption of the "Heart of the City Specific Plan" in March 2002 with parks, recreation, and open space added as an additional permitted use in the P-GP, C-5A, and I-2A zones.

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

SECTION 2. Subsection (i) of Section 10-5.201, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"(i) **References to classes of zones.** References to "residential zones" shall include the R-1, R-2, R-3A, RMD, and RH zones. References to "commercial zones" shall include the C-2, C-3, C-4 and C-5 zones. References to "commercial" or "mixed use" zones shall include the MU-3, *CC Catalina Corridor and W Waterfront* zones. Reference to "public zones" shall include all P zones."

SECTION 3. Section 10-2.300, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.300 Designation of zones.

For the purposes related to the orderly development of the City, and in order to carry out the provisions of this chapter, the Coastal Zone of the City is divided into the following zones:

- (a) **Residential.**
- (1) R-1 Single-Family Residential Zone.
 - (2) R-2 Low Density Multiple-Family Residential Zone.
 - (3) R-3A Low Density Multiple-Family Residential Zones.
 - (4) RMD Medium Density Multiple-Family Residential Zone.
 - (5) RH High Density Multiple-Family Residential Zones: RH-1, RH-2, and RH-3.
- (b) **Commercial.**
- (1) C-2 Commercial Zones: C-2, C-2A, C-2B, and C-2-PD.
 - (2) C-3 Commercial Zones: C-3, C-3A, C-3B and C-3-PD.
 - (3) C-4 Commercial Zones: C-4 and C-4-PD.
 - (4) C-5 Commercial Zones: C-5A.
- (c) **Mixed Use.**
- (1) MU-2 Mixed Use Zone.
 - (2) MU-3 Mixed Use Zones: MU-3, MU-3B, and MU-3C.
 - (3) CC Catalina Corridor Zone.
- (4) *W Waterfront Zones: W, W-VCS, and W-VCN.*
- (d) **Public and Institutional.**
- (1) P-CIV Civic Center Zone.
 - (2) P-RVP Riviera Village Parking Zone.
 - (3) P-CF Community Facility Zone.
 - (4) P-PRO Parks, Recreation, and Open Space Zone.
 - (5) P-ROW Right-of-Way Zone.
 - (6) P-GP Generating Plant Zone.
- (e) **Industrial.**
- (1) I-2 Industrial Zones: I-2A.
- (f) **Overlay Zones.**
- (1) (H) Historic Overlay Zone.
 - (2) (PLD) Planned Development Overlay Zone.
 - (3) (MU) Mixed-use Overlay Zone.
 - (4) (RIV) Riviera Village Overlay Zone."

SECTION 4. Subsections (84) through (87) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"(84) "Harbor/Civic Center Specific Plan" shall mean the Harbor/Civic Center Specific Plan of the City of Redondo Beach, adopted by the City Council.

(85) "Hazardous waste" shall mean any waste, or combination of wastes, which because of its quantity, concentration, or physical, chemical, or infectious characteristics may:

- a. Exhibit toxicity, corrosivity, flammability, and/or reactivity;
- b. Cause, or significantly contribute to an increase in serious irreversible, or incapacitating reversible, illness; or
- c. Pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of, or otherwise managed.

(86) "Hazardous waste facility" shall mean all contiguous land, structures, other appurtenances, and improvements on the land, used for handling, treating, storing or disposing of hazardous wastes.

(87) "Health and physical fitness clubs" shall mean private athletic clubs and gymnasiums, including but not limited to weight training facilities, aerobic exercise floors, raquetball courts, swimming pools, and similar athletic facilities."

SECTION 5. Sections 10-5.630 and 10-5.631 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Section 10-5.633 is hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.630 Land use regulations: C-3, C-3A, and C-3B commercial zones, and C-3-PD pedestrian-oriented commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	C-3	<u>C-3A</u>	C-3B	C-3-PD	Additional Regulations See Section:
Commercial Uses					
Ambulance services	C	---	---	---	
Animal sales and services:					
Animal feed and supplies	P	<u>P</u>	P	P	
Animal grooming	C	<u>C</u>	C	C	
Animal hospitals	C	---	---	---	
Animal sales	C	<u>C</u>	C	C	
Artist's studios	P	<u>P</u>	P	P	
Banks and savings and loans with drive-up service	P C	<u>P</u> <u>C</u>	P C	P C	
Bars and cocktail lounges	C	<u>C</u>	C	C	10-5.1600
Building material sales	C	---	---	---	
Business and trade schools	C	<u>C</u>	C	C	

Use Classifications	C-3	C-3A	C-3B	C-3-PD	Additional Regulations See Section:
Check-cashing businesses	C	C	C	C	10-5.1600
Commercial printing	P	---	---	---	
Commercial printing, limited	P	P	P	P	
Commercial recreation	C	C	C	C	10-5.1600
Communications facilities	C	C	C	C	
Drive-up services	C	C	C	C	
Fire arm sales	C	C	C	C	10-5.1600
Food and beverage sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	P	C	C	
Hotels and motels	C	C	C	C	
Laboratories	C	---	---	---	
Liquor stores	C	C	C	C	
Maintenance and repair services	P	P	P	P	
Mortuaries	C	---	---	---	
Offices	P	P	P	P	10-5.631
Personal convenience services	P	P	P	P	
Personal improvement services	C	C	C	C	
Plant nurseries	C	C	C	C	
Recycling collection facilities: Reverse vending machines	P	P	P	P	10-5.1616
Small collection facilities	C	C	C	C	
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service	P	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	C	
Retail sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	C	C	C	
Snack shops	P	P	P	P	
Thrift shops	C	C	C	C	10-5.1600
Vehicle sales and services: Sales, leasing, and rentals	C	---	---	---	10-5.1602 10-5.1604
Automobile washing	C	---	---	---	
Service stations	C	---	---	---	
Motor vehicle repair garages	C	---	---	---	
Other Uses					
Adult day care centers	C	C	C	C	
Antennae for public communications	C	C	C	C	

Use Classifications	C-3	C-3A	C-3B	C-3-PD	Additional Regulations See Section:
Child day care centers	C	C	C	C	
Churches	C	C	C	C	
Clubs and lodges	C	C	C	C	
Cultural institutions	C	C	C	C	
Government offices	P	P	P	P	10-5.631
Parking lots	C	C	C	C	
Public safety facilities	C	C	C	C	
Public utility facilities	C	C	C	C	10-5.1614
Recreation facilities	C	C	C	C	
Schools, public or private	C	C	C	C	
Senior Housing	C	-	C	C	10-5.1624

10-5.631 Additional land use regulations.

(a) **C-3-PD, C-3A, and C-3B zones.**

(1) **Offices.** Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the C-3-PD zone within the Riviera Village overlay zone (see Section 10-5.1315).

(2) **Uses exceeding 30,000 square feet.** Uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

10-2.633 Development standards: C-3A commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7 (see definition of floor area ratio in Section 10-2.402).

(b) **Building height.** No building or structure shall exceed a height of thirty (30) feet (see definition of building height in Section 10-2.402).

(c) **Stories.** No building shall exceed two (2) stories (see definition of story in Section 10-2.402).

(d) **Setbacks.** The minimum yard requirements shall be as follows:

(1) **Abutting a street.** From any property line abutting a street there shall be a minimum setback of fifteen (15) feet for the first story and a minimum setback of twenty-five (25) feet for the second story.

(2) **Interior property line.** From any property line not abutting a street there shall be a minimum setback of ten (10) feet.

(e) **General regulations.** See Article 3 of this chapter.

(f) **Parking regulations.** See Article 5 of this chapter.

(g) **Sign regulations.** See Article 6 of this chapter.

(h) **Landscaping regulations.** See Article 7 of this chapter.

(i) **Coastal Development Permits.** See Article 10 of this chapter.

(j) **Procedures.** See Article 12 of this chapter.

(k) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code. "

SECTION 6. Sections 10-5.700, 10-5.710, 10-5.711 and 10-5.713 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.700 Specific purposes, C-5A commercial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the C-5A commercial zone regulations are to:

- (a) Provide appropriately located areas consistent with the General Plan for a community and marine-oriented commercial area containing commercial retail and services, restaurants, marine-related commerce and services, automobile-related services, and similar uses;
- (b) Provide opportunities for light industrial uses that have impacts comparable to those of permitted retail and service uses to locate in areas not in demand for commercial uses within the portions of the zone adjacent to the Edison plant;
- (c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Minimize the impact of commercial and light industrial development on adjacent residential districts;
- (e) Ensure that the appearance and effects of commercial and industrial buildings and uses are harmonious with the character of the area in which they are located.
- (f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.710 Land use regulations: C-5A commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations See Section:</u>
<u>Parks, Recreation and Open Space</u>	<u>P</u>	
<u>Commercial Uses</u>		
<u>Ambulance services</u>	<u>C</u>	
<u>Animal sales and services:</u>		
<u>Animal feed and supplies</u>	<u>P</u>	
<u>Animal grooming</u>	<u>C</u>	
<u>Animal hospital's</u>	<u>C</u>	
<u>Animal sales</u>	<u>C</u>	
<u>Artist's studios</u>	<u>P</u>	

Use Classifications	C-5A	Additional Regulations See Section:
<u>Banks and savings and loans with drive-up service</u>	P C	
<u>Bars and cocktail lounges</u>	C	10-5.1600
<u>Building material sales</u>	C	
<u>Business and trade schools</u>	C	
<u>Check-cashing businesses</u>	C	10-5.1600
<u>Commercial printing Commercial printing, limited</u>	P P	
<u>Commercial recreation</u>	C	10-5.1600
<u>Communications facilities</u>	C	
<u>Drive-up services</u>	C	
<u>Fire arm sales</u>	C	10-5.1600
<u>Food and beverage sales</u>	P	
<u>Hotels and motels</u>	C	
<u>Laboratories</u>	C	
<u>Liquor stores</u>	C	
<u>Maintenance and repair services</u>	P	
<u>Marine sales and services</u>	C	
<u>Mortuaries</u>	C	
<u>Offices</u>	P	
<u>Personal convenience services</u>	P	
<u>Personal improvement services</u>	C	
<u>Plant nurseries</u>	C	
<u>Recycling collection facilities: Reverse vending machines Small collection facilities</u>	P C	10-5.1616
<u>Restaurants: 2,000 sq. ft. or less floor area with no drive-up service more than 2,000 sq. ft. floor area or with drive-up service</u>	P C	
<u>Retail sales</u>	P	
<u>Snack shops</u>	P	
<u>Thrift shops</u>	C	10-5.1600
<u>Vehicle sales and services: Sales, leasing, and rentals Automobile washing Service stations Motor vehicle repair garages</u>	C C C C	10-5.1602 10-5.711 10-5.1604
Industrial Uses		10-5.711

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
<u>Manufacturing and fabrication:</u>		<u>10-5.711</u>
<u>Custom manufacturing</u>	C	
<u>Electronics manufacturing</u>	C	
<u>Fabricating products from finished rubber</u>	C	
<u>Garment manufacturing</u>	C	
<u>Instrument manufacturing</u>	C	
<u>Office and related machinery</u>	C	
<u>Plastics fabrication</u>	C	
<u>Shoe manufacturing</u>	C	
<u>Sign manufacturing</u>	C	
<u>Textile manufacturing</u>	C	
<u>Laboratories</u>	C	<u>10-5.711</u>
<u>Professional offices</u>	P	<u>10-5.711</u>
<u>Computer and data processing facilities</u>	P	
<u>Coastal-related uses:</u>		<u>10-5.711</u>
<u>Ships chandlers</u>	C	
<u>Sail manufacturing</u>	C	
<u>Boat fittings</u>	C	
<u>Marine research and labs</u>	C	
<u>Boat building</u>	C	
<u>Construction-related uses:</u>		<u>10-5.711</u>
<u>Building material storage yards</u>	C	
<u>Contractor's plants, offices, and storage yards</u>	C	
<u>Equipment leasing and rentals</u>	C	
<u>Lumber yards</u>	C	
<u>Stone monument works</u>	C	
<u>Woodworking</u>	C	
<u>Wholesaling/distribution/storage</u>	C	<u>10-5.711</u>
<u>Mini-warehousing and self-storage</u>	C	<u>10-5.711</u>
<u>Motor vehicle-related uses:</u>		<u>10-5.711</u>
<u>Motor vehicle body and fender shops</u>	C	<u>10-5.1606</u>
<u>Motor vehicle repair garages</u>	C	<u>10-5.1604</u>
<u>Motor vehicle towing and storage</u>	C	
<u>Recycling facilities:</u>		<u>10-5.1616</u>
<u>Large collection facilities</u>	C	<u>10-5.711</u>
<u>Light processing facilities</u>	C	<u>10-5.711</u>

Use Classifications	C-5A	Additional Regulations See Section:
Other industrial uses:		10-5.711
Beverage manufacturing	C	
Carpet cleaning plants	C	
Facilities maintenance and construction shops	C	
Food products manufacturing	C	
Furniture manufacturing	C	
Heliports and helistops	C	
Household products manufacturing	C	
Laundries and wholesale dry cleaning plants	C	
Machine shops	C	
Motion picture and sound studios	C	
Pharmaceuticals manufacturing	C	
Photo processing	C	
Sheet metal shops	C	
Spray painting businesses	C	
Warehouse retail	C	
Warehouse retail, specialty	C	
Welding shops	C	
Other Uses		
Adult day care centers	C	
Antennae for public communications	C	
Child day care centers	C	
Churches	C	
Clubs and lodges	C	
Cultural institutions	C	
Government offices	P	
Parking lots	C	
Public safety facilities	C	
Public utility facilities	C	10-5.1614
Recreation facilities	C	
Schools, public or private	C	

10-5.711 Additional land use regulations.

(a) **C-5A zone.**

(1) **Motor vehicle repair garages.** Structures for this use shall:

- a. Be designed to convey the visual character of retail commercial uses, including the incorporation of architectural elements and landscape which make them attractive to possible future pedestrian use of the corridor;
- b. Be functionally and physically convertible to a retail use; and
- c. Be designed so that repair facility service bays do not face any street including side streets.

(2) Industrial uses. No industrial use shall be allowed on the front half of lots adjacent to the west side of Catalina Avenue, except that this standard may be modified subject to a Conditional Use Permit (pursuant to Section 10-5.2506) under the following circumstances:

a. The industrial use is located to the rear of a structure occupied by other permitted commercial uses; or

b. There is insufficient lot depth to accommodate the intended use on the rear half of the lot, and the street-facing frontage of the structure is designed to convey the visual and architectural character of a retail commercial use.

(3) Offices. Offices shall be located in a building designed and intended for office uses.

10-5.713 Development standards: C-5A commercial zone.

(a) Floor area ratio. No buildings on a lot shall exceed a floor area to lot area ratio (F.A.R.) of 0.7, except as follows: (See definition of floor area ratio in Section 10-5.402).

(1) Mini-warehousing and self-storage. For portions of a site used for mini-warehousing and self-storage the floor area ratio shall not exceed 1.5.

(2) Other industrial uses. For portions of a site used for any other industrial use the floor area ratio shall not exceed 1.0.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except that buildings or structures up to a maximum of sixty-feet (65) feet may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional height on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of building height in Section 10-5.402).

(c) Stories. No building shall exceed two (2) stories, except that buildings up to a maximum of four (4) stories may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional story on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of ten (10) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(4) Second story setback. The second story shall have a minimum setback of fifteen (15) feet from any property line abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code. "

SECTION 7. Sections 10-5.900 through 10-5.912 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Section 10-5.914 is hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.900 Specific purposes, MU-2 and MU-3 mixed-use zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the MU-3 mixed use zones are to:

- (a) Encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic;
- (b) Provide appropriately located areas consistent with the Coastal Land Use Plan for a full range of neighborhood, community-oriented and visitor-serving retail sales, services, professional offices, and other commercial uses;
- (c) Strengthen the City's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Ensure that commercial and residential uses in a development are designed to be compatible with each other;
- (e) Ensure that the appearance and effects of buildings and uses are harmonious with the character of the area in which they are located;

10-5.910 Land use regulations: MU-2, MU-3, MU-3B, and MU-3C mixed-use zones.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	MU-2	MU-3	MU-3B MU-3C	Additional Regulations See Section:
Residential Uses				
Multi-family residential	C	C	C	10-5.911(b)
Condominiums	C	C	C	10-5.911(b)
Family day care home, small	P	P	P	
Family day care home, large	P	P	P	
Residential care, limited	P	P	P	
Commercial Uses				
Animal sales and services:				
Animal feed and supplies	P	P	P	
Animal grooming	C	C	C	10-5.911(a)
Animal hospitals	C	C	C	10-5.911(a)
Animal sales	C	C	C	10-5.911(a)
Artist's studios	P	P	P	

Use Classifications	MU-2	MU-3	MU-3B MU-3C	Additional Regulations See Section:
Banks and savings and loans with drive-up service	<u>P</u> C	P C	P C	10-5.911(a)
Bars and cocktail lounges	C	C	C	10-5.1600
Business and trade schools	C	C	C	
Commercial printing, limited	P	P	P	
Commercial recreation	C	C	C	10-5.1600
Communications facilities	C	C	C	
Drive-up services	C	C	C	10-5.911(a)
Food and beverage sales: 30,000 sq. ft. or less floor area more than 30,000 sq. ft. floor area	<u>P</u> C	P C	P C	10-5.911(c)
Hotels and motels	C	C	C	10-5.911(a)
Liquor stores	C	C	C	10-5.1600
Maintenance and repair services	<u>P</u>	P	P	
Offices	P	P	P	10-5.911(d)
Personal convenience services	<u>P</u>	P	P	
Personal improvement services	C	C	C	
Plant nurseries	C	C	C	
Recycling collection facilities: Reverse vending machines Small collection facilities	<u>P</u> C	P C	P C	10-5.1616 10-5.911(a) 10-5.911(a)
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service more than 2,000 sq. ft. floor area or with drive-up service	<u>P</u> C	P C	P C	
Retail sales: less than 30,000 sq. ft. floor area 30,000 sq. ft. or more floor area	<u>P</u> C	P C	P C	10-5.911(c)
Snack shops	<u>P</u>	P	P	
Thrift shops	C	C	C	10-5.1600
Vehicle sales and services: Service stations	—	C	—	10-5.1602; 10-5.911(a)
Other Uses				
Adult day care centers	C	C	C	

Use Classifications	<u>MU-2</u>	MU-3	MU-3B MU-3C	Additional Regulations See Section:
Antennae for public communications	<u>C</u>	C	C	
Child day care centers	<u>C</u>	C	C	
Churches	<u>C</u>	C	C	
Clubs and lodges	<u>C</u>	C	C	
Cultural institutions	<u>C</u>	C	C	
Government offices	<u>P</u>	P	P	10-5.911(d)
Parking lots	<u>C</u>	C	C	
Public safety facilities	<u>C</u>	C	C	
Public utility facilities	<u>C</u>	C	C	10-5.1614
Recreation facilities	<u>C</u>	C	C	
Schools, public or private	<u>C</u>	C	C	
Senior housing	<u>C</u>	C	C	10-5.1624

10-5.911 Additional land use regulations: MU-2 and MU-3 mixed-use zones.

(a) **Commercial uses prohibited in mixed-use projects.** The following commercial uses are prohibited when located on a site containing both residential and commercial uses:

- (1) Animal grooming; animal hospitals; animal sales.
- (2) Bars and cocktail lounges.
- (3) Drive-up services associated with any commercial use.
- (4) Hotels and motels.
- (5) Liquor stores.
- (6) Recycling collection facilities.
- (7) Service stations.
- (8) Thrift shops.

(b) **Residential uses.** Residential dwelling units may only be located on the second floor and higher of structures developed with commercial uses on the lower levels, with the following exception:

(1) **MU-2 zone.** In the MU-2 zone, lots may be developed exclusively for residential use.

(c) **Uses exceeding 30,000 square feet.** In the MU-3, MU-3B, and MU-3C zones, uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

(d) **Offices.** Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the MU-3C zone within the Riviera Village overlay zone (see Section 10-5.1315).

10-5.912 Performance standards: MU-2 and MU-3 mixed-use zones.

(a) **Purpose.** The purpose of this Section is to ensure that residential uses in mixed-use zones are not adversely impacted by the adjacent commercial uses, including, but not

limited to traffic, noise, and safety impacts. In the interests of both the residents and the businesses, no Conditional Use Permit shall be approved for a mixed-use project combining residential and commercial uses on the same site, unless the project is designed to meet the following performance standards, in addition to all other applicable regulations of this chapter.

(1) **Noise.**

a. Residential units shall be constructed so that interior noise levels do not exceed an Ldn of 45 dB(A) in any habitable room.

b. Commercial uses shall be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic or late-night activity. No amplified music shall be audible to neighboring residents.

c. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

(2) **Security.**

a. The residential units shall be designed to ensure the security of residents, including, but not limited to, the provision of separate and secured entrances and exits that are directly accessible to secured parking areas.

b. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

c. Parking spaces for nonresidential and residential uses shall be specifically designated by posting, pavement marking, and/or physical separation.

(3) **Lighting.**

a. All outdoor lighting associated with commercial uses shall be designed so as not to adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, oscillate, or be of unusually high intensity of brightness.

b. Parking areas shall be illuminated so as to provide appropriate visibility and security during hours of darkness.

(4) **Odors, dust, vibration.** No commercial use shall be designed or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration.

(5) **Refuse storage and location.** The residential units shall maintain a separate refuse storage container from that used by the commercial uses. It shall be clearly marked for residential use only and use by commercial uses is prohibited.

10-5.914 Development standards: MU-2 mixed-use zone.

(a) Floor area ratio. (See definition of floor area ratio in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7.

(2) Mixed-use. For projects including both commercial and residential uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5. The following shall also apply:

a. Maximum commercial floor area. All floor area exceeding a floor area ratio of 0.7 shall be developed for residential uses.

b. Minimum commercial floor area. The commercial component of mixed-use projects shall have a minimum floor area ratio of 0.3.

(b) Residential density. The maximum number of dwelling units on a lot shall be one unit for each 1,245 square feet of lot area.

(c) **Minimum lot size, mixed-use projects.** No projects containing both commercial and residential uses shall be permitted on lots with less than 15,000 square feet of lot area.

(d) **Building height.** (See definition of building height in Section 10-5.402).

(1) **Commercial uses.** For projects containing only commercial uses, no building or structure shall exceed a height of thirty (30) feet.

(2) **Mixed-use.** For projects including both commercial and residential uses, no building or structure shall exceed a height of forty-five (45) feet.

(3) **Residential uses.** For projects containing only residential uses, no building or structure shall exceed a height of forty-five (45) feet.

(e) **Stories.** (See definition of story in Section 10-5.402).

(1) **Commercial uses.** For projects containing only commercial uses, no building shall exceed two (2) stories.

(2) **Mixed-use.** For projects including both commercial and residential uses, no building shall exceed three (3) stories.

(3) **Residential uses.** For projects containing only residential uses, no building shall exceed three (3) stories.

(f) **Setbacks.** The minimum setback requirements shall be as follows:

(1) **Front setback.**

a. **Minimum required.** There shall be a minimum front setback of fifteen (15) feet the full width of the lot, except that display windows may project three (3) feet into the required front setback provided that the bottom of the projection is no less than three feet above the adjacent sidewalk grade.

b. **Maximum permitted.** In commercial or mixed-use projects, the front setback shall not exceed fifteen (15) feet for fifty (50%) percent of the linear frontage of the building, except areas contiguous with the structure and used for outdoor dining or courtyards shall be exempt from this requirement. This setback area shall not be used for parking.

(2) **Side setback.** There shall be a minimum side setback of not less than ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) **Rear setback.** There shall be a rear setback of not less than ten (10) feet the full length of the lot.

(4) **Second story setback.** The second story shall have a minimum setback of twenty-five (25) feet from any property line abutting a street.

(5) **Third story setback.** Within the first thirty (30) feet of property depth, all building elevations above the second floor shall have a minimum average setback of five (5) feet from the second floor building face.

(g) **Outdoor living space.** Each dwelling unit shall be provided a minimum of 200 square feet of outdoor living space (see standards for outdoor living space in Section 10-5.1510).

(h) **General regulations.** See Article 3 of this chapter.

(i) **Parking regulations.** See Article 5 of this chapter.

(j) **Sign regulations.** See Article 6 of this chapter.

(k) **Landscaping regulations.** See Article 7 of this chapter.

(l) **Coastal Development Permits.** See Article 10 of this chapter.

(m) **Procedures.** See Article 12 of this chapter.

(n) **Water Quality Measures.** See Chapter 7, Title 5 of the Redondo Beach Municipal Code. "

SECTION 8. Sections 10-5.1000 through 10-5.1016 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.1000 Specific purposes, I-2 Industrial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the I-2 industrial zone is to:

(a) Provide appropriately located areas consistent with the General Plan for a broad range of light industrial uses including light manufacturing, research and development, spacecraft manufacturing and associated aerospace operations, and business park offices;

(b) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the city;

(c) Provide a suitable environment for light industrial uses, and protect them from the adverse impacts of inharmonious uses;

(d) Permit commercial uses which are compatible with the over-all character and economic health of the industrial area;

(e) Ensure that the appearance and effects of industrial and commercial uses are compatible with the character of the area in which they are located;

(f) Minimize the impact of industrial and commercial uses on adjacent residential zones;

(g) Ensure the provision of adequate off-street parking and loading facilities.

(f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.1010 Land use regulations: I-2A industrial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Notwithstanding the designation of a classification as a permitted use, a use permit may be denied for any proposed use which in the opinion of the Planning Director may in their maintenance, assembly, or operation create smoke, gas, odor, dust, sound, vibration, soot, or lighting of any degree which might harmfully impact surrounding land uses. The applicant for any such use denied by the Planning Director may apply for a Conditional Use Permit.

<u>Use Classifications</u>	<u>I-2A</u>	<u>Additional Regulations See Section:</u>
<u>Parks, Recreation and Open Space</u>	<u>P</u>	
<u>Industrial Uses</u>		
<u>Manufacturing and fabrication:</u>		

<u>Use Classifications</u>	<u>I-2A</u>	<u>Additional Regulations See Section:</u>
<u>Aerospace manufacturing</u>	P	
<u>Custom manufacturing</u>	P	
<u>Electronics manufacturing</u>	P	
<u>Fabricating products from finished rubber</u>	P	
<u>Garment manufacturing</u>	P	
<u>Instrument manufacturing</u>	P	
<u>Office and related machinery</u>	P	
<u>Plastics fabrication</u>	P	
<u>Shoe manufacturing</u>	P	
<u>Sign manufacturing</u>	P	
<u>Textile manufacturing</u>	P	
<u>Laboratories</u>	P	
<u>Professional offices</u>	P	<u>10-5.1011</u>
<u>Computer and data processing facilities</u>	P	
<u>Coastal-related uses:</u>		
<u>Ships chandlers</u>	P	
<u>Sail manufacturing</u>	P	
<u>Boat fittings</u>	P	
<u>Marine research and labs</u>	P	
<u>Boat building</u>	C	
<u>Construction-related uses:</u>		
<u>Building material storage yards</u>	C	
<u>Contractor's plants, offices, and storage yards</u>	C	
<u>Cement products manufacturing</u>	C	<u>10-5.1011</u>
<u>Equipment leasing and rentals</u>	C	
<u>Lumber yards</u>	C	
<u>Stone monument works</u>	C	
<u>Woodworking</u>	C	
<u>Wholesaling/distribution/storage</u>	P	
<u>Mini-warehousing and self-storage</u>	C	
<u>Motor vehicle-related uses:</u>		
<u>Motor vehicle body and fender shops</u>	C	<u>10-5.1606</u>
<u>Motor vehicle repair garages</u>	C	<u>10-5.1604</u>
<u>Motor vehicle towing and storage</u>	C	
<u>Automobile dismantling</u>	C	<u>10-5.1011</u>
<u>Recycling facilities:</u>		<u>10-5.1616</u>
<u>Reverse vending machines</u>	P	
<u>Small collection facilities</u>	P	
<u>Large collection facilities</u>	C	
<u>Light processing facilities</u>	C	
<u>Trucking terminals</u>	C	
<u>Other industrial uses:</u>		
<u>Ambulance services</u>	C	
<u>Beverage manufacturing</u>	P	

Use Classifications	I-2A	Additional Regulations See Section:
<u>with ancillary retail sales and/or tasting facilities for the public</u>	C	
<u>Carpet cleaning plants</u>	P	
<u>Communications facilities</u>	C	
<u>Facilities maintenance and construction shops</u>	P	
<u>Food products manufacturing</u>	C	
<u>Foundries</u>	C	
<u>Furniture manufacturing</u>	C	
<u>Heliports and helistops</u>	C	
<u>Household products manufacturing</u>	P	
<u>Laundries and wholesale dry cleaning plants</u>	P	
<u>Machine shops</u>	P	
<u>Motion picture and sound studios</u>	P	
<u>Pharmaceuticals manufacturing</u>	P	
<u>Photo processing</u>	P	
<u>Sheet metal shops</u>	P	
<u>Spray painting businesses</u>	C	
<u>Warehouse retail</u>	C	
<u>Warehouse retail, specialty</u>	C	
<u>Welding shops</u>	C	
Commercial Uses		
<u>Ancillary uses</u>	C	10-5.1011
<u>Service stations</u>	C	10-5.1602
Other Uses		
<u>Antennae for public communications</u>	C	
<u>Child day care centers</u>	C	
<u>Government maintenance facilities</u>	C	
<u>Government offices</u>	C	
<u>Public safety facilities</u>	C	
<u>Public utility facilities</u>	C	10-5.1614
<u>Recreation facilities</u>	C	
<u>Schools, public or private</u>	C	

10-5.1011 Additional land use regulations, I-2A Industrial zone.

(a) **Professional offices.** Professional offices shall be located in a building designed and intended for office uses.

(b) **Concrete ready-mix plants.** Concrete ready-mix plants are prohibited.

(c) **Automobile dismantling.** Automobile dismantling shall only be permitted in an enclosed building.

(d) **Ancillary commercial uses.** Ancillary commercial uses may include banks, restaurants, photocopy services, and similar uses supporting to the primary industrial uses.

10-5.1016 Development standards: I-2A industrial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.0 (see definition of floor area ratio in Section 10-5.402).

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except as follows (see definition of building height in Section 10-5.402):

(1) Antennae for public utilities. The height of antennae for public utilities shall be subject to the determination of the decision-making body pursuant to the procedures for a Conditional Use Permit.

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-5.402).

(d) Setbacks. The minimum setback requirements shall be as follows:

(1) Front setback. There shall be a minimum front setback of fifteen (15) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of fifteen (15) feet the full length of the lot on the street side of a corner or reverse corner lot. No side setback shall be required along the interior lot lines.

(3) Rear setback. No rear setback shall be required.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code."

SECTION 9. The listing of sections under the heading for Public and Institutional Zones, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows. A footnote shall be added to this section of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"Sections

10-5.1100 Specific purposes, P Public and Institutional zones.

10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village Parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF Community Facility zone, and P-PRO Parks, Recreation, and Open Space zone.

10-5.1111 Additional land use regulations, P Public and Institutional zones.

10-5.1112 Development standards: P-CIV Civic Center zone.

10-5.1113 Development standards: P-RVP Riviera Village Parking zone.

10-5.1114 Development standards: P-GP Generating Plant zone.

10-5.1115 Development standards: P-ROW Right-of-Way zone.

10-5.1116 Development standards: P-CF Community Facility zone.

10-5.1117 Development standards: P-PRO Parks, Recreation, and Open Space zone."

SECTION 10. Sections 10-5.1110 and 10-5.1111 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code are hereby amended to read as follows and Sections 10-5.1114 through 10-5.1115 are hereby added to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows. A footnote shall be added to these sections of code to read as follows: "The underlined text was adopted by Ord. 2971-05, eff. September 2, 2005, and has not yet been reviewed or certified by the Coastal Commission." This footnote shall be deleted from the Municipal Code upon certification of the amendment by the Coastal Commission.

"10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF community facility zone, and P-PRO parks, recreation, and open space zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Use Classifications	P-CIV	P-RVP	<u>P-GP</u>	<u>P-ROW</u>	P-CF	P-PRO	Additional Regulations See Section:
Public and Other Uses							
Parks, parkettes, open space, recreational facilities, beaches, and coastal bluffs	P	P	<u>P</u>	<u>P</u>	P	P	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Public buildings in parks, recreation areas, open space areas, and beaches	C	C	<u>C</u>	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Adult education centers	--	--	==	==	C	---	
Agricultural and horticultural uses	C	---	==	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Child day care centers	C	---	==	==	C	C	10-5.1111(a) 10-5.1111(c)
Community centers	C	---	==	==	C	C	10-5.1111(a) 10-5.1111(c)
Cultural institutions	C	---	==	==	C	C	10-5.1111(a) 10-5.1111(c)
Government maintenance facilities	C	---	==	==	C	C	10-5.1111(a)
Government offices	C	---	==	==	C	C	10-5.1111(a) 10-5.1111(c)

Use Classifications	P-CIV	P-RVP	<u>P-GP</u>	<u>P-ROW</u>	P-CF	P-PRO	Additional Regulations See Section:
Public gymnasiums and athletic clubs	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Hospitals	--	---	---	---	C	---	
Medical offices and health-related facilities	--	---	---	---	C	---	
Nurseries, wholesale and retail	C	--	---	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Performance art facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Parking lots	C	C	---	<u>C</u>	C	C	10-5.1111(a) 10-5.1111(c)
Public safety facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Public utility facilities	C	C	<u>C</u>	<u>C</u>	C	C	10-5.1614 10-5.1111(a) 10-5.1111(c)
Schools, public and private	---	---	---	---	C	---	
Accessory uses/structures	P	P	---	<u>P</u>	P	P	10-5.1111(b) 10-5.1111(c)

10-5.1111 Additional land use regulations, P public and Institutional zones.

(a) **Recreation and Parks Commission Review, P-PRO zone.** In the P-PRO parks, recreation, and open space zone, all applications for uses and development shall be referred to the Recreation and Parks Commission for its study and recommendations before submission to the appropriate decision-making body.

(b) **Recreational uses, P-ROW zone.** In the P-ROW right-of-way zone, recreational uses shall be limited to only passive type uses.

(c) **Accessory uses and structures.**

(1) **Development standards.** Permitted accessory uses and structures, including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, rest rooms, flag poles, and concession stands, shall be subject to the height, setback, and floor area ratio standards of the zone in which it is located, except that height and setback standards may be modified subject to Planning Commission Design Review. In zones where no height standard is specified, permitted accessory uses and structures exceeding a height of thirty (30) feet shall be subject to Planning Commission Design Review, except that flag poles, lighting fixtures, and similar structures which do not contain floor area and which exceed a height of thirty (30) feet may be approved by the Planning Director. In zones where no maximum floor area ratio is specified, any building exceeding 1,000 square feet shall be subject to Planning Commission Design Review.

(d) **Preservation of public beach.** The beach and coastal bluffs south of Torrance Boulevard and west of Esplanade shall be maintained and preserved for public beach, open space and public recreational use. Notwithstanding Section 10-5.1110, the beach and coastal bluffs shall not be permitted to be developed with any of the uses listed other than beaches,

coastal bluffs, and accessory uses and structures as listed in subsection (b) of Section 10-5.1110. The existing beach parking lot west of Esplanade at the southerly boundary of the City shall also be retained.

10-5.1114 Development standards: P-GP generating plant zone.

(a) Floor area ratio. The floor area ratio shall be determined subject to Planning Commission Review.

(b) Building height. Height of buildings or structures shall be determined subject to Planning Commission Review.

(c) Stories. The number of stories of any building shall be determined subject to Planning Commission Review.

(d) Setbacks. Setbacks shall be determined subject to Planning Commission Review.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.1115 Development standards: P-ROW right-of-way zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.1 (see definition of floor area ratio in Section 10-2.402).

(b) Building height. No building or structure shall exceed a height of fifteen (15) feet (see definition of building height in Section 10-2.402).

(c) Stories. No building shall exceed one story (see definition of story in Section 10-2.402).

(d) Setbacks.

(1) There shall be a minimum setback of twenty (20) feet from any property line abutting a street.

(2) There shall be a minimum setback of five (5) feet from any property line not abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code. "

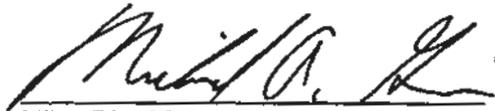
SECTION 11. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 12. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any

court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 13. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED THIS 2nd DAY OF August, 2005.

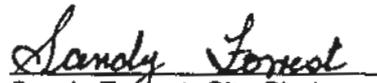

Mike Gin, Mayor

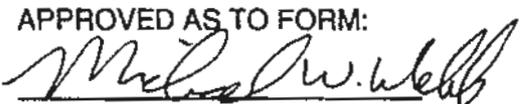
ATTEST:

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

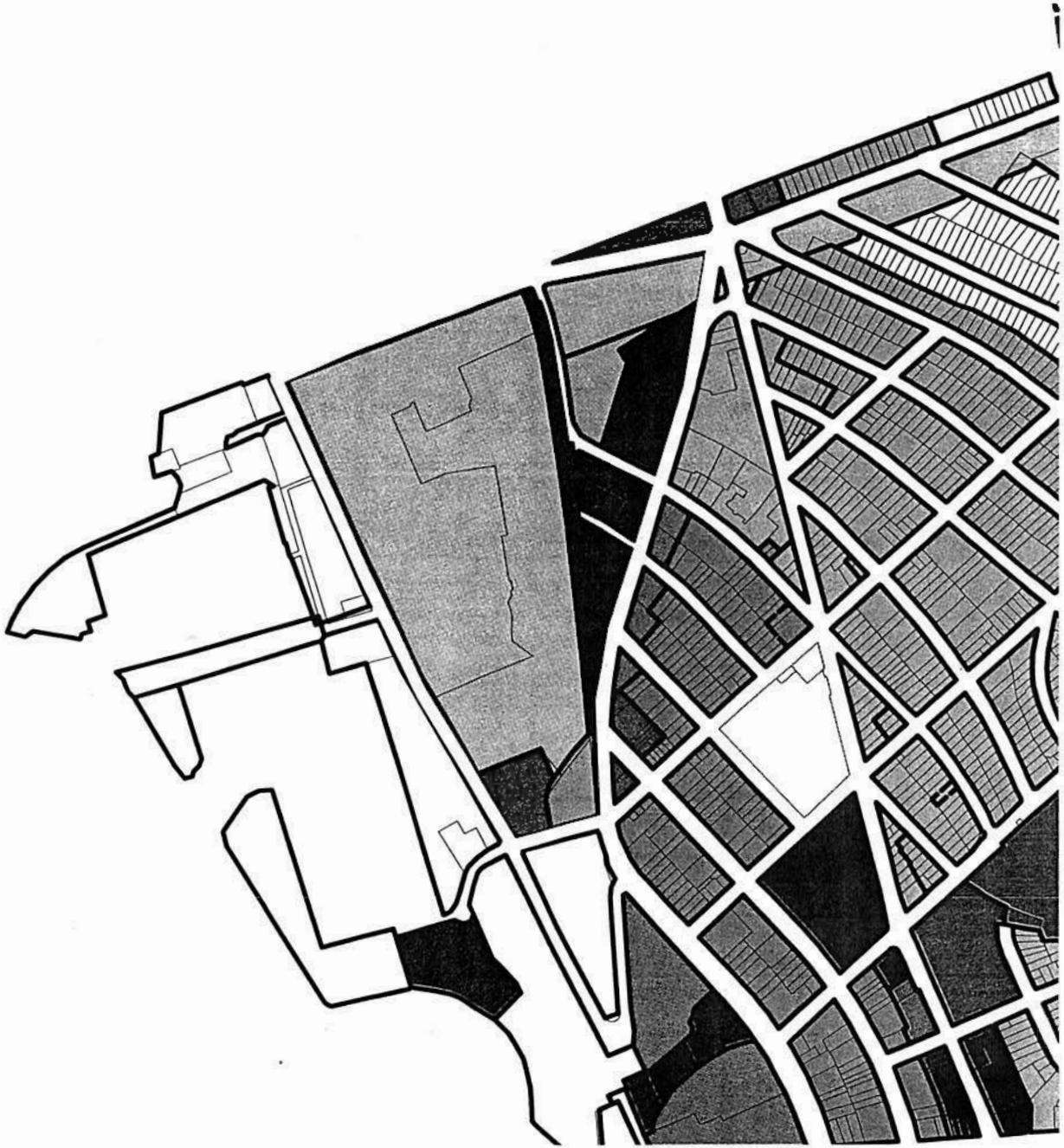
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2971-05 was duly introduced at a regular meeting of the City Council held on the 19th day of July, 2005, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 2nd day of August, 2005, by the following vote:

- AYES: Cagle, Szerlip, Diels, Parsons
- NOES: None
- ABSENT: Aspel
- ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

Coastal Zoning Map Amendment- Ordinance No. 2971-05
City of Redondo Beach Existing Land Use, March 1, 2005



Existing Land Use
Source: City of Redondo Beach Planning Department



RESOLUTION NO. CC-0508-84

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING THAT THE CITY'S LOCAL COASTAL PROGRAM AS AMENDED BY ORDINANCE NO. 2971-05, ORDINANCE NO. 2972-05, AND RESOLUTION NO. CC-0508-83 RELATING TO LAND USE AND DEVELOPMENT STANDARDS FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET IN AREA 2 OF THE COASTAL ZONE, IS INTENDED TO BE CARRIED OUT IN A MANNER FULLY IN CONFORMITY WITH THE COASTAL ACT; AND PROVIDING THAT THE AMENDMENTS TO THE CITY'S LOCAL COASTAL PROGRAM WILL TAKE EFFECT AUTOMATICALLY UPON COASTAL COMMISSION APPROVAL PURSUANT TO SECTION 13518 OF THE CALIFORNIA CODE OF REGULATIONS.

WHEREAS, the Redondo Beach City Council adopted Ordinance No. 2971-05, Ordinance No. 2972-05, and Resolution No. CC-0508-83 on August 2, 2005 approving amendments to the Redondo Beach Local Coastal Program (LCP) relating to land use and development standards applicable to the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street in Area 2 of the Coastal Zone; and

WHEREAS, the amendments to the LCP contained in Ordinance No. 2971-05, Ordinance No. 2972-05, and Resolution No. CC-0508-83 were considered at a public hearing held before the City Council on July 19, 2005; and

WHEREAS, Section 13551(b) of the California Code of Regulations requires that the resolution for submittal of amendments to the LCP shall provide that the local government is submitting its proposed LCP either (1) as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs, or (2) as a program that will require formal local government or governing authority adoption after commission approval. Under either of the alternative procedures, the requirements of Section 13544 must be fulfilled following Commission approval of the LCP.

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

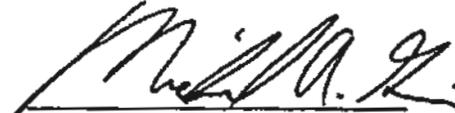
SECTION 1. The City Council hereby certifies that the LCP as amended by Ordinance No. 2971-05, Ordinance No. 2972-05, and Resolution No. CC-0508-83 is intended to be carried out in a manner that is fully in conformity with the Coastal Act, and the submittal of the LCP amendments to the Coastal Commission is consistent with Section 30510 of the Public Resources Code of the State of California.

SECTION 2. The City Council hereby finds that the LCP as amended by Ordinance No. 2971-05, Ordinance No. 2972-05, and Resolution No. CC-0508-83 is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.

SECTION 3. The City Council hereby submits its proposed amendments to the LCP as reflected in Ordinance No. 2971-05, Ordinance No. 2972-05, and Resolution No. CC-0508-83 as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs.

SECTION 4. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 2nd day of August, 2005.

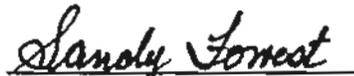

Mike Gin, Mayor

ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0508-84 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 2nd day of August, 2005, by the following roll call vote:

- AYES: Cagle, Szerlip, Diels, Parsons
- NOES: None
- ABSENT: Aspel
- ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

RESOLUTION NO. CC-0508-83

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN FOR THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, N. HARBOR DRIVE, AND HERONDO STREET

WHEREAS, on March 8, 2005 an advisory vote was held on two community-proposed visions for the area including the AES Generating Plant site and other properties west of Catalina Avenue and east of the power plant, and the vision proposing parks and open space for this area gained the majority of the votes; and

WHEREAS, the City is currently investigating funding options for development of parks and open space on the properties in response to the advisory vote; and

WHEREAS, parks, recreation, and open space are not currently listed as permitted uses for the power generating plant site and other commercial and industrial areas west of Catalina Avenue; and

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on June 16, 2005 and adopted Resolution No. 2005-06-PCR-047 recommending approval of the proposed amendments to the Coastal Land Use Plan (LUP), Coastal Zoning Ordinance, Land Use Element of the General Plan and Harbor/Civic Center Specific Plan, relating to land use and development standards for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street; and

WHEREAS, the City Council held a public hearing on July 19, 2005 to consider the proposed amendments to the LUP, Coastal Zoning Ordinance, General Plan, and Harbor/Civic Center Specific Plan.

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

SECTION 1. FINDINGS:

- A. The amendments to the LUP are consistent with the land use and development standards that existed prior to the adoption of the "Heart of the City Specific Plan" in March 2002, with the addition of parks, recreation, and open space as permitted uses for the power generating plant site and other commercial and industrial areas west of Catalina Avenue;
- B. The amendments to the LUP are consistent with concurrent amendments to the Coastal Zoning Ordinance;
- C. The proposed Local Coastal Program is intended to be carried out in a manner that is fully in conformity with the Coastal Act;
- D. The proposed amendments to the LUP meet the requirements of and are in conformity with the policies of Chapter 3 of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the

marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.

- E. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 2005-05-IES-ND-004, finding and determining that the proposed amendments will not have a significant effect on the environment;
- F. The proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. The City Council hereby amends the introduction of subsection C of Section VI of the Coastal Land Use Plan to read as follows.

“C. Proposed Land Use Classifications

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

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

SECTION 3. The City Council hereby amends the “Commercial” subsection of subsection C of Section VI of the Coastal Land Use Plan to read as follows.

“Commercial

The C-2, C-3, C-4, and C-5 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

In addition to the above commercial uses, the C-5 district shall permit parks and open space. In this district, light industrial uses, automobile and marine-related repair, boat storage, and wholesale uses may be permitted subject to standards in the zoning ordinance to prevent adverse visual impacts along the street frontage.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).
4. C-5 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet) except as follows: the maximum floor area ratio for portions of a site devoted to storage or self storage facilities shall be 1.5, and the maximum floor area ratio for portions of a site devoted to other light industrial uses shall be 1.0. West of Catalina Avenue between Francisca Avenue and Beryl Street, buildings up to 4 stories and 65 feet may be permitted subject to Planning Commission Design Review where it is determined that the drop in grade and/or distance from the street adequately mitigates impacts on the character of the frontage along Catalina Avenue.”

SECTION 4. The City Council hereby amends the “Mixed Use Commercial/Residential” subsection of subsection C of Section VI of the Coastal Land Use Plan to read as follows.

“Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels. In addition, community services or non-profit service uses (including religious worship, assembly, and group kitchen/cafeteria facilities) may be permitted on the Salvation Army site.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.”

SECTION 5. The City Council hereby amends the “Public or Institutional” subsection of subsection C of Section VI of the Coastal Land Use Plan to read as follows.

“Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. Parks and open space: Parks and open space include Veteran’s Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue), and Czuleger Park (within the “Village” west of the intersection of North Catalina Avenue and Carnelian Street), and Seaside Lagoon (near the waterfront south of Portofino Way). The primary permitted use is parks, open

space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

5. Public Utility Transmission Corridor: The public utility transmission corridor abuts the south side of Herondo Street between N. Francisca Avenue and N. Pacific Coast Highway. Public utility facilities, parking lots, nurseries, and agricultural uses may be considered subject to a Conditional Use Permit. Parks, open space, and passive type recreational uses are permitted in this area. It is understood that land uses and structures are also subject to approval of the in-fee owner (Southern California Edison Company) in accordance with their standards, policies and procedures for use of the transmission corridor.”

SECTION 6. The City Council hereby adds the “Industrial” and “Generating Plant” subsections immediately following the “Mixed Use Commercial/Residential” subsection to subsection C of Section VI of the Coastal Land Use Plan to read as follows.

“Industrial

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. The land use and development standards of the LCP implementation ordinance will be designed to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Parks and open space shall be permitted uses in the industrial district.

Generating Plant

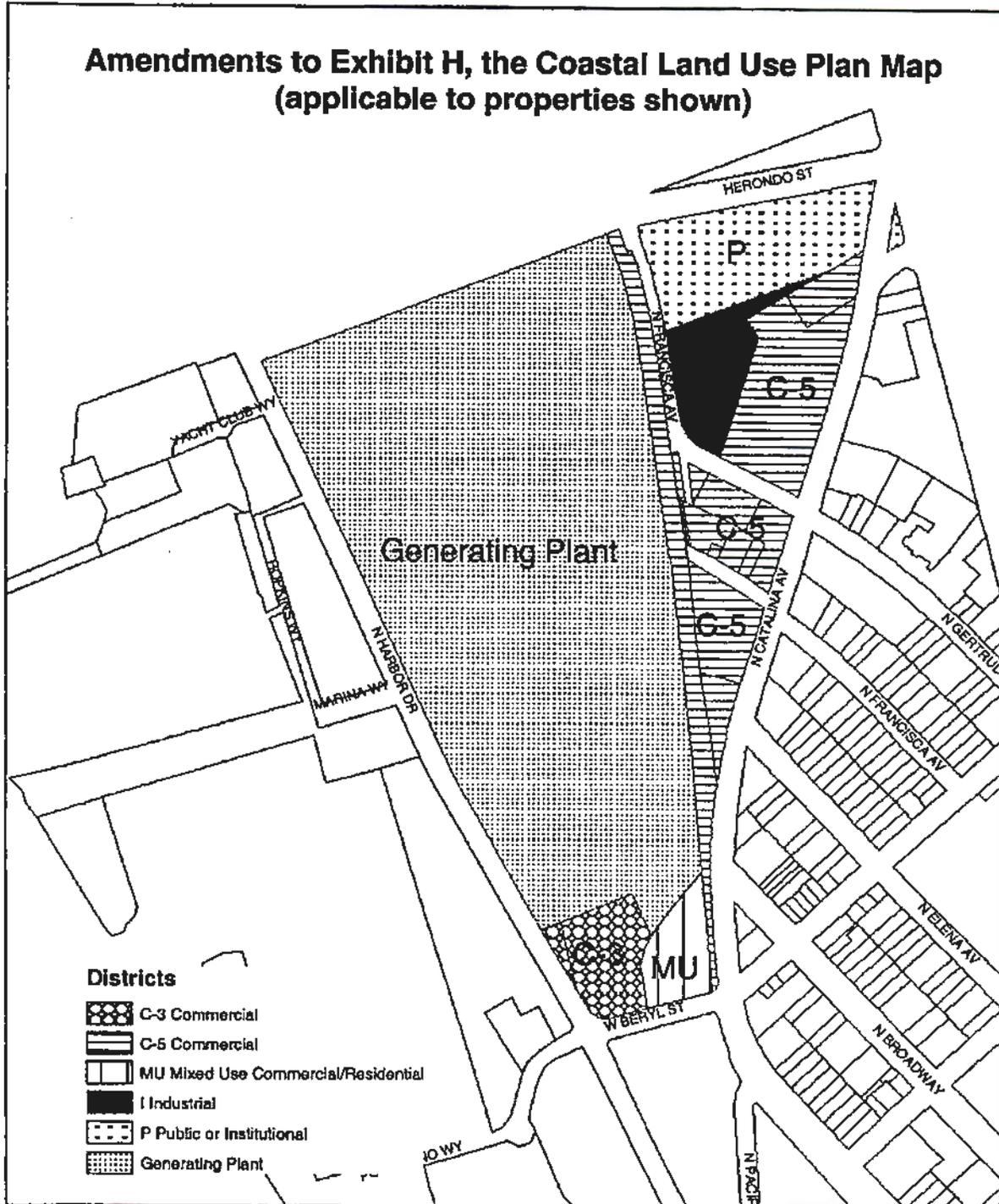
The AES Redondo Generating Plant is located in this district. The district permits continued operation of the Generating Plant and related facilities and structures with additions or changes subject to a Conditional Use Permit to the extent legally permissible. Parks and open space shall be permitted uses in this district.”

SECTION 7. The City Council hereby amends Policy 9 of subsection D of Section VI of the Coastal Land Use Plan to read as follows.

“9. Allow for the reduction in size and modernizing of the AES Redondo Beach Generating Plant on a portion of the existing plant site, subject to applicable conditional use permit procedures and public utilities facility requirements under the Coastal Land Use Plan implementing ordinance, and subject to the California Energy Commission application process for power plants and related facilities. Permit the AES Redondo Beach Generating Plant site to be converted to parks, open space, and recreational facilities if the site is acquired for such purposes in the future by a public, non-profit or private agency.”

SECTION 8. The City Council hereby amends Exhibit H of the Coastal Land Use Plan Map as shown in the following map and as listed in the property table below (Table 1), applicable to properties bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street.

**Amendments to Exhibit H, the Coastal Land Use Plan Map
(applicable to properties shown)**

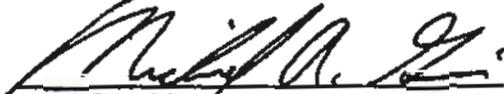


**TABLE 1
AMENDMENTS TO THE COASTAL LAND USE PLAN MAP**

LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	LUP CLASSIFICATION AS AMENDED BY THIS RESOLUTION	LUP CLASSIFICATION AS CERTIFIED BY THE COASTAL COMMISSION IN 2001	EXISTING CLASSIFICATION (adopted in March 2002 with the Heart of the City Specific Plan and never certified by the Coastal Commission)
7503001800			P PUBLIC OR INSTITUTIONAL	NO DESIGNATION	CATALINA CORRIDOR
7503013003	125	W BERYL ST	MIXED USE COMMERCIAL/RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	WATERFRONT
7503013011			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503013013			C-3 COMMERCIAL	COMMERCIAL RECREATION	WATERFRONT
7503013014			GENERATING PLANT	INDUSTRIAL	CATALINA CORRIDOR
7503013015	1100	N HARBOR DR	GENERATING PLANT	INDUSTRIAL	WATERFRONT/CATALINA CORRIDOR
7503013815			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503013819	1100	N HARBOR DR	GENERATING PLANT	INDUSTRIAL	WATERFRONT/CATALINA CORRIDOR
7503013820			GENERATING PLANT	INDUSTRIAL	CATALINA CORRIDOR
7503013901	400	N HARBOR DR	C-3 COMMERCIAL	COMMERCIAL RECREATION	WATERFRONT
7503014010			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014011	1217	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503014013			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014014			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014015			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014803			P PUBLIC OR INSTITUTIONAL	PARKS, RECREATION, OPEN SPACE	CATALINA CORRIDOR
7503014805			P PUBLIC OR INSTITUTIONAL	PARKS, RECREATION, OPEN SPACE	CATALINA CORRIDOR
7503014902	1231	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021019			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021020			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021021	612	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021022	810	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021023	808	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021024	804	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021028			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021029			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021030			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021035	811	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021036			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR

SECTION 9. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

PASSED, APPROVED, AND ADOPTED this 2nd day of August, 2005.


Mike Gin, Mayor

ATTEST:

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

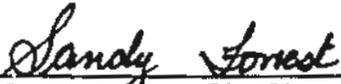
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0508-83 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 2nd day of August, 2005, by the following roll call vote:

AYES: Cagle, Szerlip, Diels, Parsons

NOES: None

ABSENT: Aspel

ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

RESOLUTION NO. CC-0406-51

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN (LUP) APPLICABLE TO AREA 1 OF THE COASTAL ZONE, RELATING TO HOUSING FOR SENIOR CITIZENS

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on May 20, 2004 and adopted Resolution No. 9234 recommending approval of the proposed amendment to the Coastal Land Use Plan (LUP) relating to housing for senior citizens; and

WHEREAS, the City Council held a public hearing on June 8, 2004 to consider the proposed amendment to the LUP.

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

SECTION 1. FINDINGS:

- A. The amendment to the LUP is consistent with the Coastal Act;
- B. The amendment to the LUP is consistent with the policies in the Housing Element of the General Plan;
- C. The amendment to the LUP is necessary to facilitate the development of senior housing in the community subject to appropriate standards;
- D. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendment, and the City Council adopted Negative Declaration No. 03-16, finding and determining that the proposed LUP amendment will not have a significant effect on the environment, and further finding that the proposed LUP amendment will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

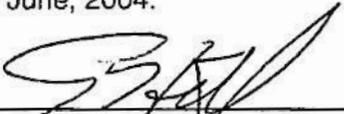
SECTION 2. The City Council hereby adds Land Use Policy 14 to subsection D of Section VI of the Coastal Land Use Plan to read as follows:

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

2/1/05

SECTION 3. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

PASSED, APPROVED, AND ADOPTED this 8th day of June, 2004.



Gregory C. Hill, Mayor

ATTEST:

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

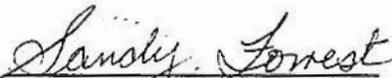
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0406-51 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 8th day of June, 2004, by the following roll call vote:

AYES: Bisignano, Cagle, Szerlip, Schmalz, Parsons

NOES: None

ABSENT: None

ABSTAIN: None



Sandy Forrest, City Clerk

APPROVED AS TO FORM:



City Attorney

RESOLUTION NO. CC-0311-122

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, PROVIDING THAT THE AMENDMENTS TO THE CITY'S LOCAL COASTAL PROGRAM, AS INCLUDED IN RESOLUTION NOS. CC-0307-70, CC-0309-90, CC-0309-98, CC-0309-99, AND CC-0310-111, WILL TAKE EFFECT AUTOMATICALLY UPON COASTAL COMMISSION APPROVAL PURSUANT TO SECTION 13518 OF THE CALIFORNIA CODE OF REGULATIONS.

WHEREAS, the City Council of the City of Redondo Beach adopted Resolution No. CC-0309-90 on September 2, 2003 directing that an application be submitted to the Coastal Commission requesting an amendment to the geographic segmentation to add 520 and 522 N. Elena Avenue; 526, 527, and 528 N. Francisca Avenue; and 201, 203, 205, 207, and 209 Beryl Street to Area One of the Coastal Zone and requesting that the Coastal Commission approve the redesignation of the subject lots from Commercial to R-3 Low Density Multiple Family Residential in the Coastal Land Use Plan Map and from C-5 Commercial to R-3A Low Density Multiple Family Residential in the Zoning Map of the Local Implementing Plan; and

WHEREAS, the City Council of the City of Redondo Beach adopted Resolution No. CC-0309-98 on September 16, 2003 and Ordinance No. 2899-03 on February 18, 2003 approving amendments to the Redondo Beach Local Implementation Program (LIP) permitting electronic message displays for live performance theaters in the "P" Public and Institutional Zone; and

WHEREAS, the City Council of the City of Redondo Beach adopted Resolution No. CC-0309-99 on September 16, 2003 and Ordinance No. 2906-03 on September 2, 2003 approving amendments to the Redondo Beach LIP relating to the definition of "hotel" or "motel"; and

WHEREAS, the City Council of the City of Redondo Beach adopted Resolution No. CC-0310-111 on October 21, 2003 and Ordinance No. 2912-03 on October 7, 2003 approving amendments to the Redondo Beach LIP permitting second dwelling units in all residential zones in conformance with Section 65852.2 of the California Government Code; and

WHEREAS, the City Council of the City of Redondo Beach adopted Resolution No. CC-0307-70 and Ordinance No. 2918-03 on October 21, 2003 approving amendments to the Redondo Beach LIP relating to residential development standards; and

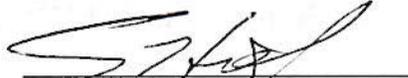
WHEREAS, Section 13551(b) of the California Code of Regulations requires that the resolution for submittal of amendments to the LCP shall provide that the local government is submitting its proposed LCP either (1) as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs, or (2) as a program that will require formal local government or governing authority adoption after commission approval. Under either of the alternative procedures, the requirements of Section 13544 must be fulfilled following Commission approval of the LCP.

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

SECTION 1. The City Council hereby submits its proposed amendments to the LCP as reflected in Resolution Nos. CC-0307-70, CC-0309-90, CC-0309-98, CC-0309-99, and CC-0310-111 as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs.

SECTION 2. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 18th day of November, 2003.



Gregory C. Hill, Mayor

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES .) SS
CITY OF REDONDO BEACH)

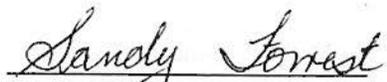
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0311-122 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 18th day of November, 2003, by the following roll call vote:

AYES: Bisignano, Cagle, Szerlip, Schmalz, Parsons

NOES: None

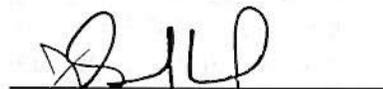
ABSENT: None

ABSTAIN: None



Sandy Forrest, City Clerk

APPROVED AS TO FORM:



City Attorney

RESOLUTION NO. CC-0309-90

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE GENERAL PLAN LAND USE MAP TO REDESIGNATE 520 AND 522 N. ELENA AVENUE; 526, 527, AND 528 N. FRANCISCA AVENUE; 201, 203, 205, 207, AND 209 BERYL STREET; AND PARCEL 7503010900 FROM C-5 COMMERCIAL TO R-3 LOW DENSITY MULTI-FAMILY RESIDENTIAL; AND DIRECTING STAFF TO SUBMIT AN APPLICATION TO THE COASTAL COMMISSION REQUESTING THAT THE SUBJECT PROPERTIES BE ADDED TO AREA ONE OF THE COASTAL ZONE WITH THE DESIGNATION OF R-3 IN THE COASTAL LAND USE PLAN MAP AND R-3A IN THE ZONING MAP OF THE LOCAL IMPLEMENTING PLAN.

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on July 17, 2003 and adopted Resolution No. 9114 recommending approval of an amendment to the General Plan Land Use Map to redesignate 520 and 522 N. Elena Avenue; 526, 527, and 528 N. Francisca Avenue; 201, 203, 205, 207, and 209 Beryl Street; and parcel 7503010900 from C-5 commercial to R-3 low density multi-family residential; and

WHEREAS, the City Council held a public hearing on September 2, 2003 to consider the proposed amendment to the General Plan Land Use Map, at which time all interested parties were given an opportunity to be heard and to present evidence; and

WHEREAS, notice of the time and place of the public hearing was provided by: publication according to law in The Beach Reporter, a newspaper of general circulation in the City; first class mailing of notices to the owners of the subject properties and to all property owners within 300 feet of the subject properties; and posting notice along the street frontage of the subject properties;

WHEREAS, in March 2002, the eleven subject lots were redesignated from C-5 commercial to R-3 low density multiple family residential as a result of amendments to the Zoning Map, Coastal Land Use Plan Map (LUP), and General Plan Land Use Map adopted in conjunction with the adoption of the Heart of the City Specific Plan; and

WHEREAS, in June 2002, the General Plan Land Use Map amendment was repealed by the City Council in response to referenda petitions seeking an election on or repeal of the Heart of the City Specific Plan and the associated amendments to the General Plan; and

WHEREAS, on April 8, 2003, the Coastal Commission approved a geographic segmentation of the Coastal Zone and certified the Local Implementation Plan (LIP) applicable to Area One of the Coastal Zone (the area outside the "Heart of the City" area) if the city adopts modifications suggested by the Coastal Commission; and

WHEREAS, on August 5, 2003 the City adopted Resolution No. CC-0308-78 in accordance with Section 13544(a) of Title 14, Division 5.5 of the California Code of Regulations, acknowledging receipt of the Commission's action including all terms or

9/2/03

modifications suggested for final certification of the Local Coastal Program (LCP) for Coastal Zone Area One, and agreeing to such terms and modifications through adoption of Ordinance No. 2905-03 on August 5, 2003 and adoption of Resolution No. CC-0307-73 on July 15, 2003; and

WHEREAS, the remaining inconsistency between the General Plan Map and the Zoning Map designations prevents the City from granting the necessary land use permits for the effected property owners to develop their properties.

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

SECTION 1. FINDINGS.

- A. The proposed amendment is necessary to bring the General Plan Land Use Map into consistency with the R-3A Zoning Map designation for the subject lots as adopted in Ordinance No. 2883-02 and with the R-3 Coastal Land Use Plan Map designation for the subject lots as adopted in Resolution No. CC-0203-021;
- B. The proposed amendment to the General Plan Land Use Map is not detrimental to the adjacent properties or residents;
- C. The redesignation of the eleven subject lots to R-3 in the General Plan Land Use Map is consistent with the designation of property to the east and provides a transition to higher intensity uses closer to Catalina Avenue;
- D. Commercial development of the subject lots is not economically viable due to the small lot sizes and orientation to local residential streets;
- E. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendment, and the City Council adopted Negative Declaration No. 03-10, finding and determining that the proposed General Plan Land Use Map amendment will not have a significant effect on the environment, and further finding that the proposed amendment will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.
- F. The request that the Coastal Commission amend the geographic segmentation to include the subject lots in Area One of the Coastal Zone (with the R-3 designation in the Coastal Land Use Plan Map and R-3A designation in the Zoning Map for the Coastal Zone) is justified because the potential cumulative impacts of permitted development on the coastal resources and public access can be considered separately for both Area One of the Coastal Zone with the inclusion of the eleven subject lots and the remainder of the "Heart of the City" area. This finding is supported by the following:
 - Development decisions in Coastal Zone Area One, including the eleven subject lots, that are consistent with the density and parking standards of the LIP would not affect Harbor-Pier area public access and coastal resources because the Harbor-Pier area parking is separate from the street parking that lies inland of Catalina Avenue.

Public on-street parking is provided along the frontage of the eleven subject lots, and development of these lots requires on-site parking as provided in the LIP.

- The LUP designation of R-3 for the eleven subject lots does not allow appreciable increases in the intensity of land use and changes on these lots will not affect the City's Harbor-Pier area. Most of these lots are already developed with residential units, and the maximum density of 17.5 units per acre is consistent with the residential zone immediately adjacent to the east.
- The eleven subject lots are located inland of Catalina Avenue on local residential streets and development of visitor-serving or community-serving commercial uses is not feasible on these lots.
- The redesignation of the eleven subject lots to R-3 low density multiple family residential was not a source of concerns raised at public hearings on the Heart of the City Specific Plan. Furthermore, the redesignation of these lots will not limit the land use options that may be considered for the remainder of the Heart of the City area.

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

SECTION 2. The City Council hereby amends the General Plan Land Use Map to redesignate 520 and 522 N. Elena Avenue; 526, 527, and 528 N. Francisca Avenue; 201, 203, 205, 207, and 209 Beryl Street; and parcel 7503010900 from C-5 commercial to R-3 low density multi-family residential (lots shown in Exhibit A attached).

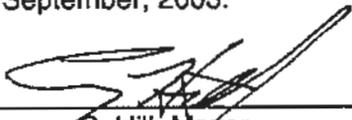
SECTION 3. The City Council hereby directs staff to submit an application to the Coastal Commission requesting an amendment to the geographic segmentation adding the eleven subject lots to Area One of the Coastal Zone and requesting that the Coastal Commission approve the redesignation of the subject lots from Commercial to R-3 Low Density Multiple Family Residential in the Coastal Land Use Plan Map and from C-5 Commercial to R-3A Low Density Multiple Family Residential in the Zoning Map of the Local Implementing Plan.

SECTION 4. The City Council hereby certifies that the LCP amendments (the R-3A Zoning Map designation for the subject lots as adopted in Ordinance No. 2883-02 and the R-3 Coastal Land Use Plan Map designation for the subject lots as adopted in Resolution No. CC-0203-021) are intended to be carried out in a manner that is fully in conformity with the Coastal Act, and the submittal of the LCP amendments to the Coastal Commission is consistent with Section 30510 of the Public Resources Code of the State of California.

SECTION 5. The City Council hereby finds that the LCP amendments (the R-3A Zoning Map designation for the subject lots as adopted in Ordinance No. 2883-02 and the R-3 Coastal Land Use Plan Map designation for the subject lots as adopted in Resolution No. CC-0203-021) is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.

SECTION 6. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

PASSED, APPROVED, AND ADOPTED this 2nd day of September, 2003.



Gregory C. Hill, Mayor

ATTEST:

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

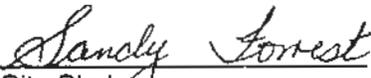
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC- 0309-90 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 2nd day of September, 2003, by the following roll call vote:

AYES: Bisignano, Cagle, Szerlip, Schmalz, Parsons

NOES: None

ABSENT: None

ABSTAIN: None



City Clerk

APPROVED AS TO FORM:



Asst City Attorney

EXHIBIT A
COASTAL ZONE BOUNDARY MAP
(and existing General Plan and LUP designations to the east)



RESOLUTION NO. CC-0309-90
AMENDING GENERAL PLAN LAND USE MAP TO REDESIGNATE
520 & 522 N. ELENA AVENUE; 526, 527, & 528 N. FRANCISCA AVE.;
201, 203, 205, 207, & 209 BERYL ST; & PARCEL 7503010900 FROM
C-5 COMMERCIAL TO R-3 LOW DENSITY MULTI-FAMILY RESIDENTIAL;
PAGE NO. 6

RESOLUTION NO. CC-0106-45

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE GENERAL PLAN LAND USE MAP FROM MU-3 (MIXED USE) TO R-3 (LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL) AND AMENDING THE COASTAL LAND USE PLAN MAP FROM MU (MIXED-USE) TO R-3 (LOW-DENSITY MULTIPLE-FAMILY RESIDENTIAL) FOR A PROPERTY LOCATED AT 400 DIAMOND STREET (LOTS 20, 21, & 22, BLOCK 170½, TOWNSITE OF REDONDO BEACH)

WHEREAS, an application was submitted by the owner of property at 400 Diamond Street requesting rezoning and land use plan map amendments for the property from MU-3B (Mixed-Use) to R-3A (Low-Density Multiple-Family Residential); and

WHEREAS, the Planning Commission of the City of Redondo Beach, California, held a public hearing on April 19, 2001 and recommended approval of the proposed amendments to the General Plan Land Use Map, Coastal Land Use Plan Map and Zoning Map; and

WHEREAS, the City Council of the City of Redondo Beach, California, held a public hearing on June 5, 2001 to consider the proposed amendments to the General Plan Land Use Map, Coastal Land Use Plan Map and Zoning Map.

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

1. The proposed amendments of the General Plan Map and Coastal Land Use Plan Map from Mixed Use to Low-Density Multi-Family Residential are appropriate at the proposed location because a mixed-use development is not feasible on the subject property, based on code requirements for a minimum lot size of 15,000 square feet. A proposed condominium project and R-3A zoning is compatible with the surrounding land uses and allows for a reasonable use and density, similar to the residential character on Broadway to the south and west.
2. The proposed amendments of the Zoning Map, General Plan Map, and Coastal Land Use Plan Map from Mixed Use to Low-Density Multi-Family Residential is consistent with the intent of the General Plan, which recognizes the need to provide new opportunities for housing.

Exhibit G
RUB MAR 1-01
p. 1 Council Resolution

3. The subject property, as identified in Section 1 of this Resolution, is suitable for the uses permitted in the proposed zone in terms of access, size of the parcel, and compatibility with uses on surrounding properties.
4. Rezoning the subject property to R-3A will not significantly impact the viability of the adjacent mixed use zone which will still have sufficient lot depths from Pacific Coast Highway to accommodate future commercial recycling in this area.
5. The proposed amendments to the General Plan Land Use Map and Coastal Land Use Plan Map herein is not detrimental to the adjacent properties or residents.
6. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments adopted Negative Declaration No. 01-03, finding and determining that the proposed General Plan Land Use Map, Coastal Land Use Plan Map and Zoning Map amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.
7. The City Council further finds that in reviewing the Negative Declaration, it has exercised its own independent judgment.
8. The proposed modifications to the Coastal LUP are consistent with the Comprehensive General Plan of the City.
9. The proposed amendment to the Coastal LUP is intended to be carried out in a manner that is fully in conformity with the Coastal Act.
10. The proposed amendment to the Coastal LUP is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.

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

Exhibit 6
P2
RDB MAJ-1.01

SECTION 1. The City Council hereby amends the General Plan Land Use Map and Coastal Land Use Plan Map as follows:

"400 Diamond Street (LOTS 20, 21, & 22, BLOCK 170½, TOWNSITE OF REDONDO BEACH) is redesignated as R-3 (Low Density Multiple-Family Residential)."

SECTION 2. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Original Resolutions of said City and shall cause the action of the City Council in adopting the same to be entered into the official minutes of said City Council.

Exhibit 6
RD B-MAJ-1-01
PS

PASSED, APPROVED, AND ADOPTED this 5th day of June, 2001.



Gregory C. Hill, Mayor

ATTEST:

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

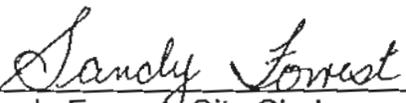
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0106-45 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, at a regular meeting of said City Council held on the 5th day of June, 2001, by the following roll call vote:

AYES: Gin, Schmalz, Parsons

NOES: Bisignano, Sullivan

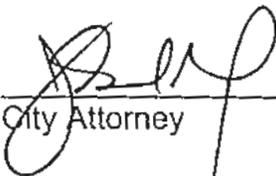
ABSENT: None

ABSTAIN: None



Sandy Forrest, City Clerk

APPROVED AS TO FORM:



City Attorney

RDB MAJ-1-01
Exhibit 6
p 4

This is certified to be a true and correct copy of the original on file in this office, consisting of pages 1 through 14
DATED: 4- 01
ATTEST: Susan L. Brown
City Clerk of the City of Redondo Beach, State of California

RESOLUTION NO. CC-0104-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN TO INCLUDE MODIFICATIONS SUGGESTED BY THE CALIFORNIA COASTAL COMMISSION

WHEREAS, the City Council of the City of Redondo Beach held public hearings and adopted an amendment to the Coastal Land Use Plan (LUP) on December 14, 1999 to bring the LUP into consistency with the City's General Plan and Harbor/Civic Center Specific Plan (with the exception of the Pier-Harbor area, AES site, and North Catalina Avenue corridor that will be considered in a second phase of amendments to the LUP in conjunction with the preparation of the "Heart of the City Specific Plan"); and

WHEREAS, the California Coastal Commission, following a public hearing on January 11, 2001, adopted resolutions to deny certification of the amendment to the LUP as submitted by the City, and to certify the amendment to the LUP if the City adopts a number of modifications suggested by the Coastal Commission; and

WHEREAS, the modifications suggested by the Coastal Commission update public access, public safety, and environmental protection policies pursuant to requirements under the Coastal Act; and

WHEREAS, in compliance with the California Environmental Quality Act, the California Coastal Commission has found that the proposed modifications to the Coastal LUP will not result in significant adverse environmental impacts; and

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on February 15, 2001 on the proposed amendment to the Coastal Land Use Plan and adopted Resolution No. 8870 recommending the City Council adopt the amendments suggested by the Coastal Commission; and

WHEREAS, the City Council held a public hearing on April 3, 2001 to consider the proposed amendments to the Coastal Land Use Plan.

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

1. The proposed modifications to the Coastal LUP are consistent with the Comprehensive General Plan of the City.

2. The proposed amendment to the Coastal LUP is intended to be carried out in a manner that is fully in conformity with the Coastal Act.
3. The proposed amendment to the Coastal LUP is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.
4. The proposed amendment will not have a significant effect on the environment and will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 1. The City Council hereby amends subsections C and D of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows:

C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications will be submitted as the implementation section of the City of Redondo Beach LCP.

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories and standards for these areas were not changed as part of the 1999 update to the LUP (as reflected in Exhibit H-1 of the Coastal Land Use Plan Map).

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. Single Family: The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. Low Density Multiple-Family: The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. Medium Density Multiple-Family: The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted between Emerald Street and Garnet Street in conjunction with the granting of a density bonus for the purpose of providing low- and moderate-income housing.

Commercial

The C-2, C-3, and C-4 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

AES Power Plant, Harbor/Pier area, and North Catalina corridor

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories in place prior to the 1999 update of the LUP have been retained for these areas (as described below and reflected in Exhibit H-1).

Commercial Recreation

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

1. Food Services: restaurants with and without liquor; fish markets -- retail and wholesale; coffee shops; snack bars; delicatessen; bakery; fruits and vegetables; ice cream and candy.
2. Retail Sales and Service: specialty retail; general merchandise; marine hardware, etc.; barber, etc. bike rentals.
3. Fishing Supplies: live bait; and bait and tackle shops.
4. Boat Facilities, Supplies and Service: berthing; dry storage; shipyard -- haulout and repair of crafts; boat launch ramp; mechanical boat launch; boat rental; boat yard -- repair and painting; sportfishing; excursion boat rides; service float; brokerage.-- new and used; and clubs -- yacht, boat, beach, bay, fishing and sailing.
5. Other Uses: hotels and motels; parking; harbor-related office uses; arcades; recreational facilities including parks; discotheques; cocktail lounges with entertainment; multi-purpose recreational facilities;
6. Apartments: No expansion or new construction -- only maintenance.

Commercial (applicable to N. Catalina corridor as shown in Exhibit H-1)

This is the heaviest commercial district, permitting grocery-food stores or supermarkets with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial (applicable to areas shown in Exhibit H-1)

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. Performance standards will be designed as part of the implementation phase of the Local Coastal Program to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Residential, Medium Density (applicable to areas shown in Exhibit H-1)

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

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

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

Parks, Recreation and Open Space (applicable to areas shown in Exhibit H-1)

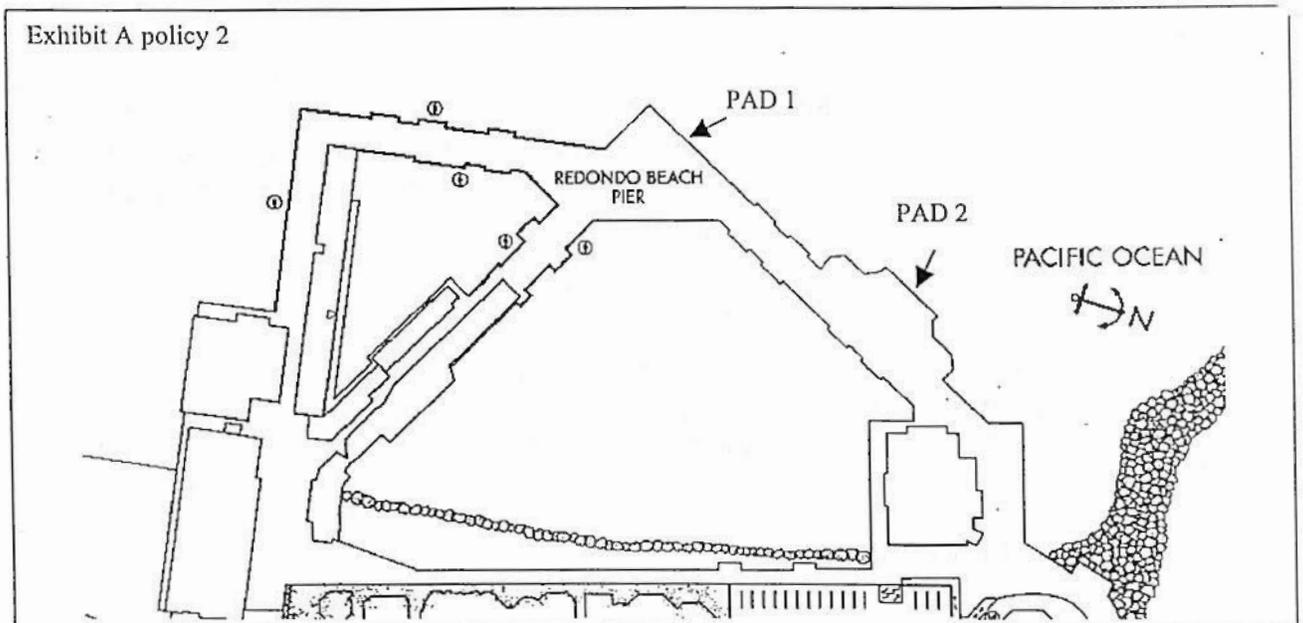
This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.

D. Land Use Policies

The following policies, in conjunction with the land use development standards in Section C above, set forth land use guidelines for the future development in the City's Coastal Zone.

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

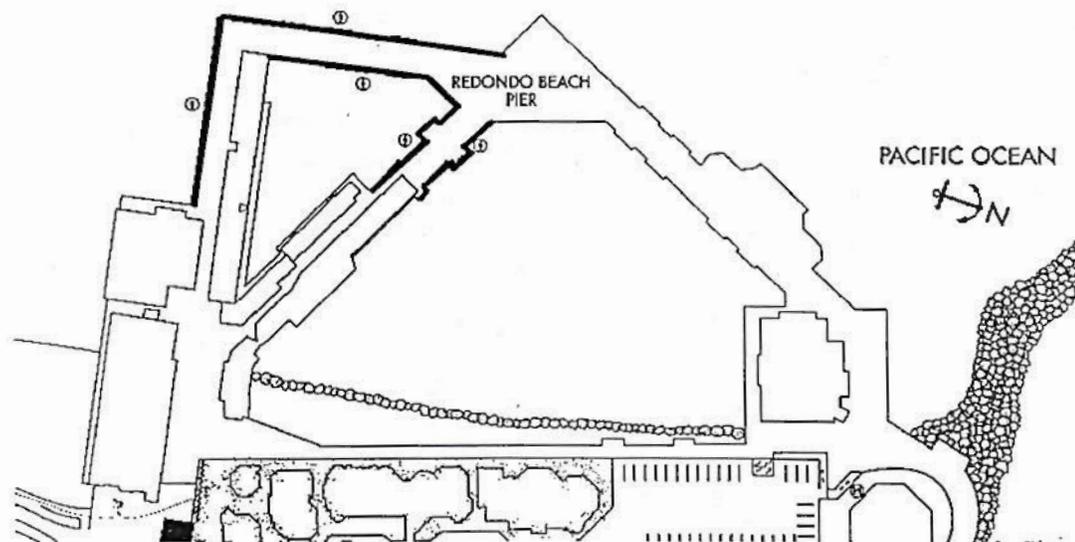
Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier.



3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region; ensuring maximum public access, a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts.

4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor-serving uses and recreational facilities where feasible.
6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.

Figure 16
Pier Fishing Areas (indicated by heavy line)



7. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.
8. Allow for provision of buildings or structures used by any public utility (including gas, electrical, telephone and cellular communications, and water corporations), to be considered subject to a Conditional Use Permit in all districts.

9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan, General Plan, and Zoning Ordinance to permit reuse of portions of the site for nonindustrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This planning process will also include consideration of new land use and development standards for the area surrounding the AES Plant, including the harbor/pier area and the North Catalina Avenue corridor.
10. For properties designated by the City of Redondo Beach as historic landmarks or historic districts, or under the State Historic Preservation Act, or which are listed on the National Register of Historic Places, permit the establishment of an Historic Overlay zone to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a Conditional Use Permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located. Visitor serving or commercial uses shall be given priority in the reuse of such structures.
11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or to other coastal resources, such as sensitive habitat areas or coastal waters. All development in the coastal zone, public and private, shall be in conformance with the storm water standards of the State of California as cited in section 5-701.101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff (specifically, the Standard Urban Storm Water Mitigation Plan¹). New development or major rehabilitation projects will also be required to conform to any amendment to, or re-issuance of these state, federal and municipal standards. Pursuant to this:
 - a) All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No. 2851, "Stormwater and Urban Runoff Pollution Control Regulations" and with applicable state and federal water quality standards for discharges into sensitive habitat areas.
 - b) All development shall be designed to minimize the creation of impervious surfaces, and, to the maximum extent possible, to reduce directly-connected impervious area on the site. Setback areas should remain permeable (vegetated or crushed gravel) where feasible.

¹ Originally issued on March 8, 2000 by the Regional Water Quality Control Board
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- c) Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMP's should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMP's shall also apply to all new or refurbished parking lots accommodating 25 or more cars.
- d) As part of the implementation of this Land Use Plan Amendment, the City shall develop a Public Participation component that identifies methods to encourage public participation in managing, development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.
- e) It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation, monitoring, and public education programs.

12. Density Bonus for Low and Moderate Income Persons:

- a) This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b), and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.
- b) In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.

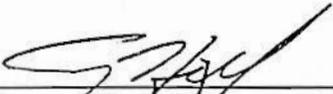
- c) In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the City approves development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.
- d) The City may prepare an LCP amendment for certification by the Commission for specific areas or sub-regions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.
- e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the City determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on coastal resources, the City may grant the requested incentive. If the City determines that the requested incentive will have an adverse effect on coastal resources, the City shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The City may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the City shall grant only that additional incentive which is most protective of significant coastal resources.
- f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Public Resources Code section 30200 et seq., including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.

13. Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards, such as liquefaction.
- a) New development shall minimize risks to life and property in areas of high geologic flood and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and maintained safely. All development shall employ earthquake resistant construction and engineering practices.
 - b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, and projections of sea-level rise expected within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of the likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.
 - c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.
 - d) All structures located on fill or on alluvial-deposits shall provide an analysis of the potential for seismic hazards, including liquefaction. The design of such structures shall include measures to minimize damage and loss of life and property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Department of Mines and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.
 - e) All development located below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.

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

SECTION 2. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 3rd day of April, 2001.



Gregory C. Hill, Mayor

ATTEST:

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

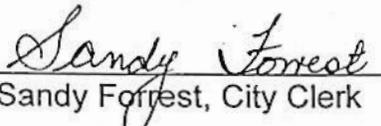
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0104-20 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 3rd day of April, 2001, by the following roll call vote:

AYES: Bisignano, Sullivan, Gin, Schmalz, Parsons

NOES: None

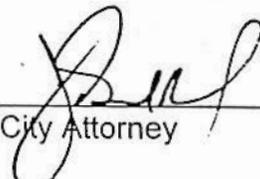
ABSENT: None

ABSTAIN: None.



Sandy Forrest, City Clerk

APPROVED AS TO FORM:



City Attorney

DEC 15 1999

RESOLUTION NO. 8156

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN FOR CONSISTENCY WITH THE GENERAL PLAN AND HARBOR/CIVIC CENTER SPECIFIC PLAN

WHEREAS, the City of Redondo Beach adopted a new General Plan and Harbor/Civic Center Specific Plan in May 1992 which established new land use and development standards for the City and an updated land use plan map, including properties within the Coastal Zone; and

WHEREAS, the City of Redondo Beach Coastal Land Use Plan (LUP), adopted in 1980, has not been updated for consistency with the General Plan and Harbor/Civic Center Specific Plan; and

WHEREAS, the overall effect of the amendments to the LUP is a reduction in development intensities and height limits, consistent with the General Plan and Harbor/Civic Center Specific Plan; and

WHEREAS, the elimination of inconsistencies between the LUP and General Plan will ensure that projects in the Coastal Zone are not unnecessarily delayed in obtaining Coastal Permits; and

WHEREAS, it is proposed to update the LUP in two phases: land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor will be updated following the major planning effort currently underway to consider new land use and development standards for these areas in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse; and

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on September 16, 1999 and adopted Resolution No. 8721 recommending approval of the proposed amendments to bring the Coastal Land Use Plan into consistency with the General Plan; and

WHEREAS, the City Council held a public hearing on October 19, 1999 and continued the public hearing on November 16, 1999 to consider the proposed amendments to the Coastal Land Use Plan.

NOW, THEREFORE, the City Council of the City of Redondo Beach, does hereby find as follows:

SECTION 1. FINDINGS.

1. In compliance with the California Environmental Quality Act of 1970, as amended (CEQA), and State and local guidelines adopted pursuant thereto, the City of Redondo Beach prepared an Initial Study of the environmental effects of the proposed amendments to the Coastal Land Use Plan, and Negative Declaration No. 99-6 has been prepared in compliance with CEQA and the State and local guidelines.
2. The proposed amendments are consistent with the Comprehensive General Plan of the City and with the Harbor/Civic Center Specific Plan.
3. The proposed amendments constitute the first of two phases of the update to the LUP. The second phase will update the land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor following the major planning effort currently underway to consider new land use and development standards for these areas in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant.
4. The proposed amendments will not have a significant effect on the environment and will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. The City Council hereby amends subsections C and D of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows:

C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications are contained in the City of Redondo Beach Zoning Ordinance.

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant

site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories and standards for these areas were not changed as part of the 1999 update to the LUP (as reflected in Exhibit H-1 of the Coastal Land Use Plan Map).

±

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. Single Family: The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. Low Density Multiple-Family: The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. Medium Density Multiple-Family: The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted between Emerald Street and Garnet Street in conjunction with the granting of a density bonus for the purpose of providing low- and moderate-income housing.

Commercial

The C-2, C-3, and C-4 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. **C-2 Commercial:** The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. **C-3 Commercial:** The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. **C-4 Commercial:** The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential (MU) district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

1. **Public beach:** The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. **Parks and open space:** Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street). The primary permitted use is parks, open space,

and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.

3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.

4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.

AES Power Plant, Harbor/Pier area, and North Catalina corridor

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories in place prior to the 1999 update of the LUP have been retained for these areas (as described below and reflected in Exhibit H-1).

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities. This classification will provide regional-serving recreational facilities for all income groups by including the following general use

categories. Each use permitted will be subject to approval by the City based on criteria whether or not the subject use is compatible with surrounding land uses in the area in which it is located.

1. Food Services: restaurants with and without liquor; fish markets -- retail and wholesale; coffee shops; snack bars; delicatessen; bakery; fruits and vegetables; ice cream and candy.
2. Retail Sales and Service: specialty retail; general merchandise; marine hardware, etc.; barber, etc. bike rentals.
3. Fishing Supplies: live bait; and bait and tackle shops.
4. Boat Facilities, Supplies and Service: berthing; dry storage; shipyard -- haulout and repair of crafts; boat launch ramp; mechanical boat launch; boat rental; boat yard -- repair and painting; sportfishing; excursion boat rides; service float; brokerage.-- new and used; and clubs -- yacht, boat, beach, bay, fishing and sailing.
5. Other Uses: hotels and motels; parking; harbor-related office uses; arcades; recreational facilities including parks; discotheques; cocktail lounges with entertainment; multi-purpose recreational facilities;
6. Apartments: No expansion or new construction -- only maintenance.

Commercial (applicable to N. Catalina corridor as shown in Exhibit H-1)

This is the heaviest commercial district, permitting grocery-food stores or supermarkets with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial (applicable to areas shown in Exhibit H-1)

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. Performance standards will be designed as part of the implementation phase of the Local Coastal Program to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Residential, Medium Density (applicable to areas shown in Exhibit H-1)

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

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

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

Parks, Recreation and Open Space (applicable to areas shown in Exhibit H-1)

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

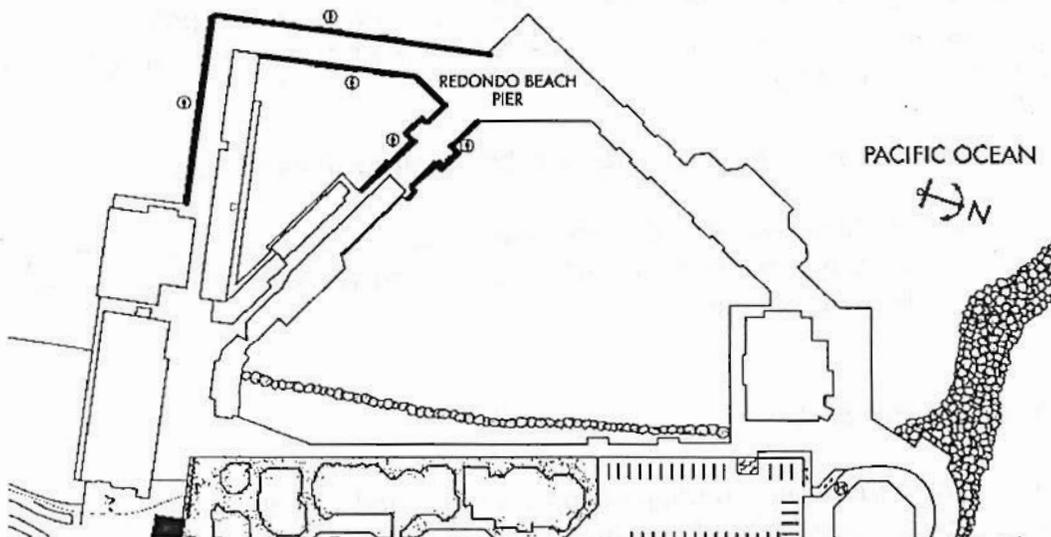
D. Land Use Policies

The following policies, in conjunction with the land use development standards in Section C above, set forth land use guidelines for the future development in the City's Coastal Zone.

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

2. New development or major rehabilitation projects within the Harbor-Pier area will be required to provide appropriate amenities such as pedestrian walkways adjacent to the water's edge, landscaped rest -and viewing areas including benches, etc.
3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region; ensuring a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts.
4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor-serving uses and recreational facilities where feasible.
6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.

Figure 16
Pier Fishing Areas (indicated by heavy line)



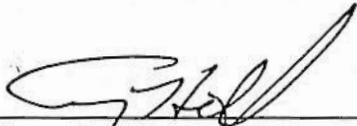
7. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.

8. Allow for provision of buildings or structures used by any public utility (including gas, electrical, telephone and cellular communications, and water corporations), to be considered subject to a Conditional Use Permit in all districts.
9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan, General Plan, and Zoning Ordinance to permit reuse of portions of the site for nonindustrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This planning process will also include consideration of new land use and development standards for the area surrounding the AES Plant, including the harbor/pier area and the North Catalina Avenue corridor.
10. For properties designated by the City of Redondo Beach as historic landmarks or historic districts, permit the establishment of an Historic Overlay zone, pursuant to the procedures in the City's Zoning Ordinance, to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a Conditional Use Permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located.

SECTION 3. The City Council hereby amends the Coastal Land Use Plan Map (Exhibit H) to bring it into consistency with the General Plan Map as shown in the attached map. The Coastal Land Use Map also includes Exhibit H-1 (attached), retaining the land use classifications for the AES Power Plant site, harbor/pier area, and North Catalina Avenue corridor in effect prior to adoption of this resolution.

SECTION 4. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of December, 1999.



Greg C. Hill, Mayor

ATTEST:

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

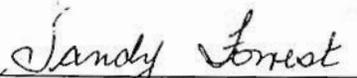
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 8156 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of December, 1999, by the following roll call vote:

AYES: Bisignano, Sullivan, Pinzler, Parsons

NOES: None

ABSENT: Gin

ABSTAIN: None



Sandy Forrest, City Clerk

APPROVED AS TO FORM:



City Attorney

RESOLUTION NO. 8074

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REDONDO BEACH, AMENDING THE COASTAL LAND
USE PLAN RELATING TO THE ADDITION OF AN MU
(MIXED USE COMMERCIAL/RESIDENTIAL) CLASSIFICATION**

WHEREAS, the City of Redondo Beach adopted an amendment to the General Plan in April 1998 which redesignated 205-229 Avenue I from C-4-PD (pedestrian-oriented commercial) to MU-3 (mixed use);

WHEREAS, the intent of the General Plan is to permit mixed use commercial/residential developments at 205-229 Avenue I in order to further create a pedestrian-active character and enhance the vitality of businesses in this portion of the Riviera Village; to reduce vehicular traffic; and to provide a variety of housing opportunities;

WHEREAS, the City of Redondo Beach Coastal Land Use Plan (LUP) adopted in 1980 designates 205-229 Avenue I as "Community Shopping Center", and because the LUP is highly generalized in terms of permitted uses, it is not certain as to whether mixed use projects are consistent with the LUP;

WHEREAS, an application for a Coastal Permit has been made to the Coastal Commission for a mixed use project approved by the City at 215 Avenue I, and approval of the Coastal Permit requires a finding by the Coastal Commission of consistency with the Coastal LUP;

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on February 18, 1999 and adopted Resolution No. 8646 recommending approval of the proposed amendments to bring the Coastal Land Use Plan into consistency with the General Plan;

WHEREAS, the City Council held a public hearing on March 9, 1999 to consider the proposed amendments to the Coastal Land Use Plan.

NOW, THEREFORE, the City Council of the City of Redondo Beach does hereby find as follows:

SECTION 1. FINDINGS.

A. The proposed amendments to the Coastal Land Use Plan are consistent with the Comprehensive General Plan of the City.

B. The project is exempt from CEQA pursuant to Section 15061(b)(3) of the Guidelines of the California Environmental Quality Act (CEQA). The City Council previously considered the environmental impacts of these same amendments to the General Plan, and the City Council adopted Negative Declaration No. 97-43 in April 1998 which determined that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. The City Council hereby amends the Coastal Land Use Plan to add a "Mixed Use Commercial/Residential" classification section under subsection C ("Proposed Land Use Classifications") in Section VI ("Locating and Planning New Development") to read as follows:

C. Proposed Land Use Classifications

Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential district encourages the development of pedestrian-active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels.

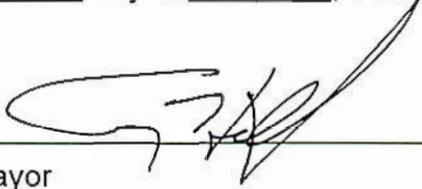
This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 for commercial only projects and a maximum floor area ratio of 1.5 for

mixed use commercial/residential developments. The maximum residential density is 35 units per net acre.

SECTION 3. The City Council hereby amends the Coastal Land Use Plan Map to redesignate 205-229 Avenue I (Lots 12-14 and 17-24, Block 17, Tract No. 2546, and Lots 1-2, P.M. 82-38) from "Shopping Center" to "MU" (Mixed Use Commercial/Residential) (see attached map).

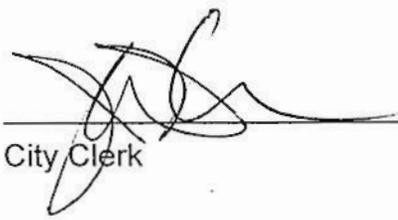
SECTION 4. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

Passed, approved, and adopted this 9th day of March, 1999.



Mayor

ATTEST:



City Clerk

(SEAL)

APPROVED AS TO FORM:



John Eastman
Assistant City Attorney

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

I, JOHN OLIVER, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing resolution, being Resolution No. 8074 was passed and adopted by the City Council, at a regular meeting of said Council held on the 9th day of March, 1999, and there after signed and approved by the Mayor and attested by the City Clerk of said City, and that said resolution was adopted by the following vote:

AYES: Council Members Bisignano, Sullivan, Gin,
Pinzler, and White.

NOES: None.

ABSENT: None.



City Clerk of the City of
Redondo Beach, California

205-229 AVENUE I



RESOLUTION NO. 8067

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REDONDO BEACH, AMENDING THE COASTAL LAND
USE PLAN RELATING TO THE ADDITION OF AN RH
(HIGH DENSITY RESIDENTIAL) CLASSIFICATION**

WHEREAS, the City of Redondo Beach adopted a new General Plan in 1992 which redesignated portions of Pacific Coast Highway from commercial to RH (high density multiple-family residential);

WHEREAS, the General Plan redesignated portions of Pacific Coast Highway from Commercial to RH residential to: 1) reduce the surplus of commercially-zoned property along the corridor in relation to demand in order to enhance the economic health and development potential of the portions of the corridor remaining commercially zoned; 2) to break up the long, monotonous strip commercial development of the corridor; 3) to provide viable locations for new multiple-family housing in the City while avoiding the need to increase densities within established residential neighborhoods; and 4) to make existing residential uses a conforming use so as to permit structural improvements and additions to the numerous residences currently existing along these particular portions of Pacific Coast Highway;

WHEREAS, the City of Redondo Beach Coastal Land Use Plan adopted in 1980 has not been updated for consistency with the new General Plan pertaining to the portions of Pacific Coast Highway now designated RH;

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on January 21, 1999 and adopted Resolution No. 8637 recommending approval of the proposed amendments to bring the Coastal Land Use Plan into consistency with the General Plan;

WHEREAS, the City Council held a public hearing on February 16, 1999 to consider the proposed amendments to the Coastal Land Use Plan.

NOW, THEREFORE, the City Council of the City of Redondo Beach does hereby find as follows:

SECTION 1. FINDINGS.

A. The proposed amendments to the Coastal Land Use Plan are consistent with the Comprehensive General Plan of the City.

B. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 98-50, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. The City Council hereby amends the Coastal Land Use Plan to add subsection 4 to the residential classification section under subsection C ("Proposed Land Use Classifications" in Section VI ("Locating and Planning New Development") to read as follows:

C. Proposed Land Use Classifications

Residential

4. High Density: The primary use in this district is multiple family residential with a maximum density of 28 units per net acre. The maximum height is limited to 30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted between Emerald Street and Garnet Street in conjunction with the granting of a density bonus for the purpose of providing low- and moderate-income housing.

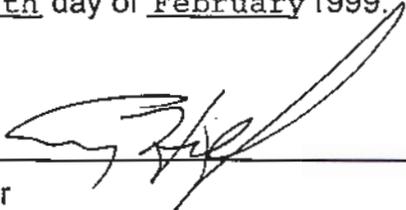
SECTION 3. The City Council hereby amends the Coastal Land Use Plan Map to redesignate the following properties from "Commercial" to "High Density Residential" (see attached maps):

- a. 101-135 N. Pacific Coast Highway and 413-417 Emerald Street (*Lots 4-19, Block 170, Townsite of Redondo Beach; and Lots A-E, Emerald Tract*);

- b. 101-143 S. Pacific Coast Highway and 313-319 Garnet Street (Lots 1-24, Block 169, Townsite of Redondo Beach);
- c. 501-515 S. Pacific Coast Highway and 510-512 S. Guadalupe Avenue (Assessor Parcel Numbers 7508018003, 7508018004, 7508018005, 7508018017, and 7508018018); and
- d. 611-623 S. Pacific Coast Highway (Lots 4-10, Block 158, Townsite of Redondo Beach).

SECTION 4. The City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

Passed, approved, and adopted this 16th day of February 1999.



Mayor

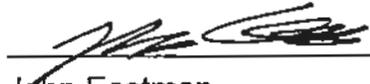
ATTEST:



City Clerk

(SEAL)

APPROVED AS TO FORM:



John Eastman
Assistant City Attorney

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

I, JOHN OLIVER, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing resolution, being Resolution No. 8067 was passed and adopted by the City Council, at a regular meeting of said Council held on the 16th day of February, 1999, and there after signed and approved by the Mayor and attested by the City Clerk of said City, and that said resolution was adopted by the following vote:

AYES: Council Members Gin, Pinzler,
and White.

NOES: None.

ABSENT: None.

ABSTAIN: Council Members Bisignano and

Sullivan.


City Clerk of the City of
Redondo Beach, California

**FINAL
DRAFT**

JUNE, 1980

City of Redondo Beach

PHASE II

COASTAL PLAN

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

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

CITY OF REDONDO BEACH, CALIFORNIA

David K. Hayward, Mayor

Jerry Goddard	Councilman, District #1
James J. Ebben	Councilman, District #2
Morgan McSweeney	Councilman, District #3
Walter Mitchell, Jr.	Councilman, District #4
Gene King	Councilman, District #5

David P. Dolter, City Manager

Planning Commission

Kay Horrell, Chairman

Robert J. Larkin

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Coastal Program 

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SUMMARY OF POLICIES

Coastal Program 

SUMMARY OF POLICIES

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

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

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

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

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

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

Housing Policies

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

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

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

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

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

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

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

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

Access Policies

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

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

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

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

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

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

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

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

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

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

6. Transit usage for recreational purposes will be encouraged.

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

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

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

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

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

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

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

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

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

Recreation Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Land Use Policies

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

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

Coastal Program 

I. INTRODUCTION

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

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

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

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

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

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

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

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

II
BACKGROUND
SETTINGS

Coastal Program 

II. BACKGROUND SETTING

A. Area Description

The incorporated City of Redondo Beach contains approximately ^{6.2}~~6.02~~ square miles at the southern end of Santa Monica Bay. The City's configuration is irregularly elongated and divided into two distinct North and South areas. The City shares borders with Torrance, Hermosa Beach, Manhattan Beach, Lawndale and Hawthorne.

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

B. Population Characteristics

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

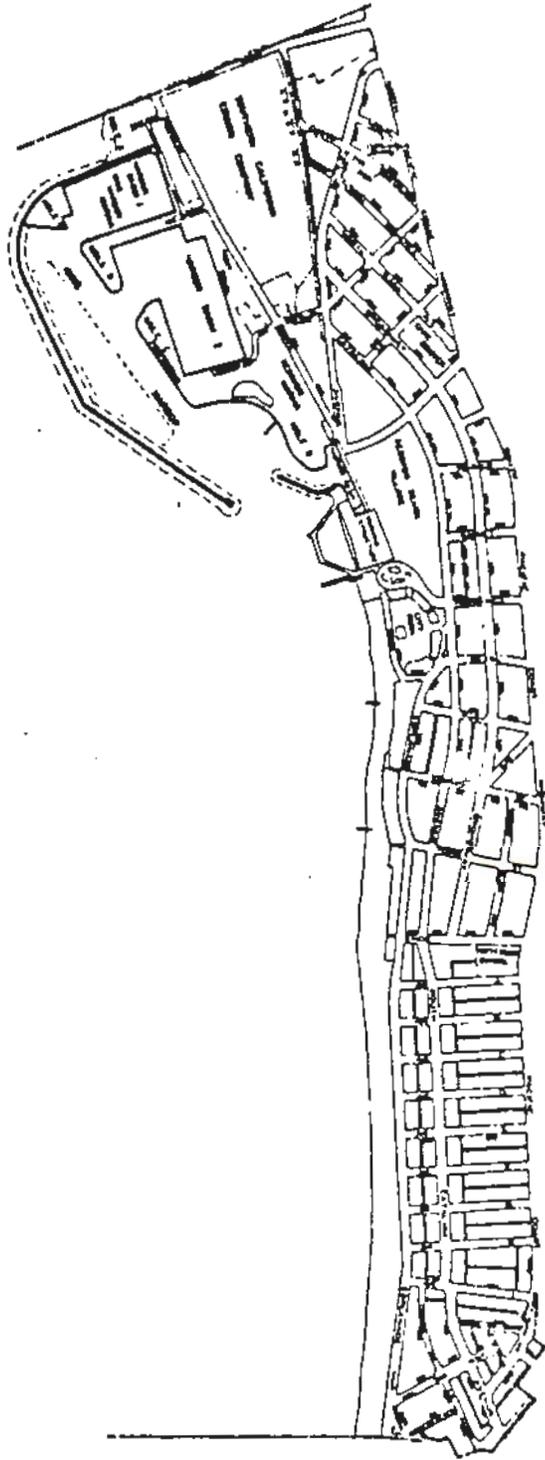
The population of the Coastal Zone has increased from 6,337 in 1970 to an estimated 10,665 in 1978²--or 68% in eight years. The majority of the growth occurred from 1970 to 1973. From 1975 onward, the annual growth rate has been less than 1% a year.

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

Population projections specific to the Coastal Zone are not available.

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

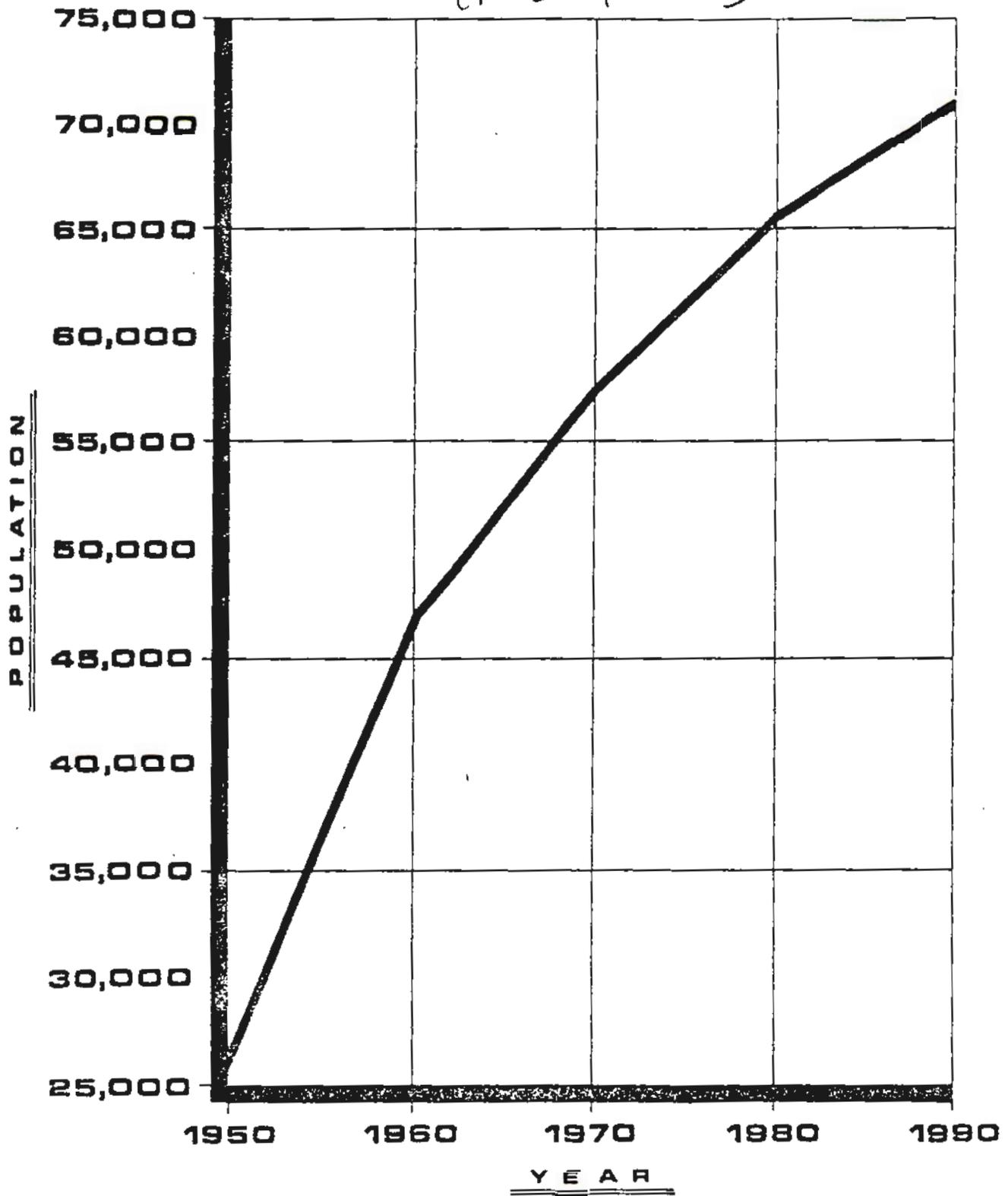
² Redondo Beach Planning Department estimate, 1978.



**REDONDO BEACH
COASTAL ZONE**

(FIGURE 1)

OUT DATED



(FIGURE 2) GROWTH RATE & POPULATION PROJECTION

SOURCE: U.S. CENSUS, SCAG



Table I

POPULATION PROJECTIONS

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

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

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

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

Source: 1970 Census and Redondo Beach School District data.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C. Income

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

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

¹ 1970 census.

² Community Development Department, Los Angeles.

³ HUD, City of Redondo Beach Planning Department.

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

Family Incomes in Redondo Beach

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

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

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

D. Employment

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

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

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

¹ 1970 Census.

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

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

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

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

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

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

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

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

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

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

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

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

Table II

Occupational Distribution of
Employees in the Coastal Zone

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

Local Distribution of Employees In
The Coastal Area

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

Source: 1979 Redondo Beach Business License Department

1. Includes all city employees

III

HOUSING

Coastal Program 

III. HOUSING

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

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

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

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

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

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

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

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

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

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

A. Housing Characteristics

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

1. Number and Type of Housing Units

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

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

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

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

¹ SCAG, Housing Element Manual - Reference Methodology.

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

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

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

Source: Building Department, City of
Redondo Beach

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

¹ Building Department, City of Redondo Beach

Table III

Percentage of Housing Units With
Homeowner Exemptions

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

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

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

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

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

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

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

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

Table IV

Residential Building
In the Coastal Zone
1970-1978

YEAR	SINGLE FAMILY RESIDENCES		APARTMENTS		CONDOMINIUMS	
	BUILT	DEMOLISHED	BUILT	DEMOLISHED	BUILT	DEMOLISHED
1970	0	18	252	5	0	0
1971	0	19	707	32	0	0
1972	0	6	442	4	360	0
1973	0	6	514	5	0	0
1974	0	1	86	4	82	0
1975	0	10	0	13	186	0
1976	1	9	4	4	52	0
1977	0	1	0	0	129	0
1978	0	7	140	0	26	0
NET TOTAL						
BY TYPE:		-76	+2,078		+835	

Net Increase in Housing Units: 2,837

Source: Building Department Records
City of Redondo Beach

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

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

Condominium Conversions

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

* Conversion from apartment units to stock cooperatives

Source: Redondo Beach Planning Department.

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

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

2. Age of Housing

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

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

Source: 1970 census.

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

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

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

3. Condition of Housing

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

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

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

<u>City of Redondo Beach Estimate of Substandard Units</u>			
	<u>Owner</u>	<u>Renter</u>	<u>Total</u>
Suitable for rehabilitation	226	1,129	1,355
Should be replaced	31	316	347
Total substandard units	257	1,445	1,702

Source: SCAG

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

Housing Conditions Code

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

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

4. Vacancy Rates

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

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

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

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

coastal vacancy rates are estimated to be as low, if not lower than City-wide rates.

The continuous decline in vacancy rates to levels below 5% has several ramifications. According to a 1975 HUD Condominium Cooperative Study, a vacancy rate of 5% to 8% is indicative of a normal housing market. At this rate, households of different income groups are offered sufficient choice and mobility to obtain housing that is suitable in terms of size, design, and price. When vacancy rates fall below 6%, market parity does not exist and tenants are subjected to inflated rents. Under these circumstances, tenants either allocate a larger percentage of their total income to rent or housing payments, relocate in a lower quality unit, or move to a different jurisdiction.

5. Housing Costs

a. Rental Units

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

Throughout the City, apartments, condominiums and houses are available for rent, offering a diversity of living accommodations. On a City-wide basis, apartment units advertised for rent in 1978 averaged \$295/month and \$400/month for one and two bedroom units, respectively. This represents an increase in monthly rental rates of 16% a year during the previous eight years.

Rental units in the Coastal Zone consist primarily of apartment and condominium units and a very limited number of houses. Rental rates are dependent upon the size, age and location of the complex as well as the types of amenities available. An inventory of the current rental rates by unit type shows that condominium and single family unit rates are 15% to 48% higher than apartment rates. As on a City-wide basis, all rental units have increased substantially in price. Since the first quarter of 1970, advertised rental rates having increased by 18% a year.

b. Purchased Units

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

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

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

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

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

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

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

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

Table V

REDONDO BEACH HOUSING COSTS
1970 and 1978

Rental Units

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

Purchased Units

(Average Selling Price)

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

Table VI

Median Sale Price
Of Homes In Redondo Beach
1970 - 1978

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

Source: South Bay Board of Realtors
Multiple Listing Service

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

*COMPONENTS OF HOUSING COST ¹		
Principal Loan Amount	23%	
Interest	<u>40%</u>	
Total Debt Service		63%
Taxes and Insurance	24%	
Heating and Utilities	<u>13%</u>	
Total Operating Expenses		<u>37%</u>
TOTAL		100%

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

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

The role each factor plays is described below.

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

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

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

¹ SCAG

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

Components of Construction Cost

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

Source: Professional Builder's Magazine, March 1978.

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

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

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

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

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

6. Vacant Parcels

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

B. Housing Needs

1. Affordable Housing

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

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

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

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

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

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

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

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

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

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

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

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

Information on specific subgroups of the above City total reveals:

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

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

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

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

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

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

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

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

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

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

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

2. Supply of Rental Units

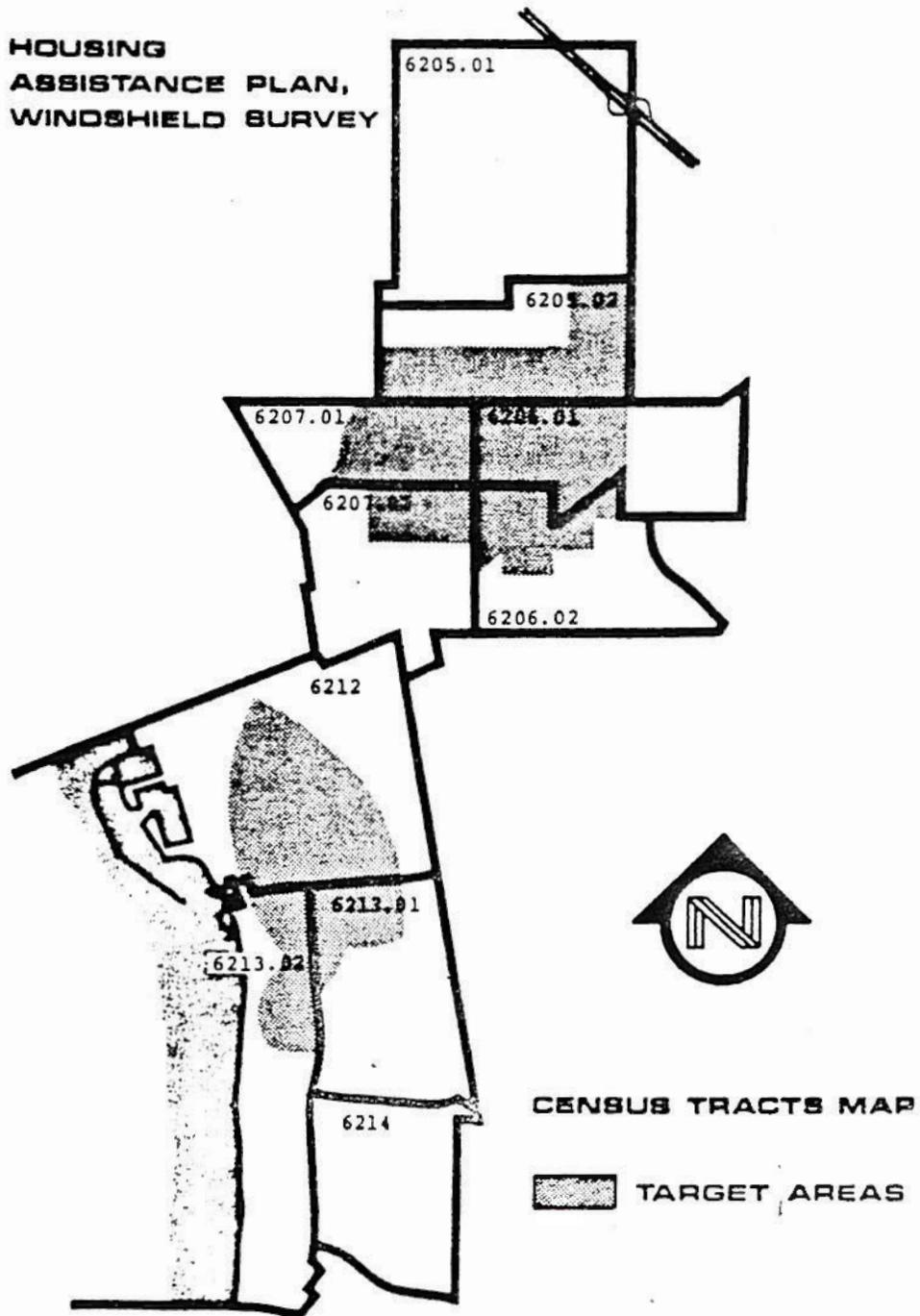
As housing costs increase, the demand for rental units including low cost rental units increases. Much of the data presented previously suggests that the supply of units available for rent may be inadequate. This conclusion is based on the following:

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

¹ See discussion on vacancy rate.

² See Table II.

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



(FIGURE 3)

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

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

3. Family Housing

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

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

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

4. Preservation and Maintenance of Housing

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

C. Housing Programs

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

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

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

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

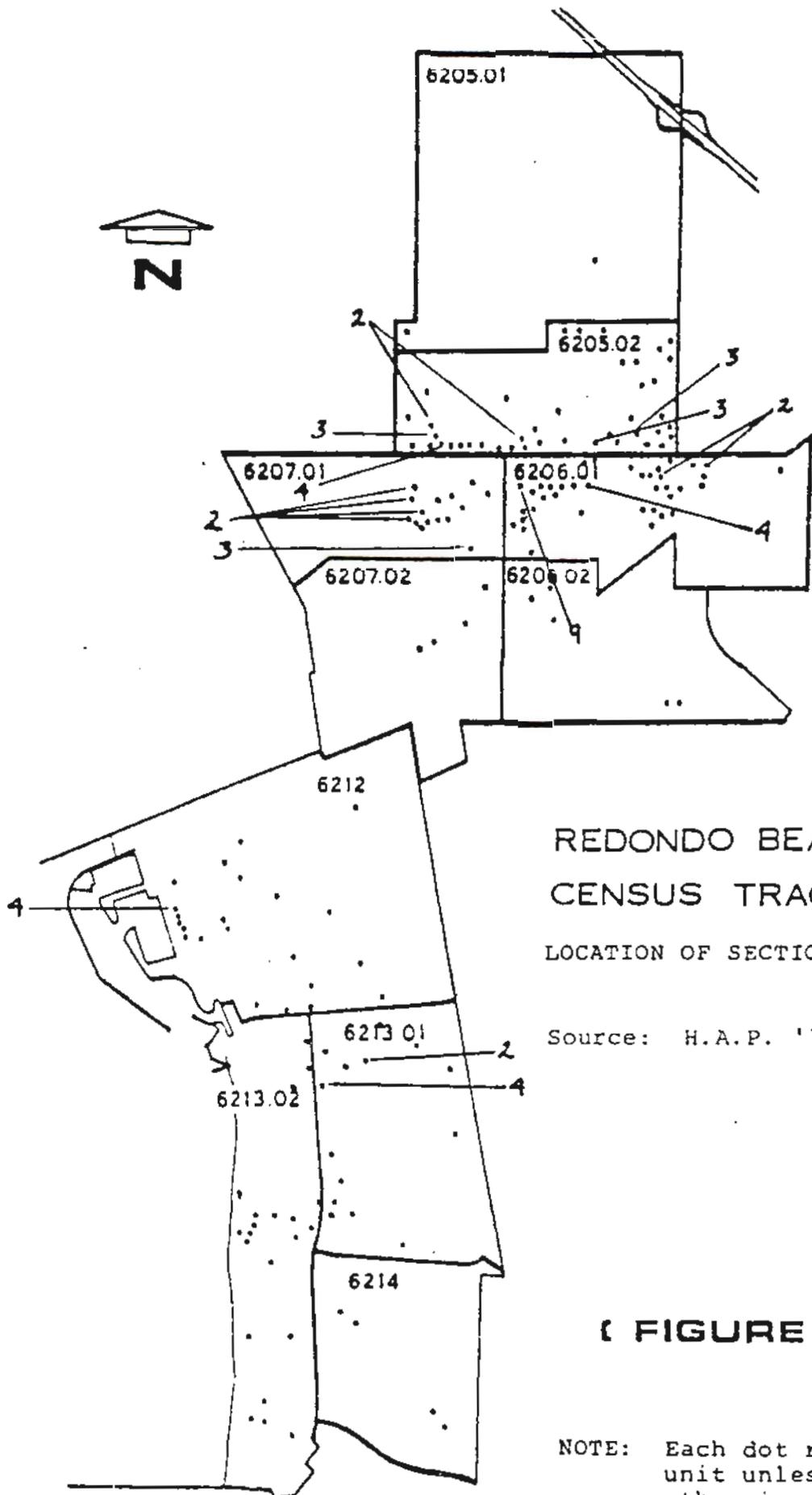
Table VII

Number of Households Assisted by Housing Program

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

40

December, 1978



REDONDO BEACH
 CENSUS TRACTS
 LOCATION OF SECTION 8 EXISTING

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

(FIGURE 4)

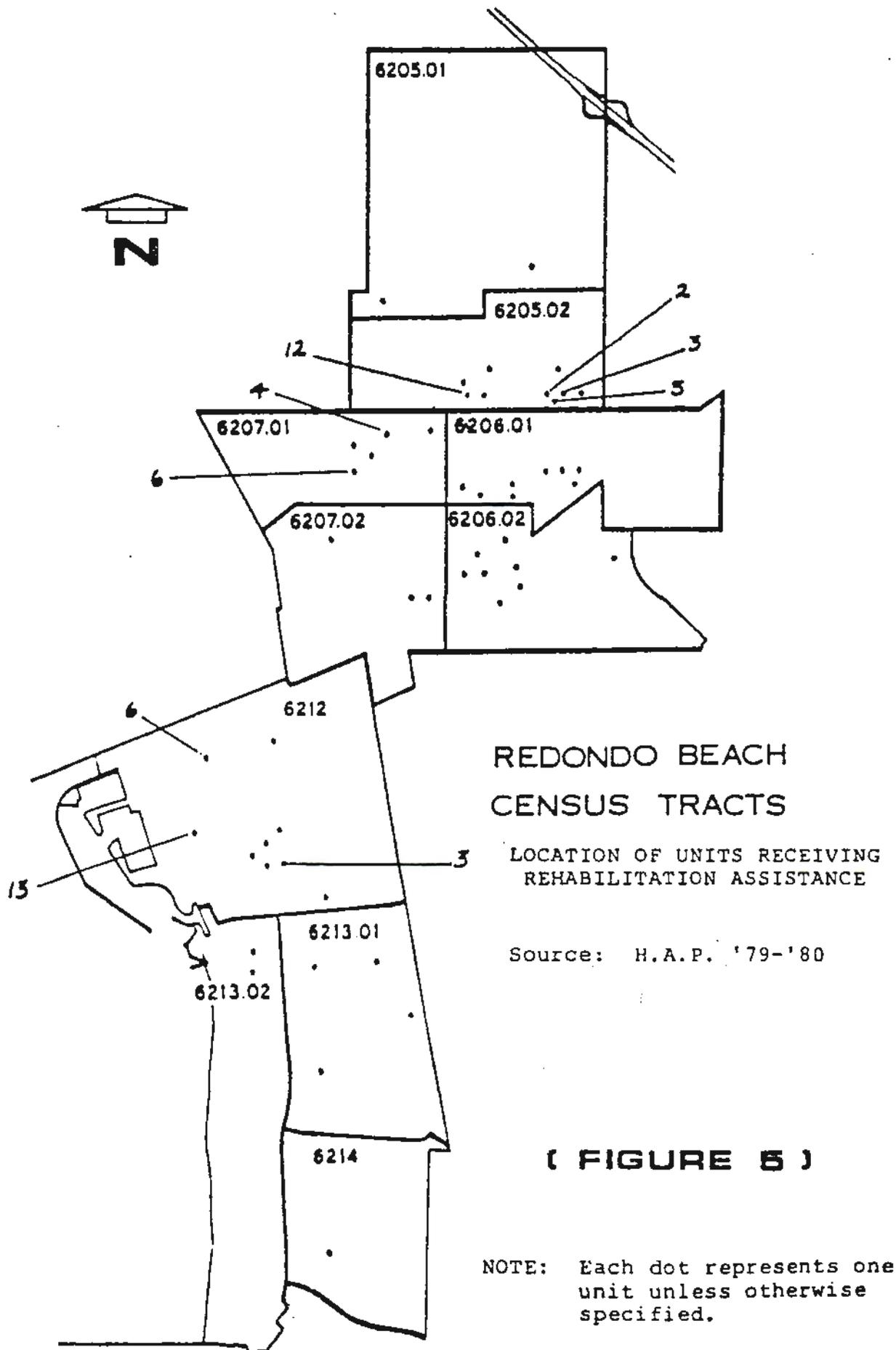
NOTE: Each dot represents one unit unless specified otherwise.

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

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

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

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



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

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

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

Quantified Yearly Goals

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

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

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

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

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

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

D. Housing Policies

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

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

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

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

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

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

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

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

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

IV
SHORELINE
ACCESS

Coastal Program 

IV. SHORELINE ACCESS

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

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

A. Public Transit

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

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

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

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

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

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

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

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

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

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

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

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

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

1. System Headways

The time and frequency (or headway) of the



LEGEND

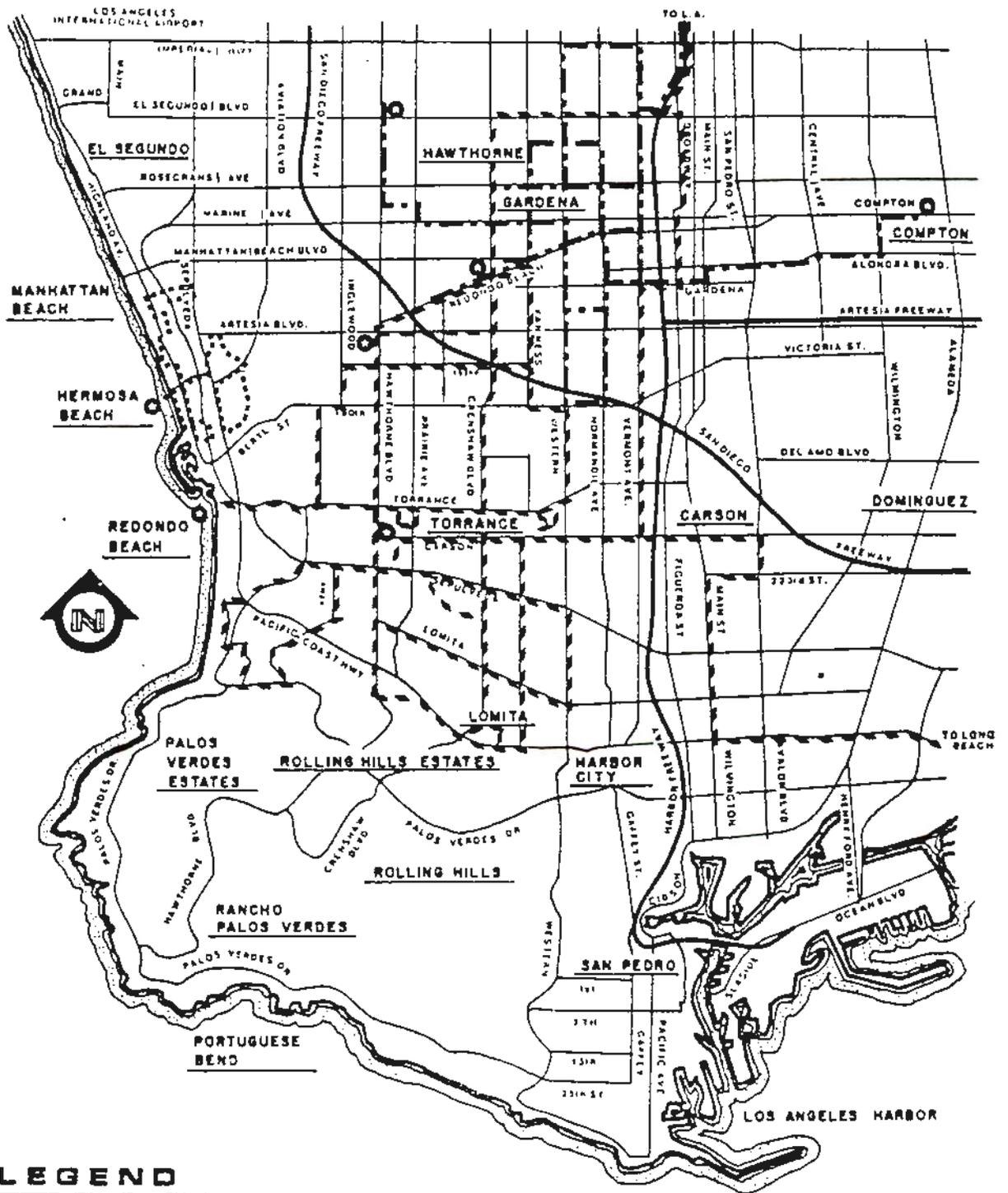
- EXISTING SCRTD SERVICE
- . - . - . EXISTING EXPRESS SERVICE
- PROPOSED EXTENSIONS

SCRTD SERVICE

(FIGURE 6)

Coastal Program





EXISTING MUNICIPAL ROUTES

(FIGURE 7)



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

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

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

2. System Coverage

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

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

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

*denotes a route providing access to the Coastal Zone

n = night; after 7:00 PM

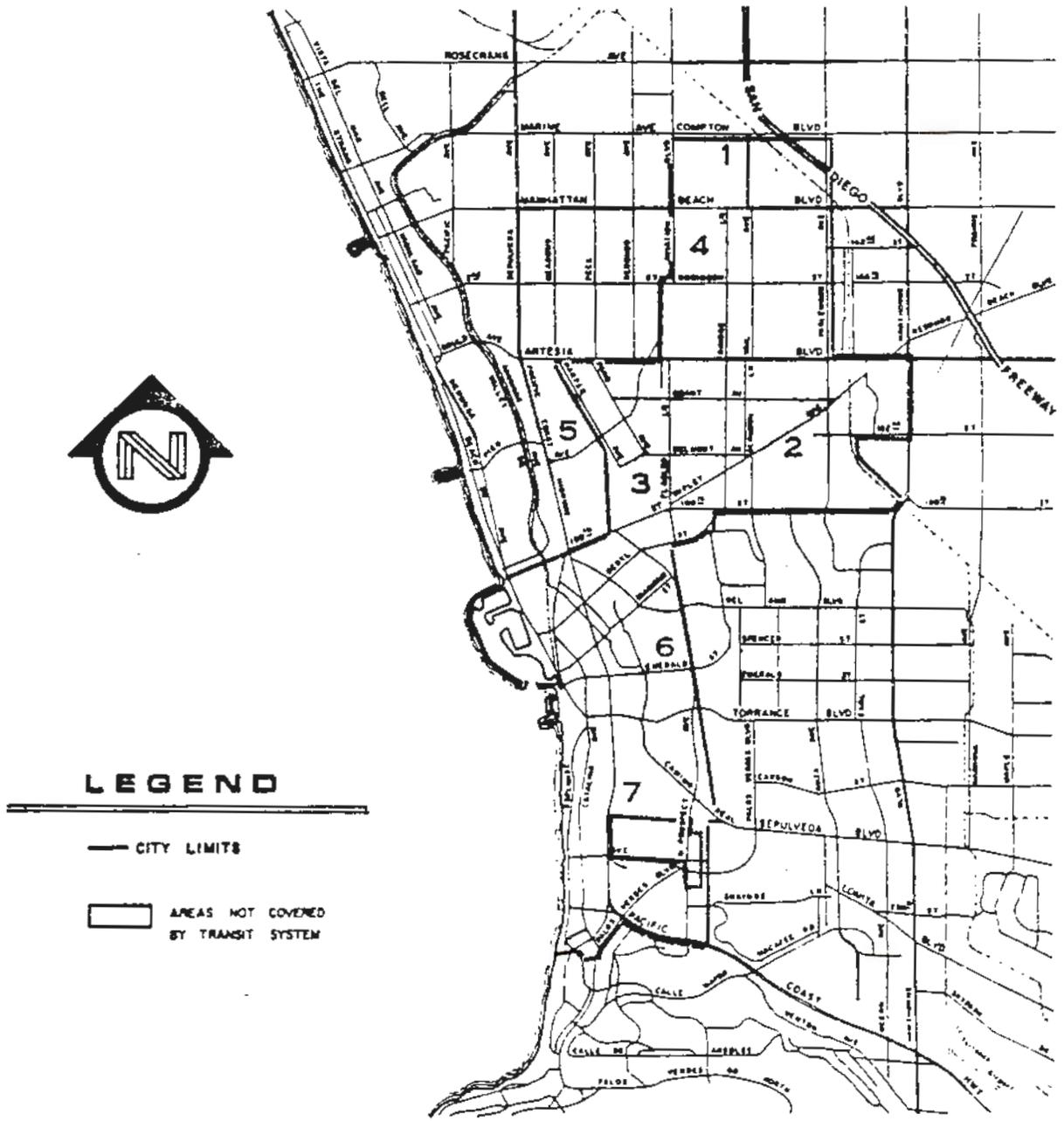
superimposing a one-quarter mile coverage band on the transit route and assembling demographic data for the areas covered. This technique is useful in detecting areas that are not served by the existing transit system. Redondo Beach has adequate transit coverage having service to all but one trip generator,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

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

3. Public Transit Fares

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

¹Wilbur Smith and Associates, 1976.



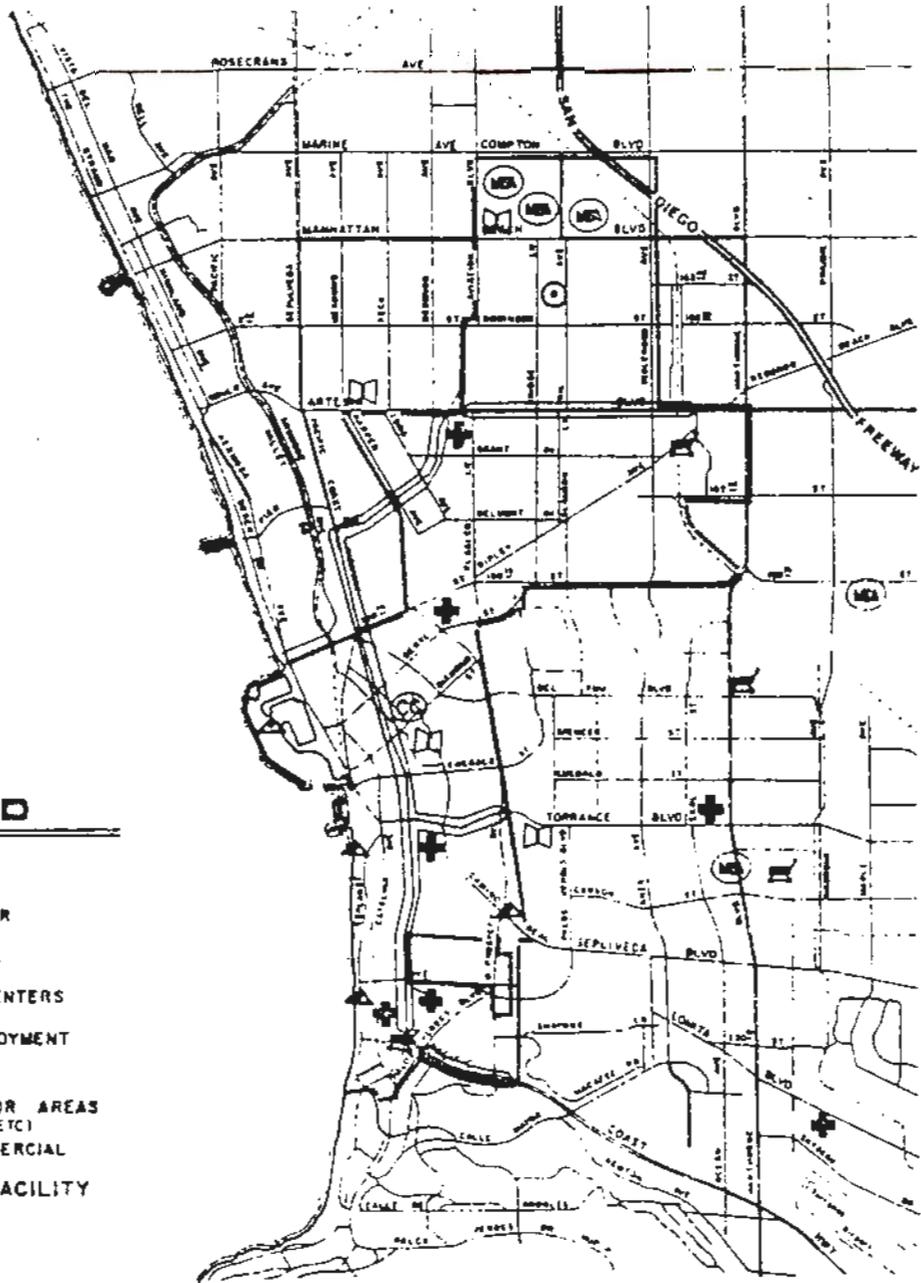
**UNSERVED AREAS
City of Redondo Beach**

(FIGURE 8)



LEGEND

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



**MAJOR GENERATORS
City of Redondo Beach**

(FIGURE 9)

Coastal Program



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

4. Travel Time

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

5. Adaption to Recreational Needs

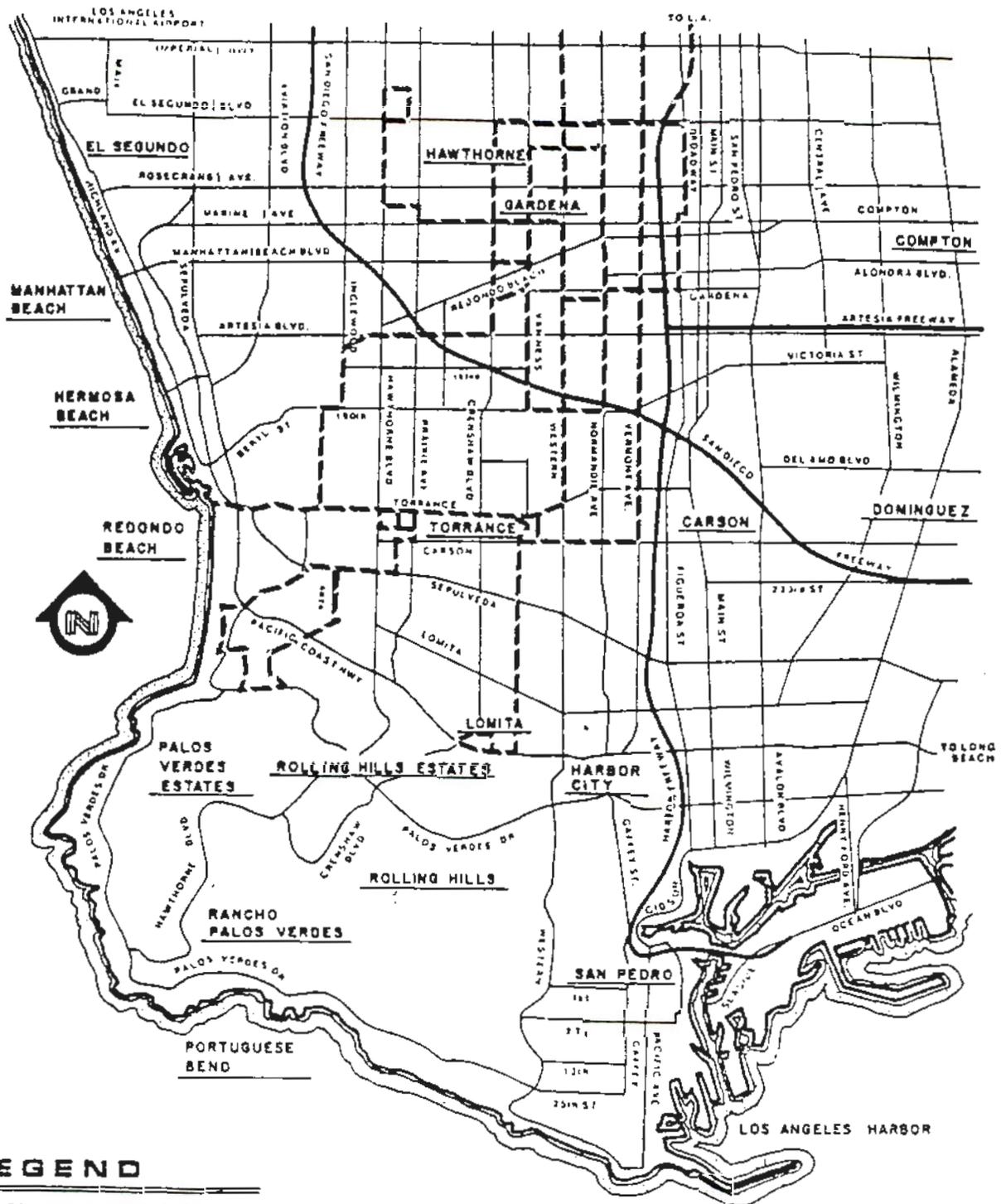
As previously discussed, recreational travel frequently requires facilities which accommodate recreational sports equipment, beach chairs, and ice chest, etc. SCRTD's "Surf and Sun" beach service allows such equipment on lines 846, 869, and 873. Sports equipment is limited to surfboards - no bicycles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

6. Potential Public Transit

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

7. Access Barriers to Transit System

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



LEGEND

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

**PROPOSED SOUTH BAY AREA
TRANSIT SYSTEM**

(FIGURE 10)



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

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

B. Pedestrian Access

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

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

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

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

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

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

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

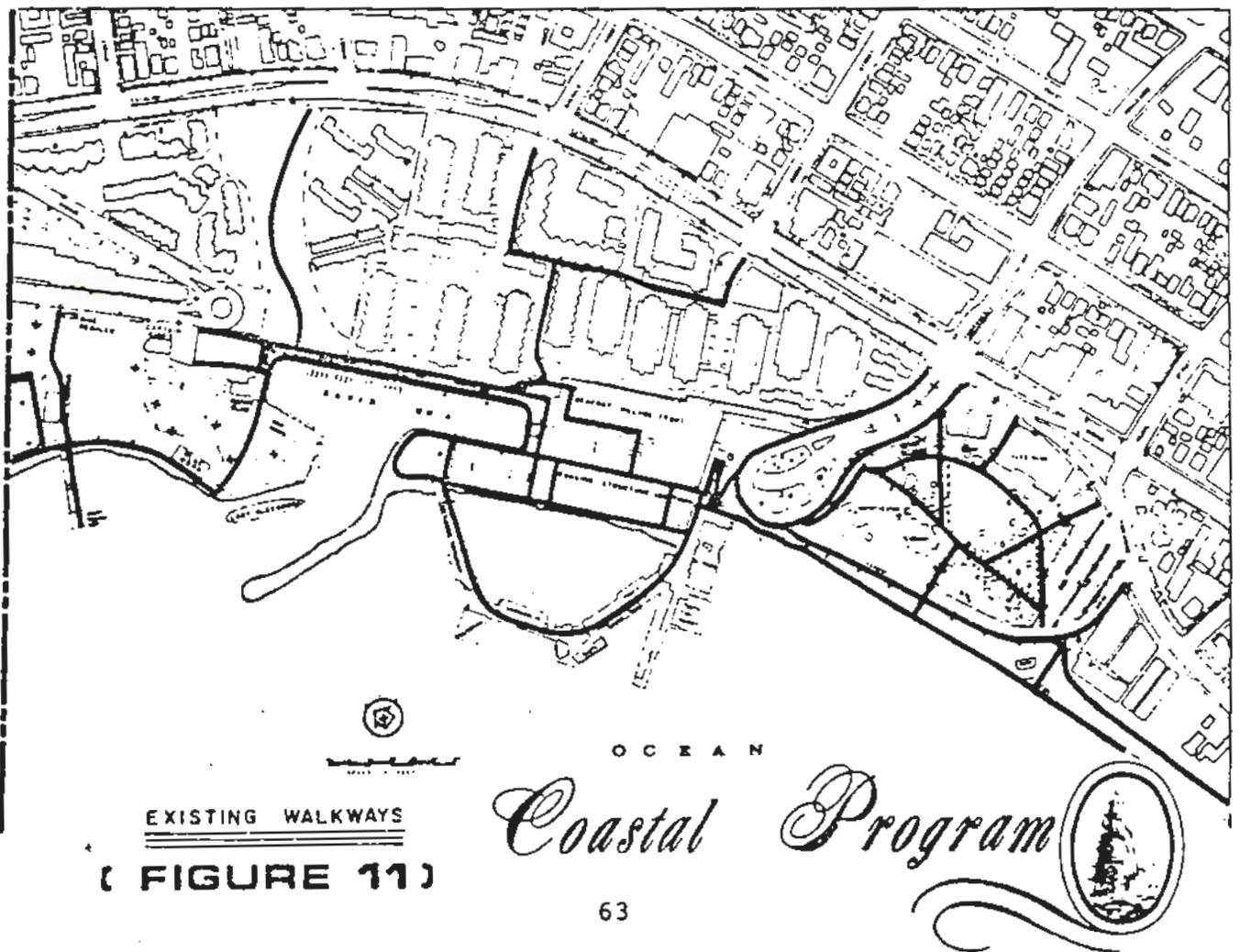
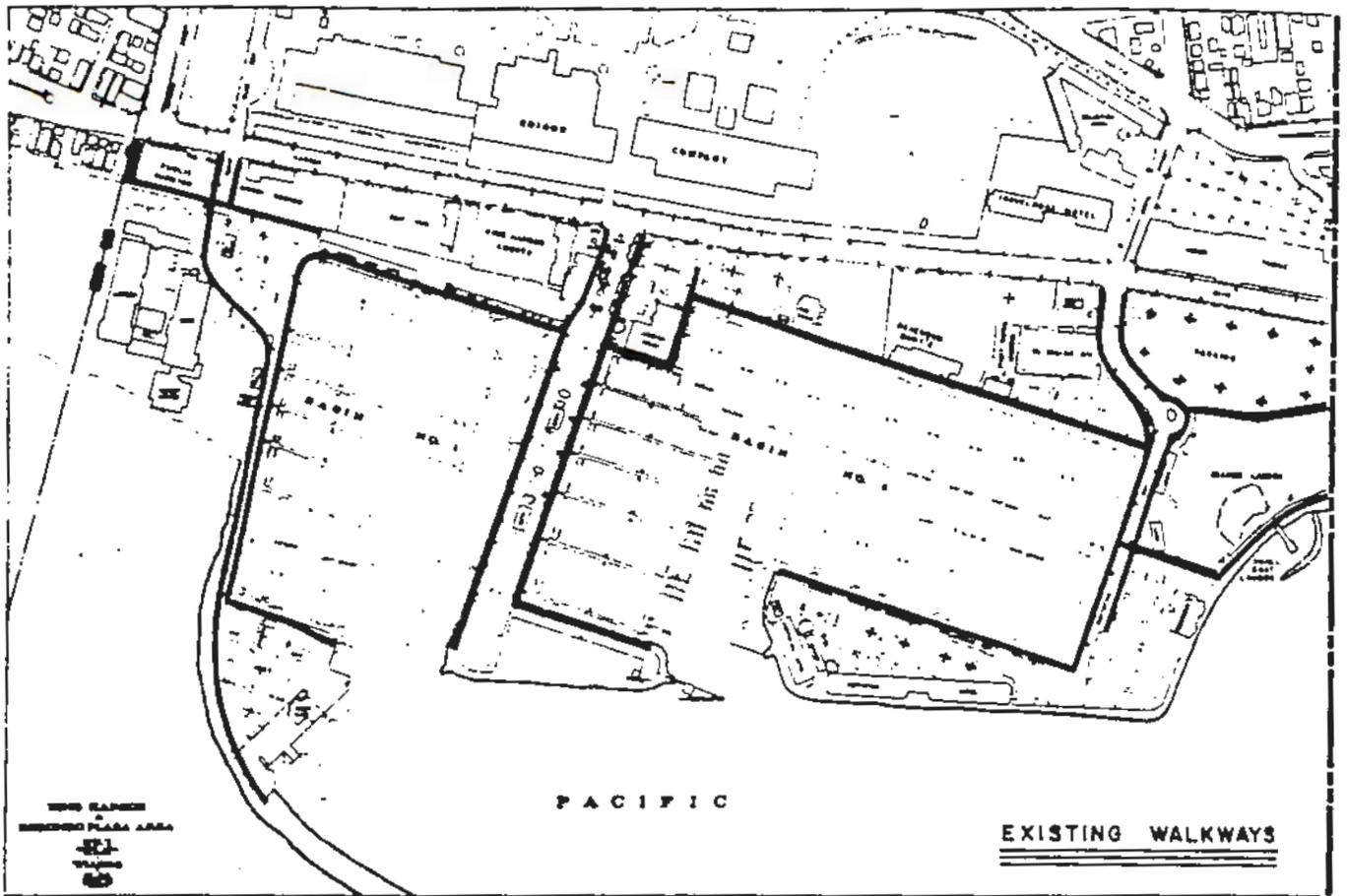
A new public park will be developed during 1980-81 in the northerly portion of the redevelopment area. This will increase existing access to the shoreline in the northern area of the coastal zone. This proposed three-acre park will connect Catalina Avenue to the International Boardwalk. (See Exhibit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

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

Table IX

INVENTORY OF PEDESTRIAN VERTICAL ACCESSWAYS TO BEACHES WITHIN REDONDO BEACH JURISDICTION

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



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

C. Bicycle Routes

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

¹County of Los Angeles. Plan of Bikeways.

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

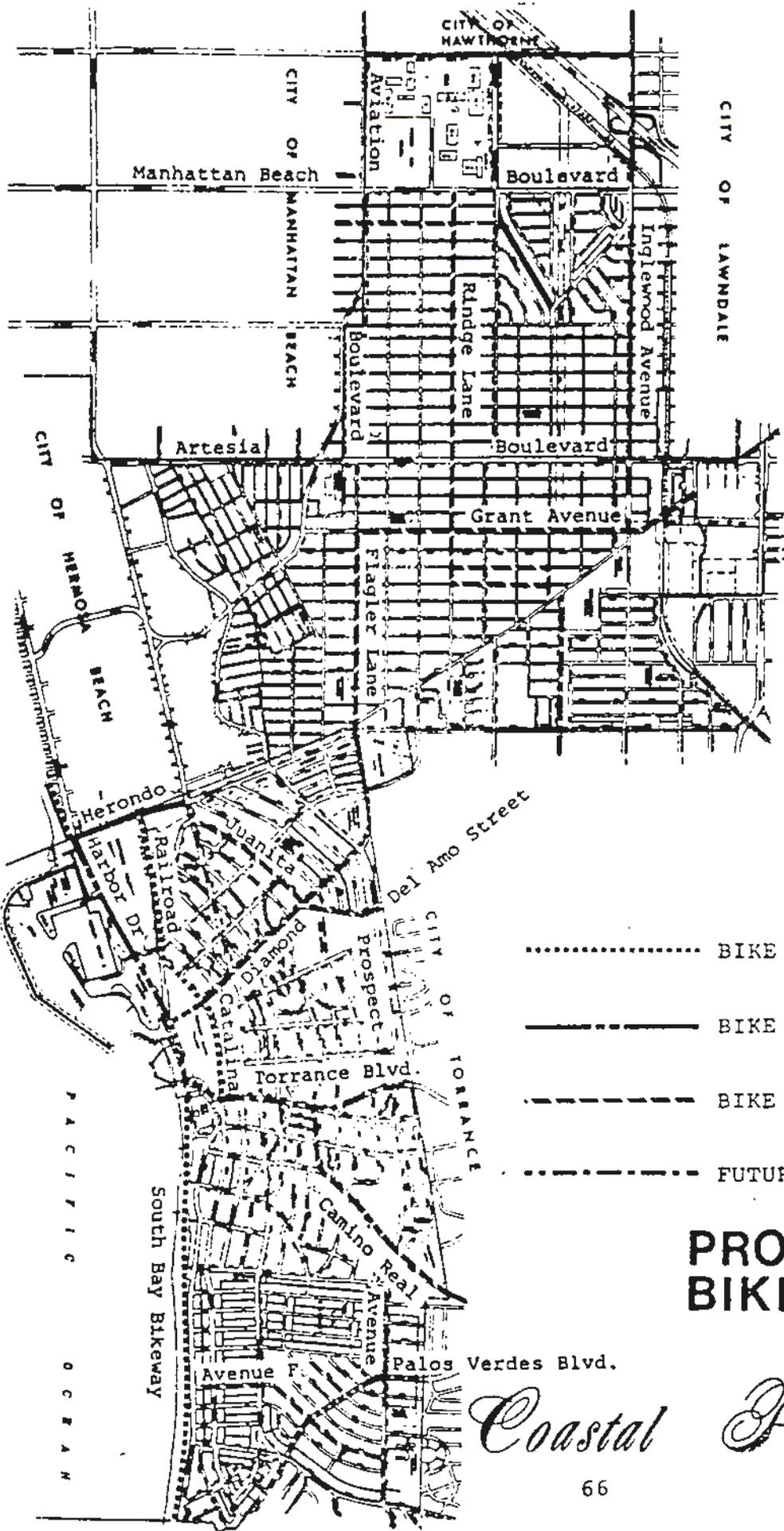
County, Regional, State and Federal efforts has designated an integrated bikeway plan. A study by Barton-Ashman Associates³ provided background for the physical feasibility and safety analysis of bikeways within Redondo Beach. The proposed system is shown in Figure 12. Those portions completed to date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

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

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

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

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



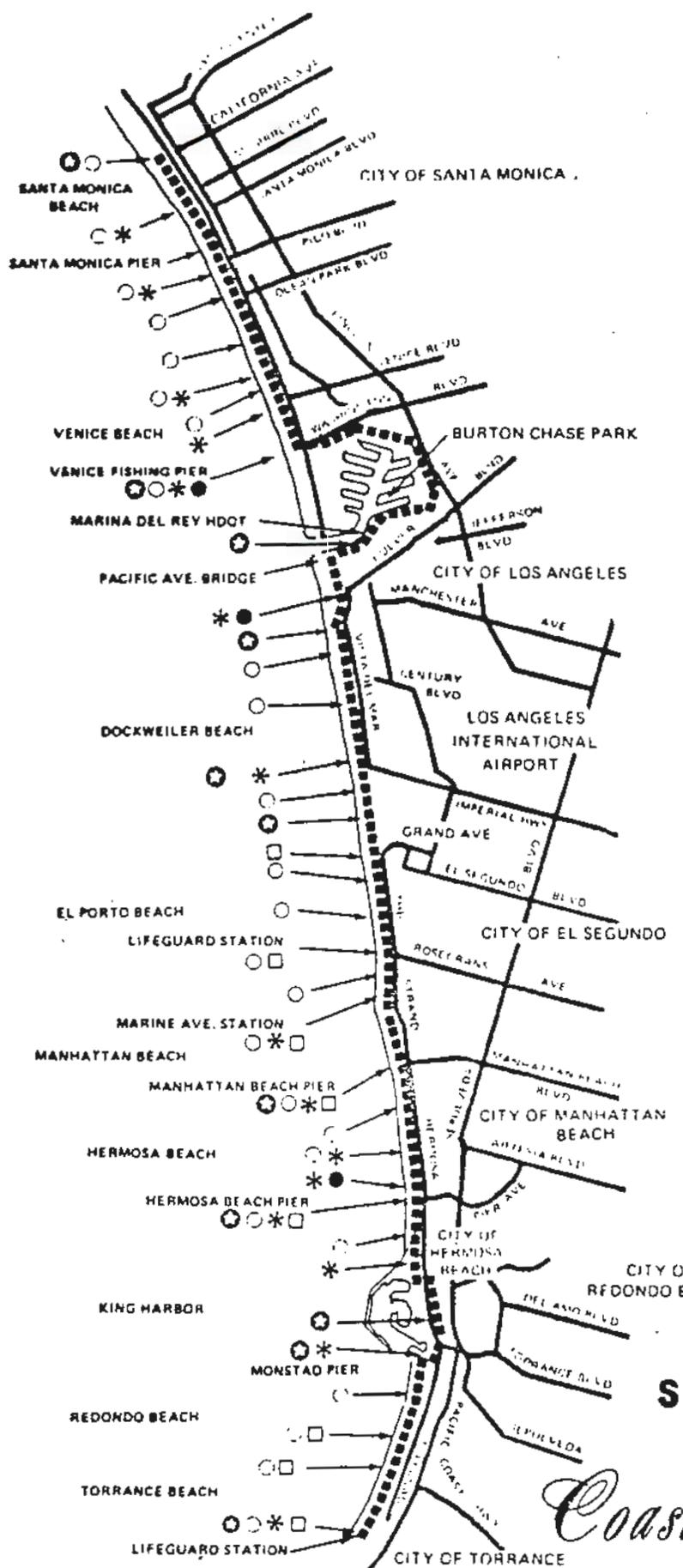
(FIGURE 12)

LEGEND

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

**PROPOSED
BIKEWAY PLAN**

Coastal Program 

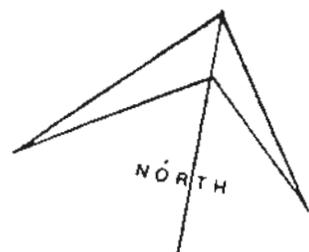


MILEAGE CHART

	MILES BETWEEN POINTS	MILES FROM CALIFORNIA AVE.	MILES FROM TORRANCE BEACH
CALIFORNIA ST (SANTA MONICA)	0.7	00	19.1
SANTA MONICA PIER	1.3	07	18.4
SANTA MONICA-LOS ANGELES BOUNDARY	1.5	20	17.3
VENICE FISHING PIER	2.7	35	15.6
MARINA DEL REY HEADQUARTERS	3.3	62	12.9
PACIFIC AVENUE BRIDGE	3.9	120	
PLAYA DEL REY	6.6	77	11.4
DOCKWEILER BEACH (IMPERIAL HWY)	10.0	118	9.3
GRAND AVE. IL A EL SEGUNDO BOUNDARY	10.9	108	8.3
EL SEGUNDO EL PORTO BOUNDARY	11.7	117	7.4
ROSECRANS STATION (MANHATTAN BEACH)	12.1	121	7.0
MARINE AVE STATION (MANHATTAN BEACH)	12.8	128	6.3
MANHATTAN BEACH PIER	13.3	133	5.8
MANHATTAN BEACH HERMOSA BEACH BOUNDARY	14.4	144	5.3
HERMOSA BEACH PIER	15.0	150	4.1
HERMOSA BEACH REDONDO BEACH BOUNDARY	15.7	157	3.4
KING HARBOR	16.3	163	2.8
MONSTAD PIER	17.2	172	1.9
REDONDO BEACH TORRANCE BOUNDARY	18.8	188	0.3
TORRANCE BEACH	19.1	191	0

LEGEND

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



(FIGURE 13)

SOUTH BAY BICYCLE TRAIL

Coastal Program



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

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

D. Parking

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

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

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

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

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

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

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

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

E. Circulation

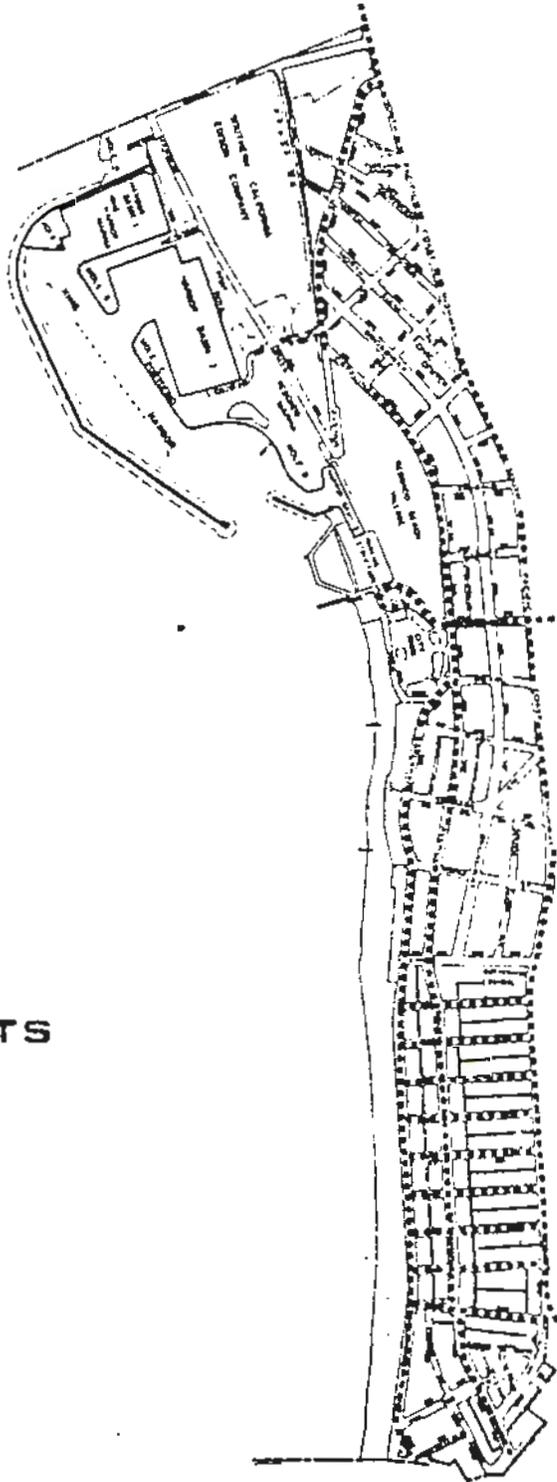
General traffic conditions and oceanfront access were the subjects of two studies prepared by Gruen Associates in 1971 and DeLeuw, Cather, & Co. in 1973.¹ Both of these reports recognized Redondo's dual function as a bedroom community (its residents work north and east of the City) and as a major oceanfront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

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

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



REDONDO BEACH
COASTAL ZONE
WEEKEND
TRAFFIC MOVEMENTS



(FIGURE 14)

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

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

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

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

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

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

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

There are two problem areas within the Coastal Zone:

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

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

F. Access Policies

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

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

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

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

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

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

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

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

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

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

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

6. Transit usage for recreational purposes will be encouraged.

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

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

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

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

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

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

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

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

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

V. COASTAL RECREATION

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

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

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

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

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

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

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

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

A. Visitor-Serving Facilities

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

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

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

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

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

B. Beaches

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

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

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

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

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

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

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

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

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

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

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

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

C. Harbor/Pier Area

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

Table X

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

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

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

Source: Los Angeles County Department of Beaches

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

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

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

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

1. Harbor Basin #1 Area

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

Table XI
ESTIMATED PIER PATRONAGE
1973 through 1978

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

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

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



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

2. Harbor Basin #2 Area

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



3. Basin #3 Area

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

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

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

4. Pier Complex

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

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

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

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

5. Harbor Triangle Shopping Center

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

D. Sportsfishing and Recreational Boating

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

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

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

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

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

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

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

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

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

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

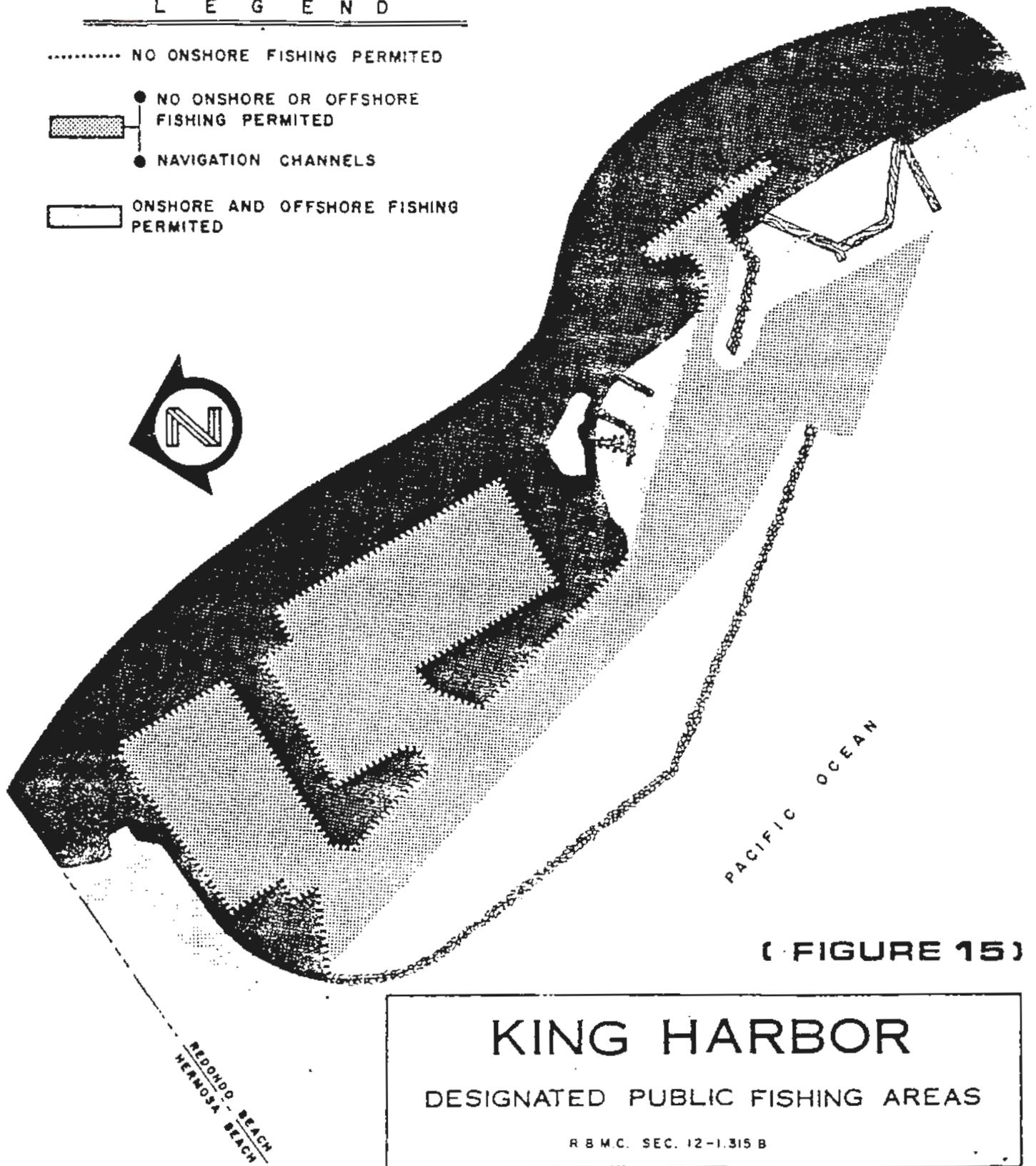
L E G E N D

..... NO ONSHORE FISHING PERMITTED

■ NO ONSHORE OR OFFSHORE FISHING PERMITTED

● NAVIGATION CHANNELS

□ ONSHORE AND OFFSHORE FISHING PERMITTED



(FIGURE 15)

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

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

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

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

E. Recreation Policies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VI
LOCATING AND PLANNING
NEW DEVELOPMENT

Coastal Program 

VI. LOCATING AND PLANNING NEW DEVELOPMENT

A. Introduction

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

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

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

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

B. Subareas

1. Subarea #1 and 1a

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

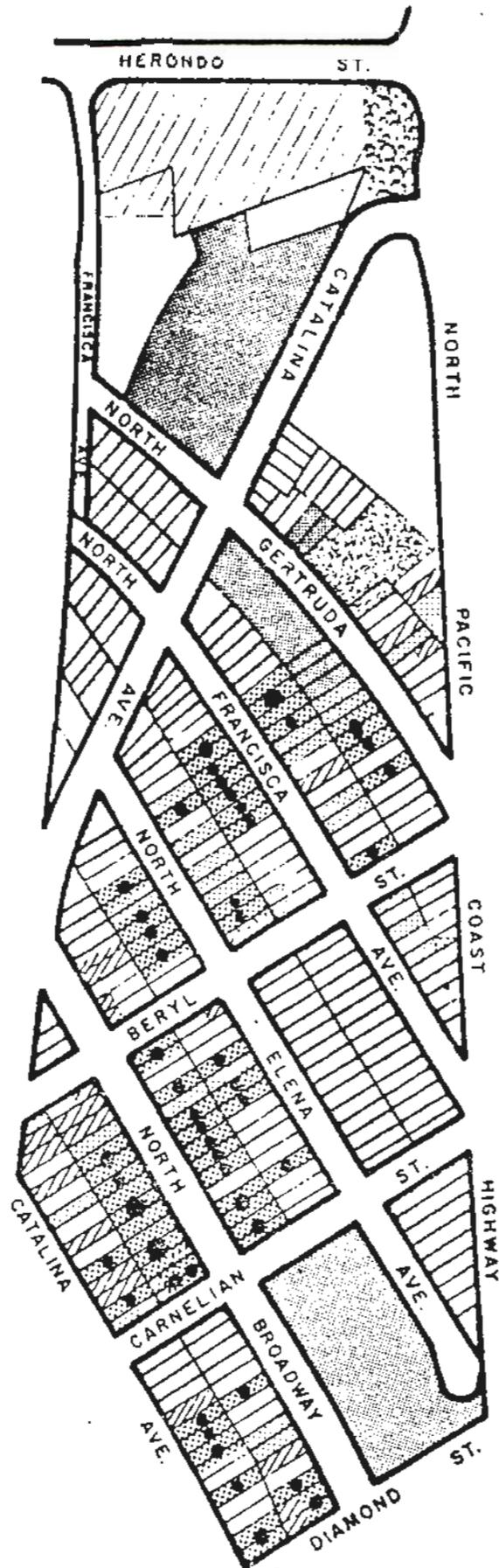
Hearing Board of Southern California APCD requiring the company to comply with specific conditions concerning their operations. The Company complied with the conditions and established a testing and evaluation program to develop a control method. SCAQMD dissolved the first abatement and issued a second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

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



LEGEND

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



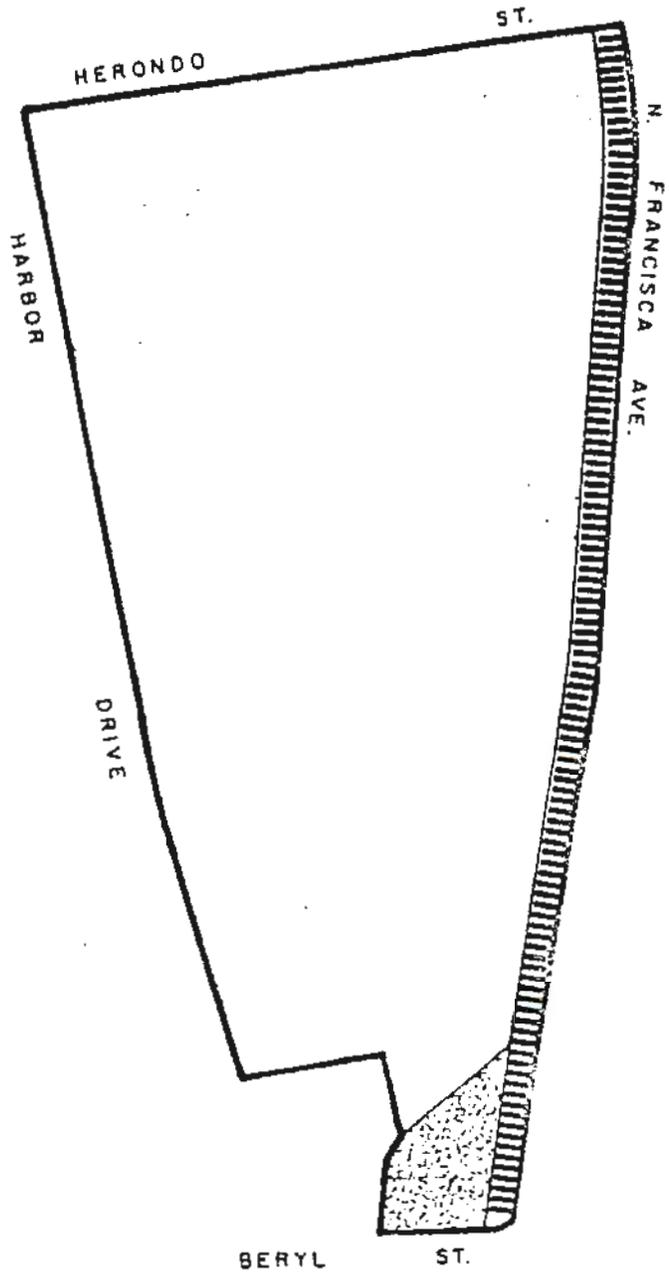
SUBAREA 1
EXISTING LAND USE





LEGEND

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



SUBAREA 1-A
EXISTING LAND USE

LAND USE (No. PARCELS/No. UNITS)	ZONE						
	R-3	C-C	G-C	P-1	P-D-C	P-D	P-D-R
1	35/35	10/10	7/7	2/2	0	0	0
2-3	23/42	5/12	2/4	0	0	0	0
4 OR MORE	28/225	12/77	0	0	0	0	1/29
INDUSTRIAL COMMERCIAL	2	22	14	29	9	0	0
SCHOOL	1	0	0	1	1	0	0
CHURCH	1	0	0	0	0	0	0
GOVERNMENT	3	2	1	4	0	0	0
VACANT	5	4	3	0	1	2	0
No. ACRES BY ZONE	15.93	10.93	8.24	87.02	5.69	3.63	1.54

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

2. Subarea #2

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

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

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

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

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

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

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

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

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

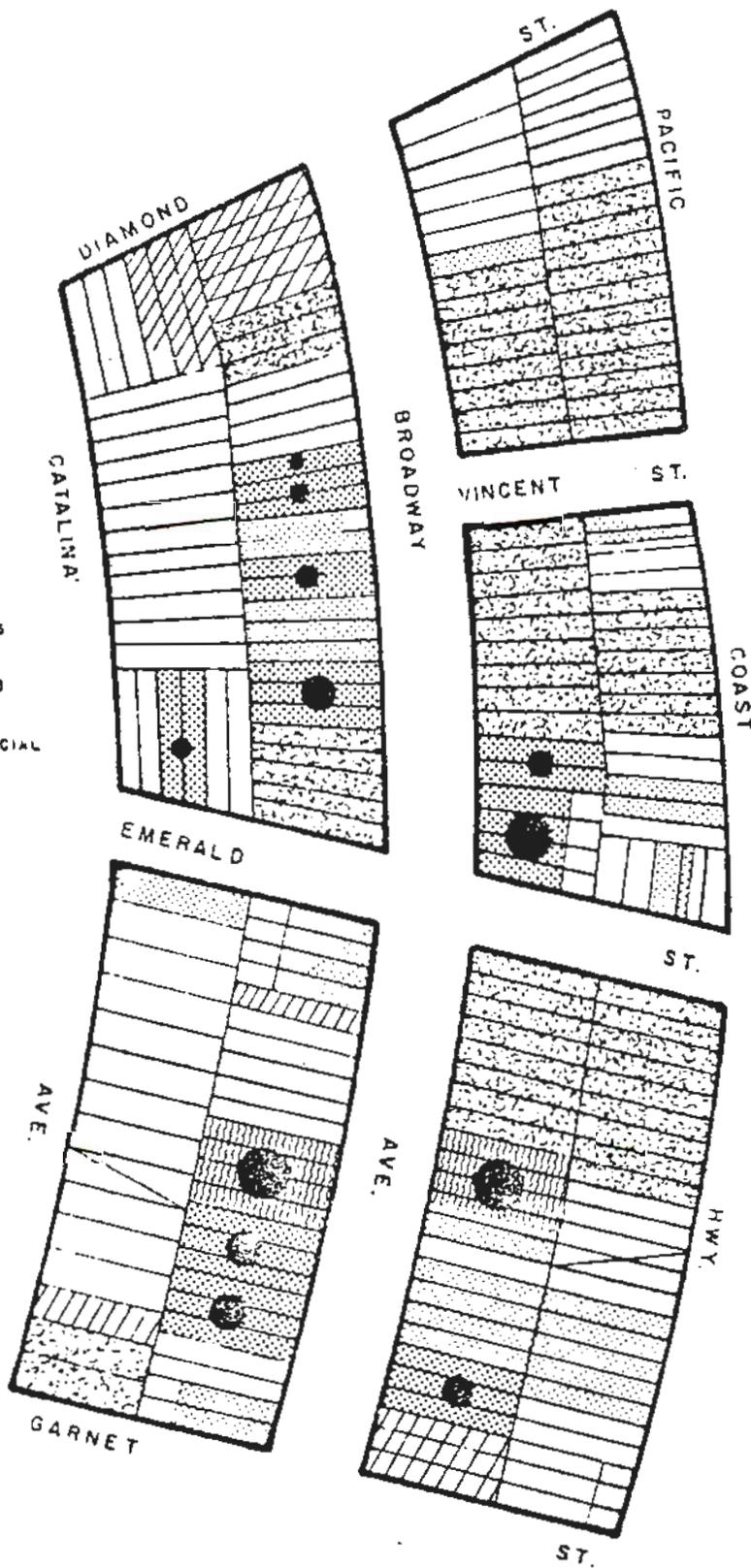
not claimed for any of the duplexes. Therefore, this subarea is providing a supply of rental units.

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



LEGEND

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



SUBAREA 2
EXISTING LAND USE

Coastal Program

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

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

3. Subarea #3

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

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

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

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

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

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

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

Public Facilities--The Project will also contain:

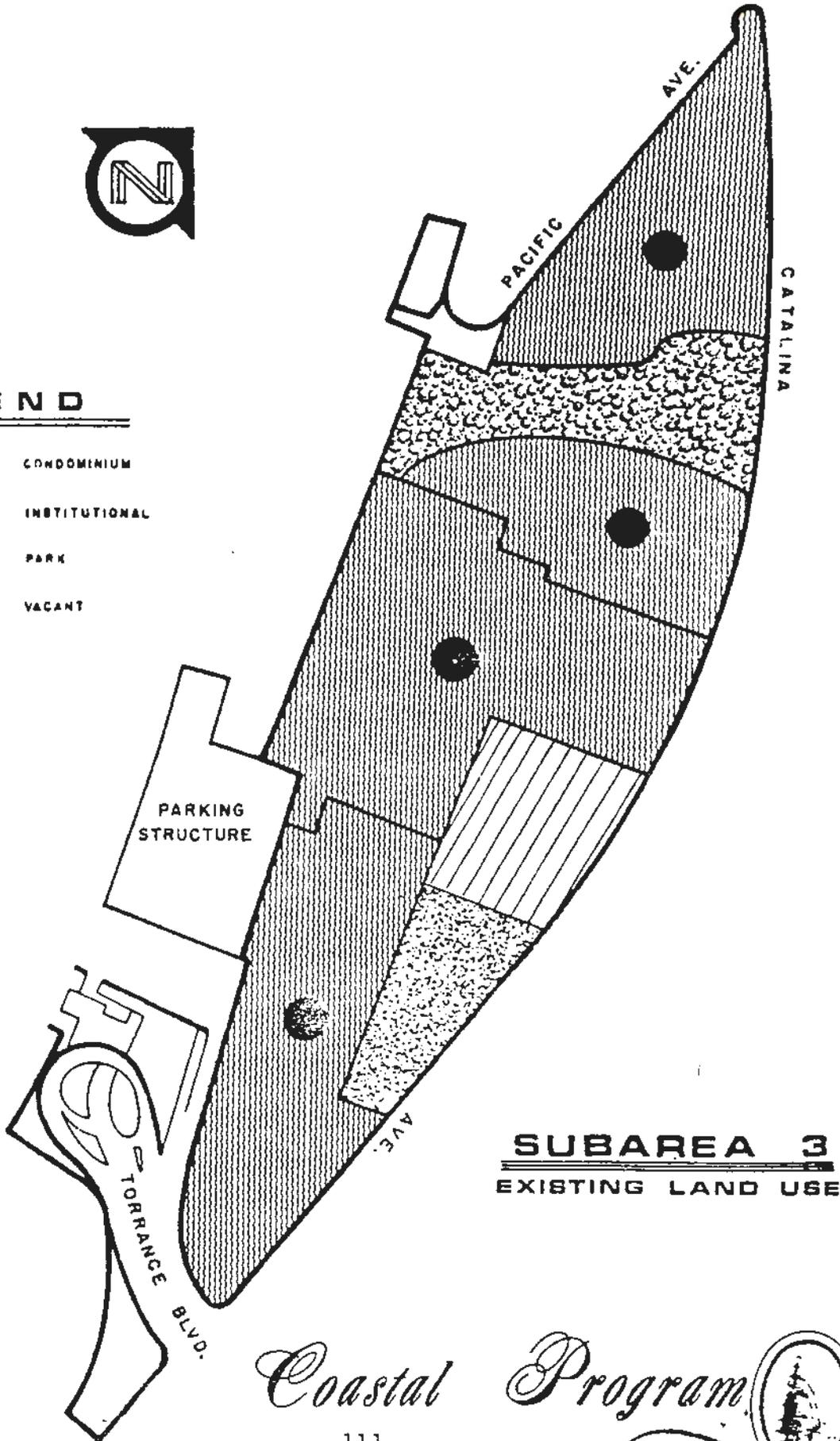
2 municipal parking structures and
2 public parks

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



LEGEND

-  CONDOMINIUM
-  INSTITUTIONAL
-  PARK
-  VACANT



SUBAREA 3
EXISTING LAND USE

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

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

COMMUNITY IMPROVEMENTS

4. Subarea #4

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

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

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

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

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

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

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

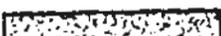
Issues--The housing stock in this subarea was also examined in terms of housing costs and type of occupancy. A review of residences for sale revealed that the average selling price for

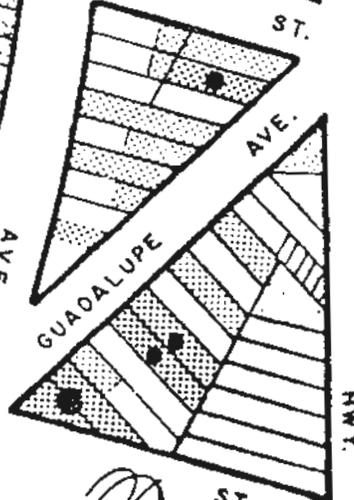
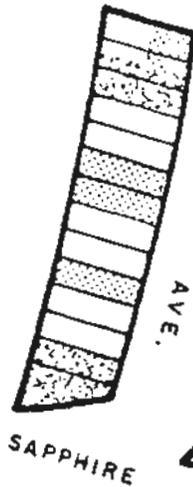
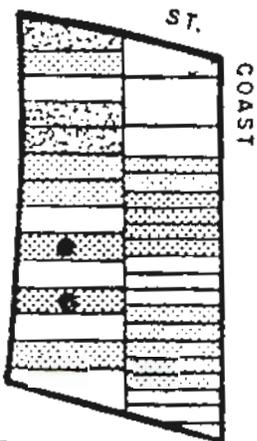
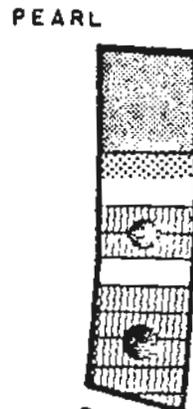
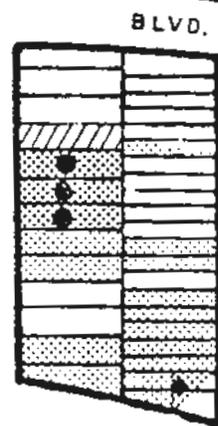
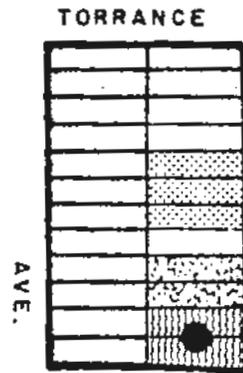
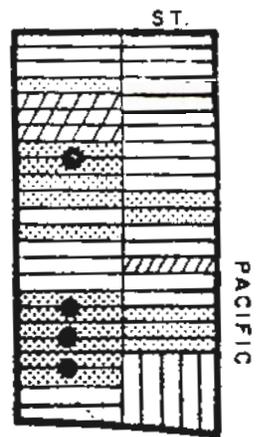
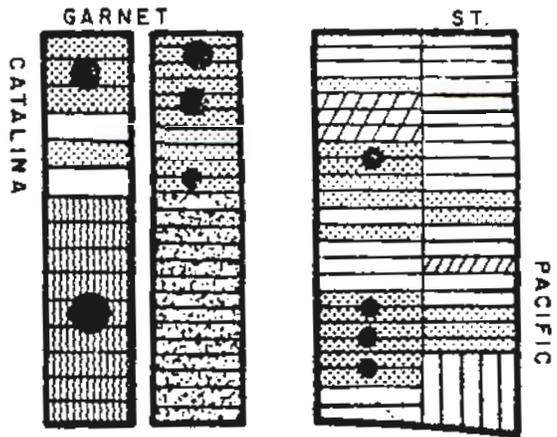
a unit increased from \$44.5/square foot in 1976 to \$85.00/square foot in 1978 - an increase of 91% in 3 years. On the average, condominiums sold for 10% more than single family residences. The number of residences sold during the same period increased as well. The increase in new condominiums available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

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



LEGEND

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



SUBAREA 4
EXISTING LAND USE

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

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

1. Subarea #5

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

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

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

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

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

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

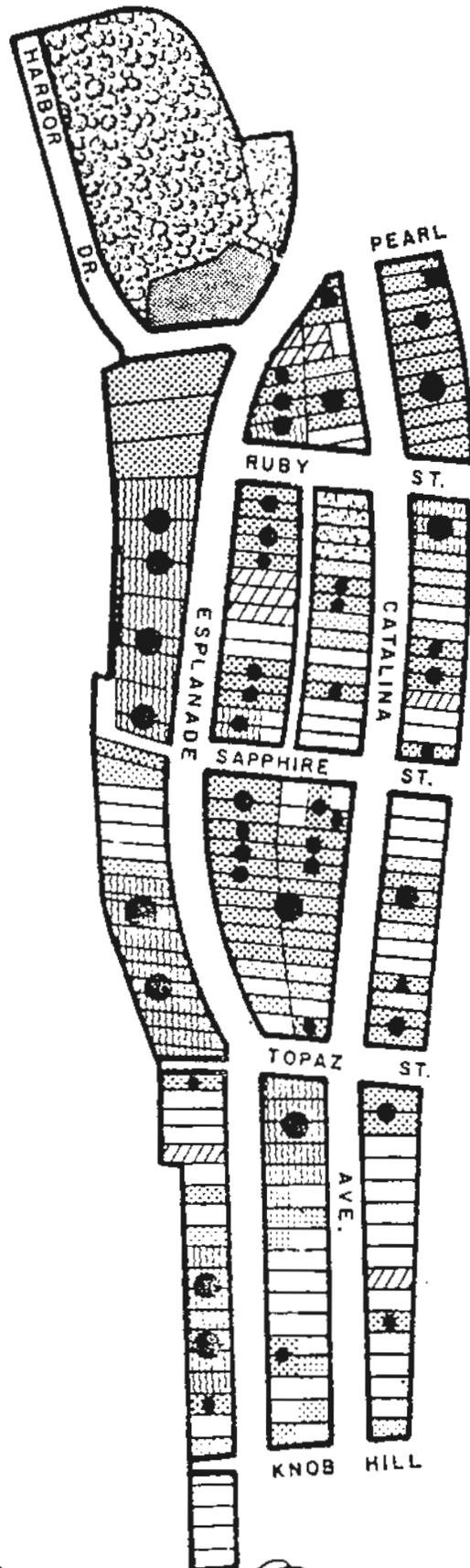
Vacant Parcels--Vacant parcels in the subarea include 3 parcels in the R-5 zone and 2 parcels in the R-6 zone. The exact size and location of these are shown on Exhibit B and Table XII.

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



LEGEND

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



SUBAREA 5
EXISTING LAND USE

Coastal Program 

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

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

6. Subarea #6

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

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

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

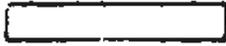
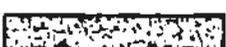
Commercial--The General Commercial district in the subarea occupies a strip of land on Pacific Coast Highway between Sapphire and Knob Hill. Various retail and service-oriented businesses are established here including a restaurant and 30-unit motel. The condition of the commercial establishments varies.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

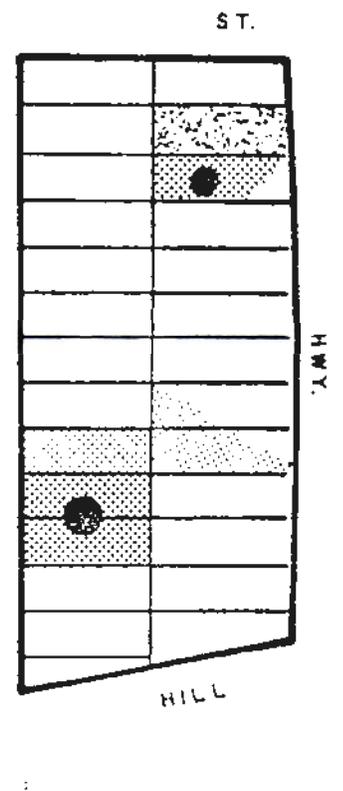
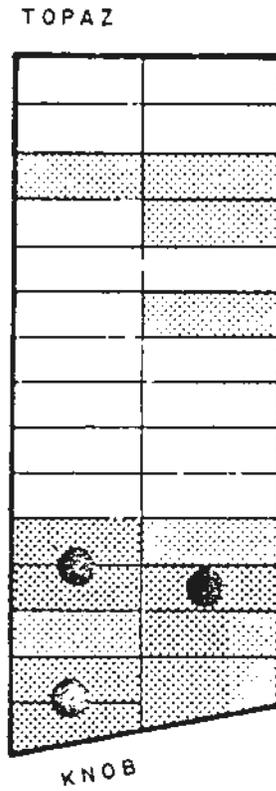
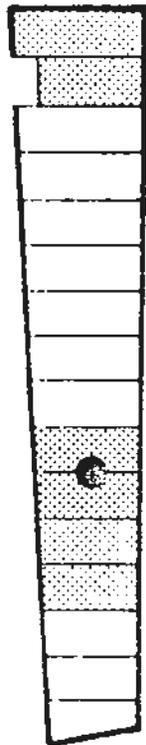
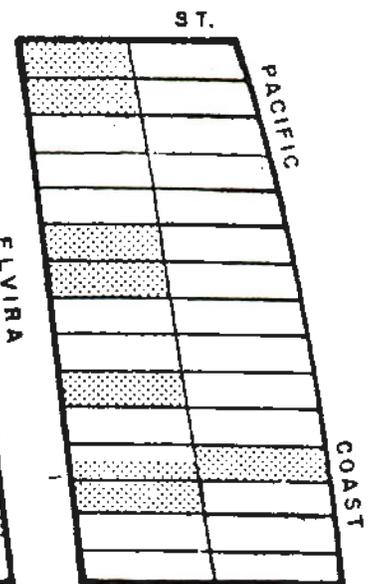
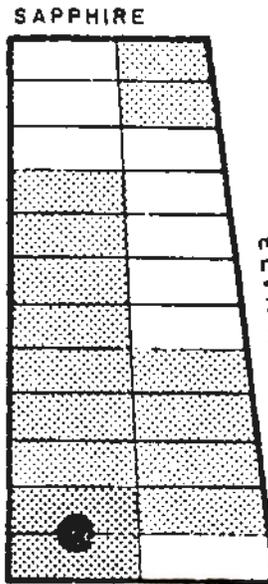
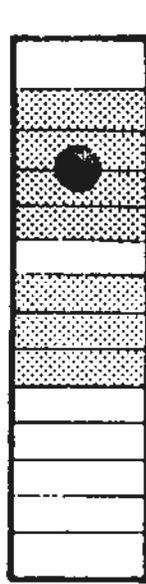
Vacant Parcels--There are no vacant parcels in this subarea.

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



LEGEND

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



SUBAREA 6
EXISTING LAND USE

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

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

7. Subarea #7

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

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

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

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

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

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

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

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

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

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

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

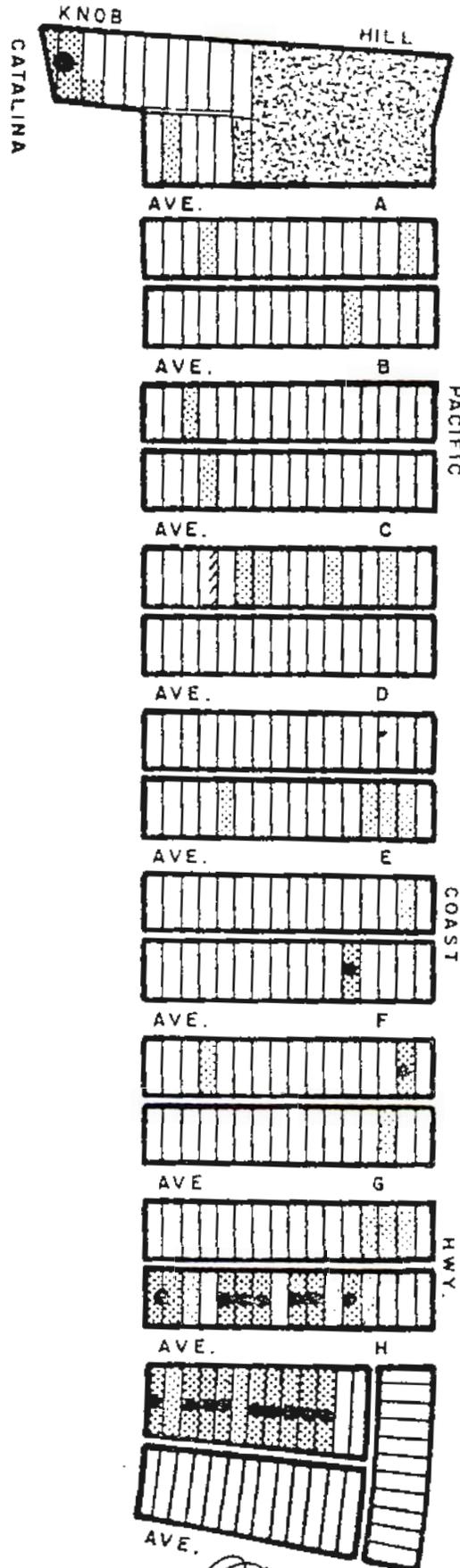
V
COASTAL
RECREATION

Coastal Program 



LEGEND

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



SUBAREA 7
EXISTING LAND USE

Coastal Program

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

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

8. Subarea #8

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

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

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

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

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

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

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

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

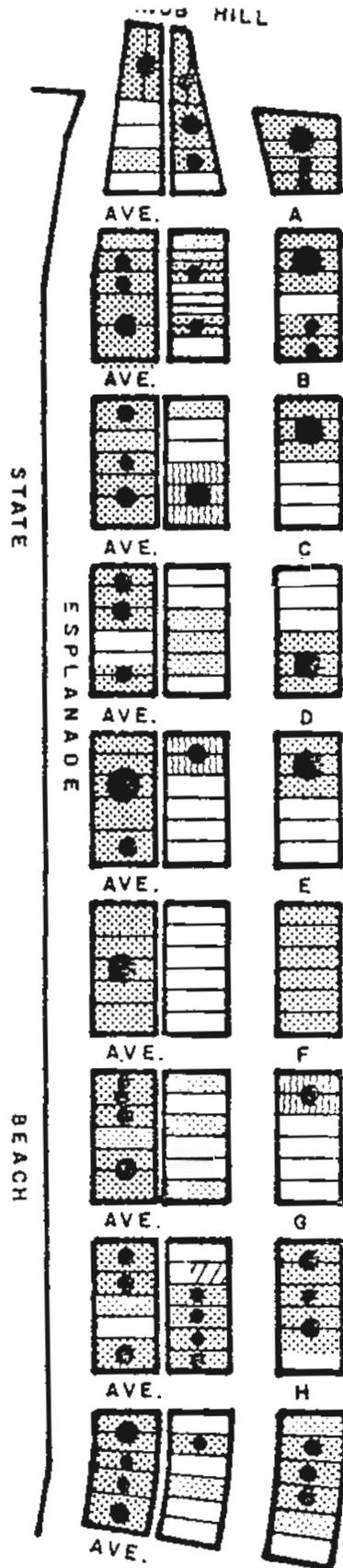
The rental units in the subarea were examined with respect to the probability of conversions to units for purchase. The demand for coastal property makes conversions a very probable and profitable activity. Although many of the units do not meet the City's stringent condominium standards, particularly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



LEGEND

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

SUBAREA 8
EXISTING LAND USE



Coastal Program 

LAND USE (No. PARCELS/No. UNITS)	ZONE		
	R-5	R-6	CSC
1	41/41	5/5	2/2
2-3	14/27	5/11	0
4 OR MORE	31/485	24/486	0
INDUSTRIAL COMMERCIAL	5	0	3
VACANT	1	0	0
No. ACRES BY ZONE	16.61	6.52	.53

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

9. Subarea #9

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

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

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

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

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

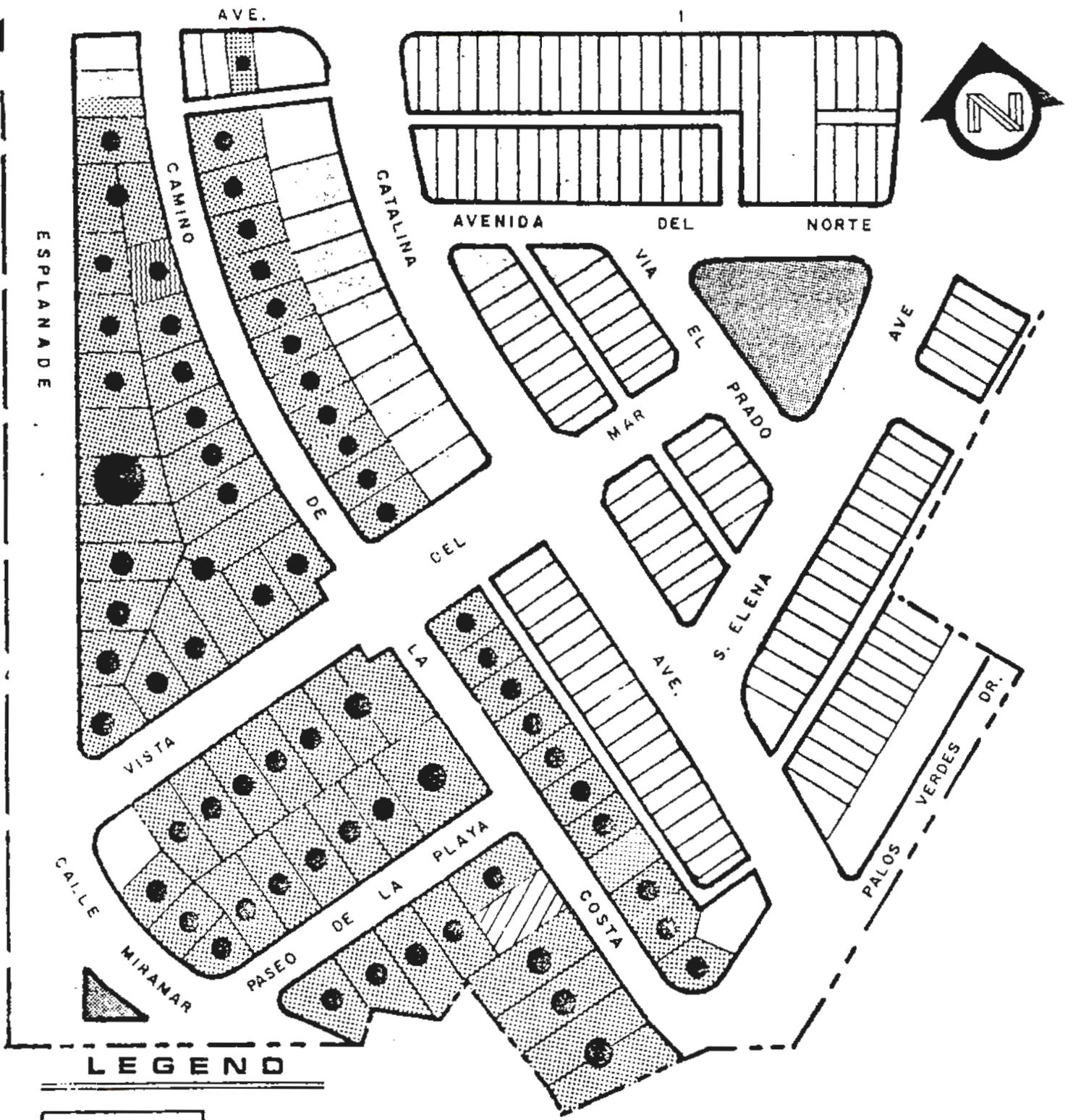
Vacant Parcels--There is one vacant parcel remaining in the subarea. See Table XII and Exhibit B for the exact location of the parcel.

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

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

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

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



LEGEND

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

SUBAREA 9
EXISTING LAND USE

Coastal Program



LAND USE (No. PARCELS / No. UNITS)	ZONE				
	R-5	R-6	P-D	CSC	P-D-C
1	0/0	1/1	0	0	0
2-3	1/3	1/3	0	0	0
4 OR MORE	53/411	13/151	0	2/15	0
COMMERCIAL SHOPPING CENTER	0	0	0	0	2
PLANNED DEVELOPMENT	0	0	1	0	0
VACANT	1	0	0	0	0
No. ACRES BY ZONE	10.98	3.09	.11	12.68	.21

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

TABLE XII

VACANT PARCELS IN THE COASTAL ZONE*

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

*1978 Data

C. Proposed Land Use Classifications

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

Residential

1. Single Family: The primary use in this district is residential at a ratio of one detached dwelling unit per lot, not to exceed 6.5 dwelling units per net acre. Building height will be limited to two stories or 30 feet.
2. Low Density: The primary use in this district is multiple residential with a range of 10 to 14.5 dwelling units per net acre. Building height will be limited to two stories or 30 feet.
3. Medium Density: The primary use in this district is multiple family residential with a range of 19 to 23 dwelling units per net acre. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 feet. Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

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

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

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

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

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

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

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

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

Shopping Center

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

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

Commercial

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

Industrial

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

Parks

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

Civic Center

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

Commercial Recreation

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

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

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

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

Mole B

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

Mole C

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

Harbor Triangle Shopping Center

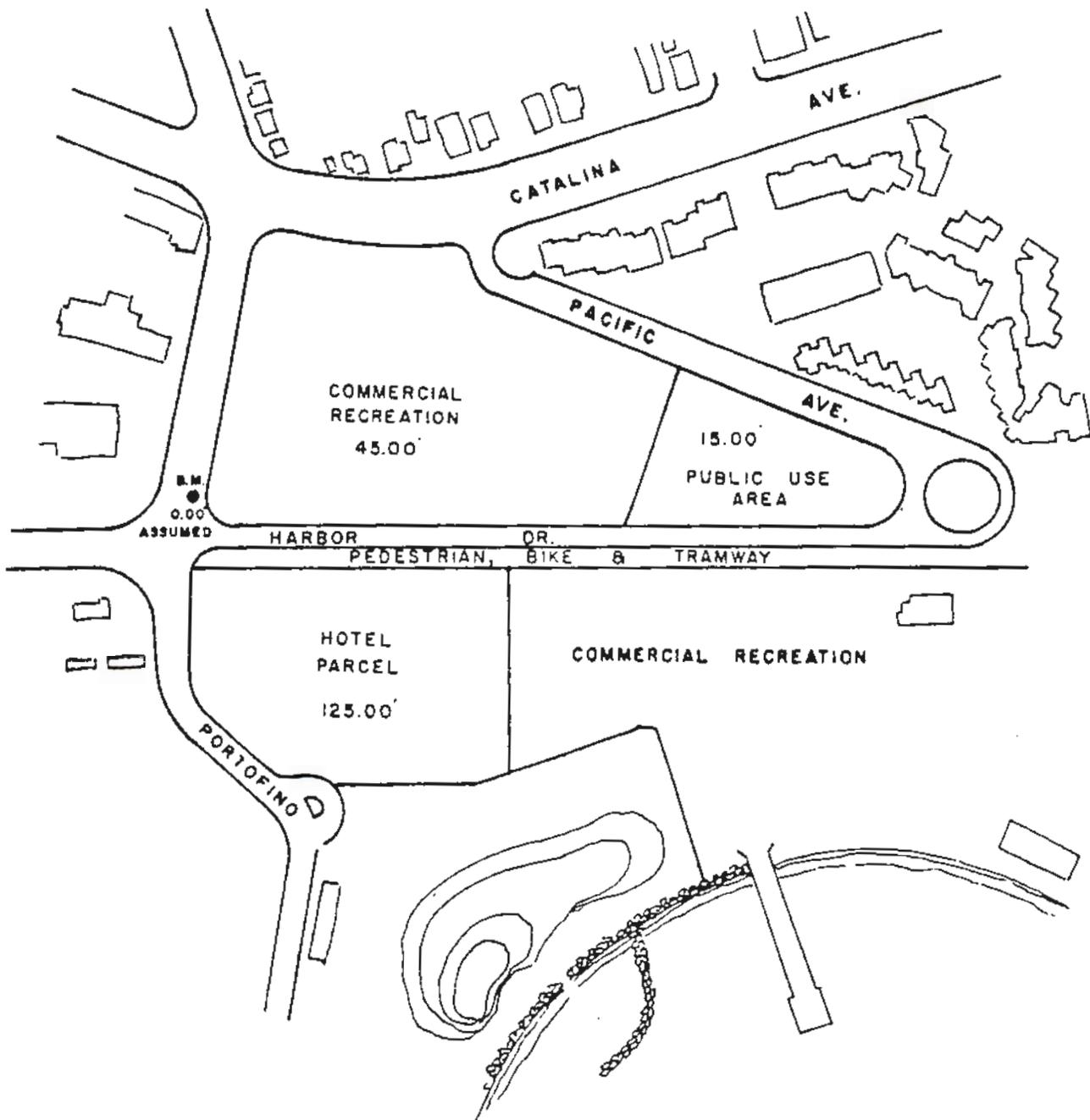
The Harbor Triangle Shopping Center and adjacent harbor lands are proposed to be developed into an integrated Harbor Center Complex. The major land-use elements of the Complex would include a hotel, commercial, office and public facilities linked together by an open space corridor, thus providing a very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

1. Hotel

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

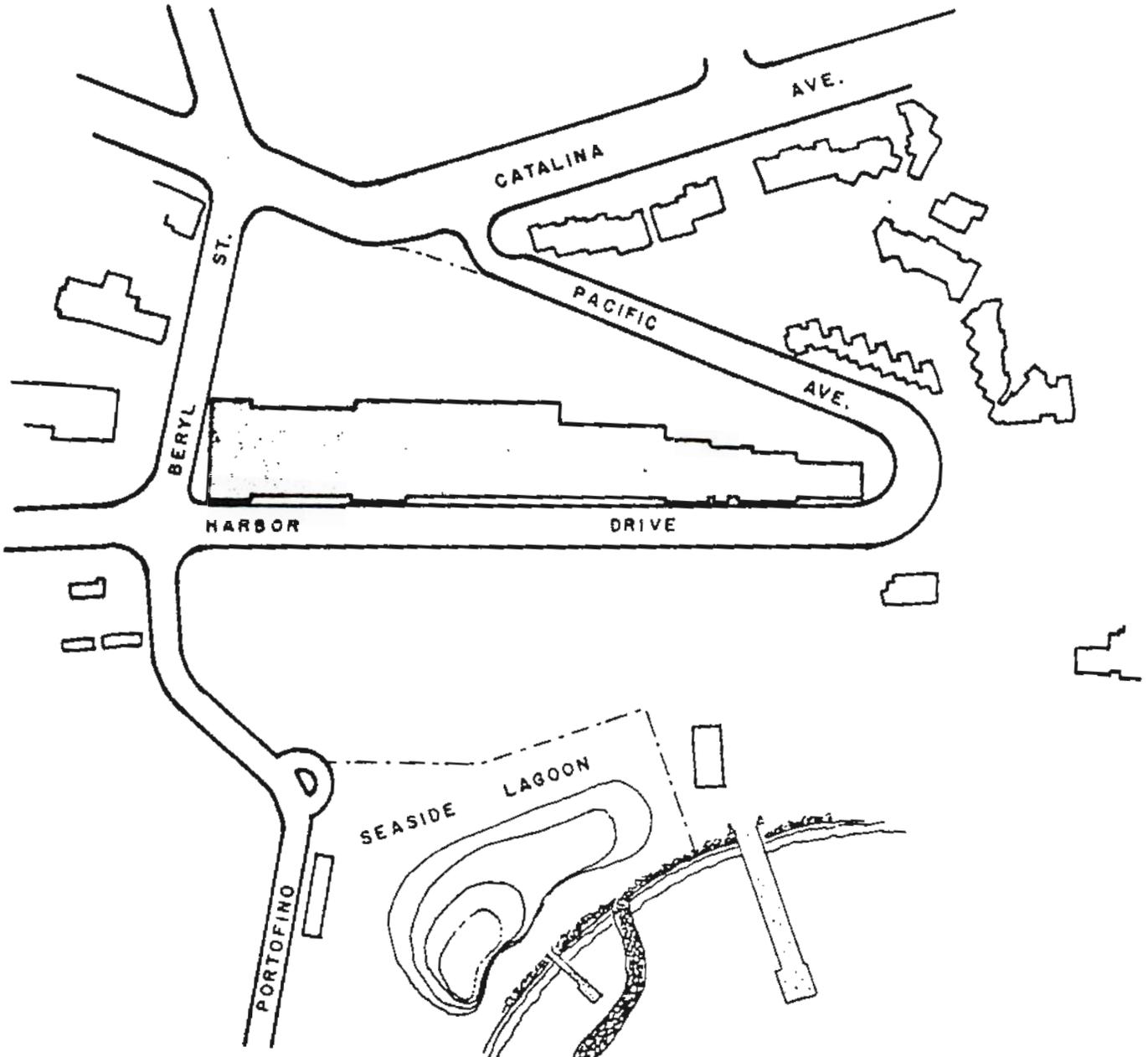
2. Office/Retail

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



**PROPOSED
 HARBOR CENTER
 COMPLEX**

ALTERNATIVE A
(FIGURE 16)



**HARBOR TRIANGLE
SHOPPING CENTER
ALTERNATIVE B**

(FIGURE 17)



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

3. Public Use Area

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

4. Parking and Traffic Circulation

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

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

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



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

Tidelands

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

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

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

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

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

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

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

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

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

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

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

D. Land Use

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

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

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

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

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

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

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

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

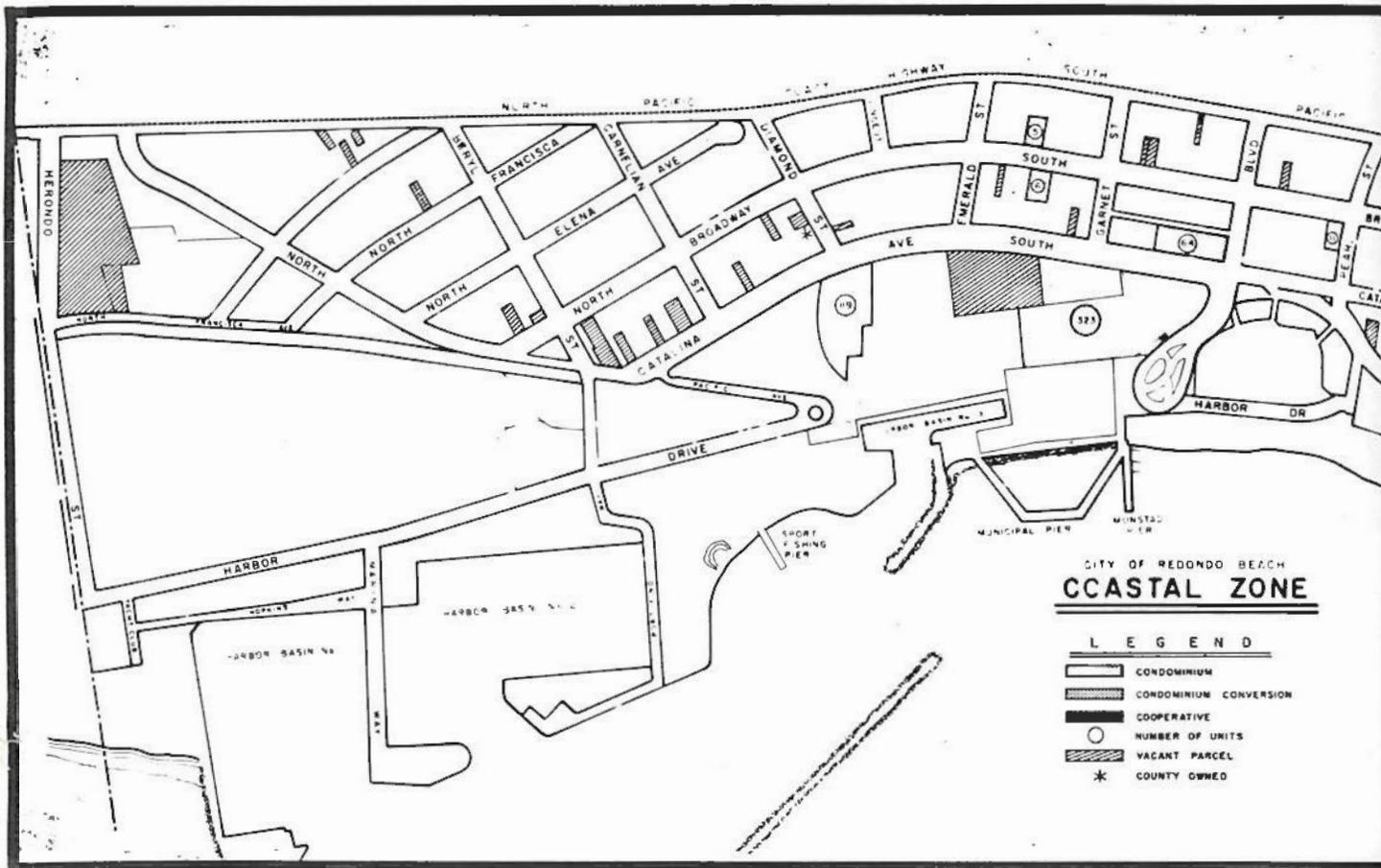
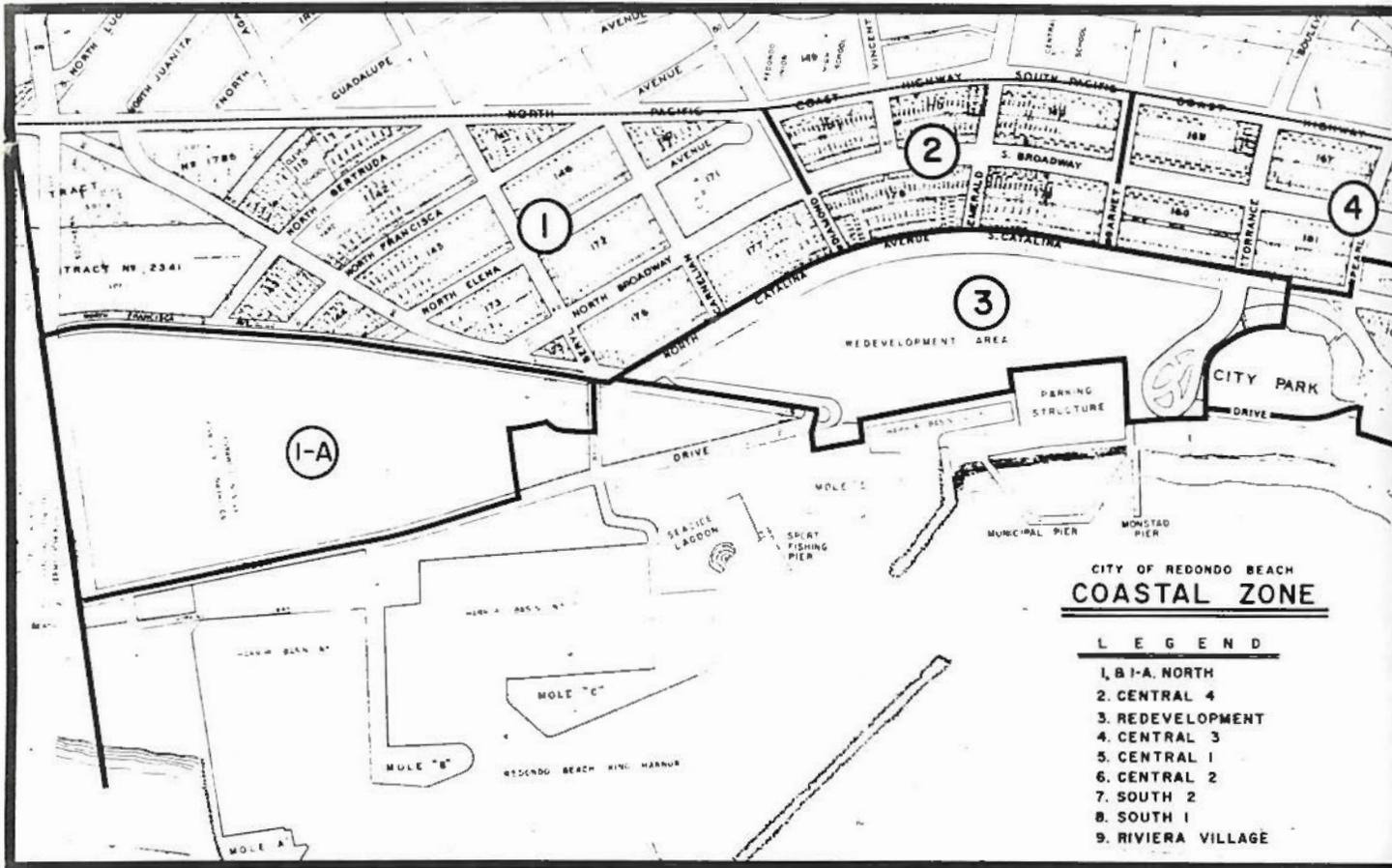
8. The southern portion of Harbor Drive, from Beryl Street south to Pacific Avenue is proposed to be closed in order to create a large, contiguous public accessway for pedestrians, bikers, and joggers with the Harbor Pier area.

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

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

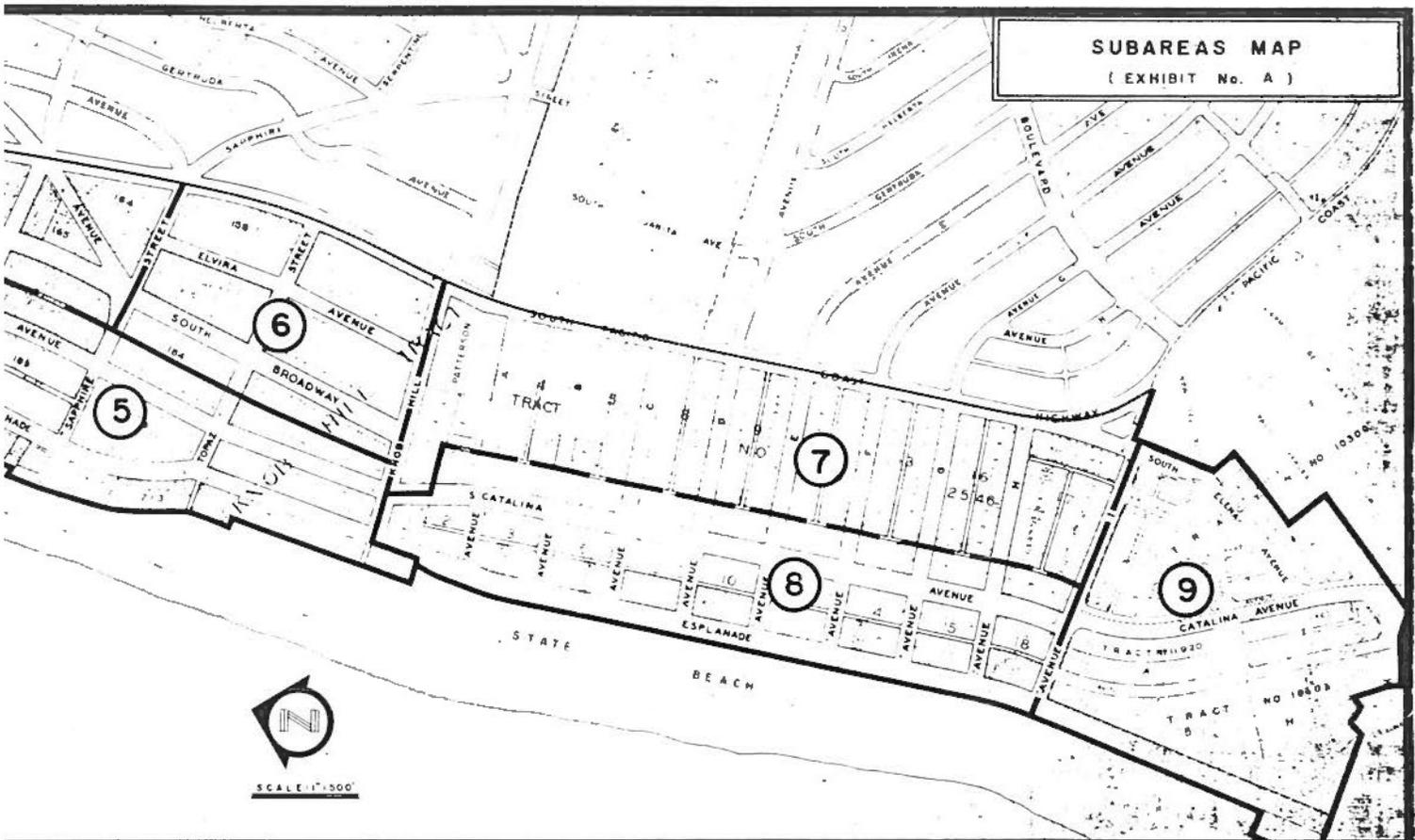
EXHIBITS

Coastal Program 



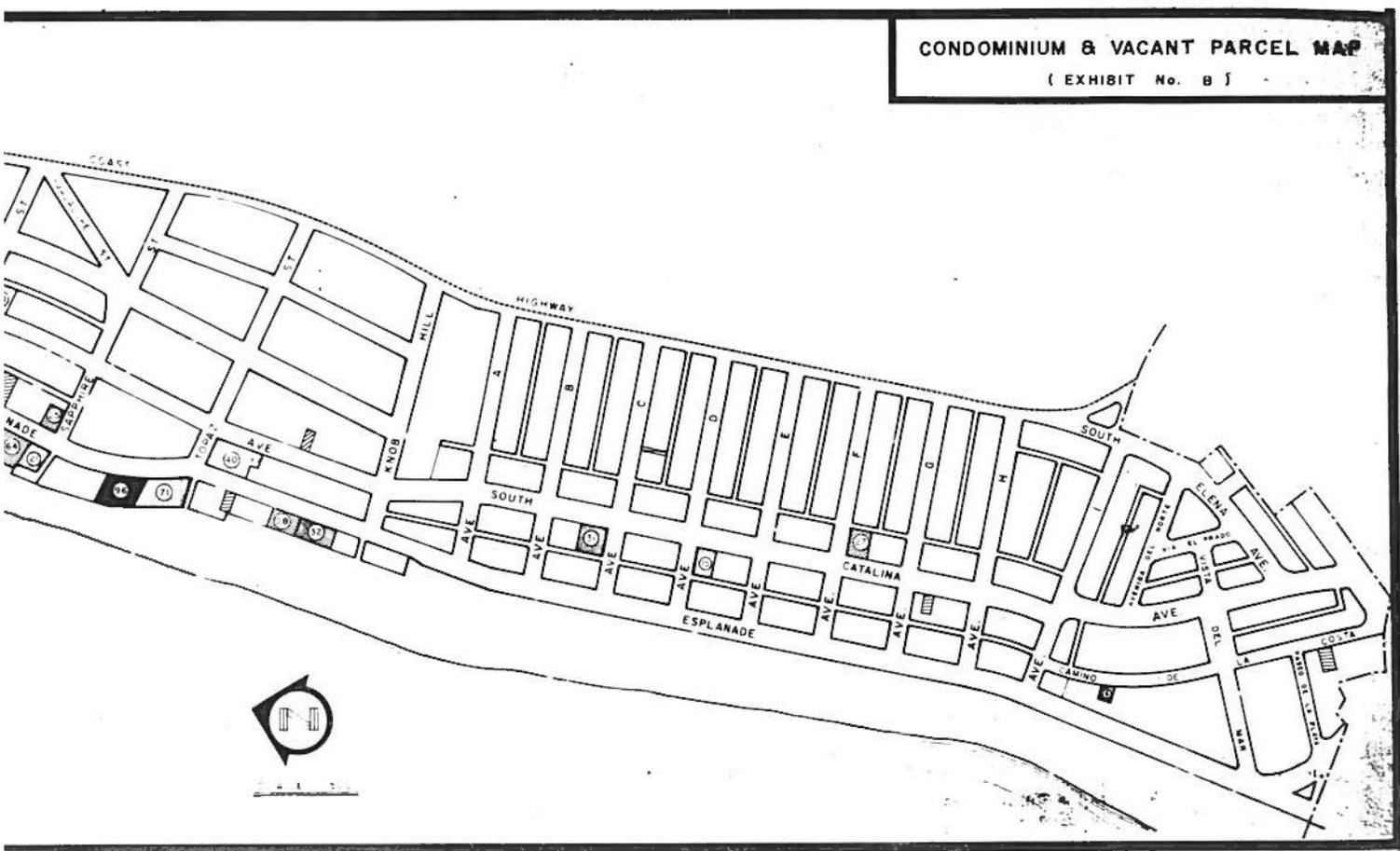
SUBAREAS MAP

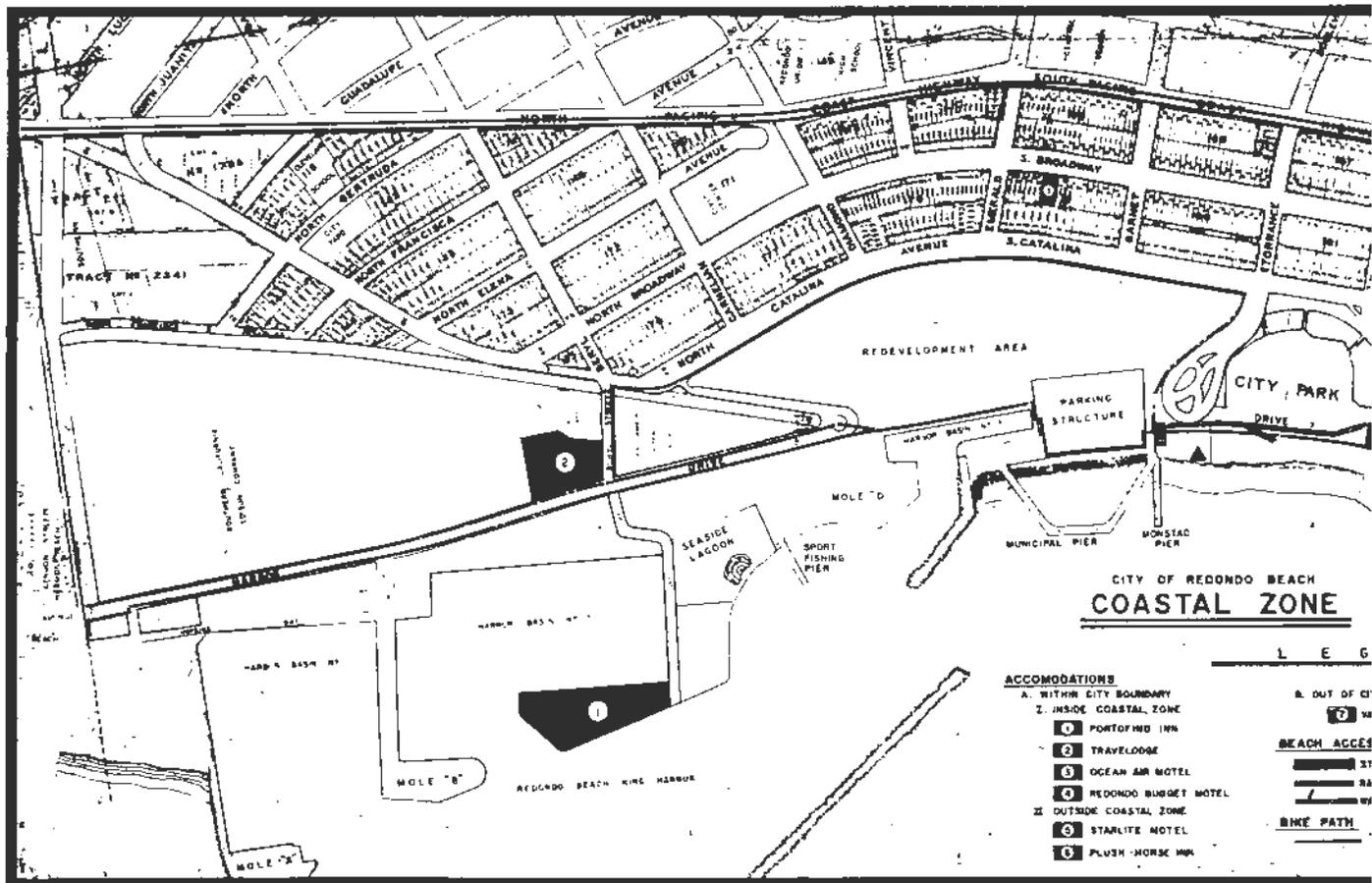
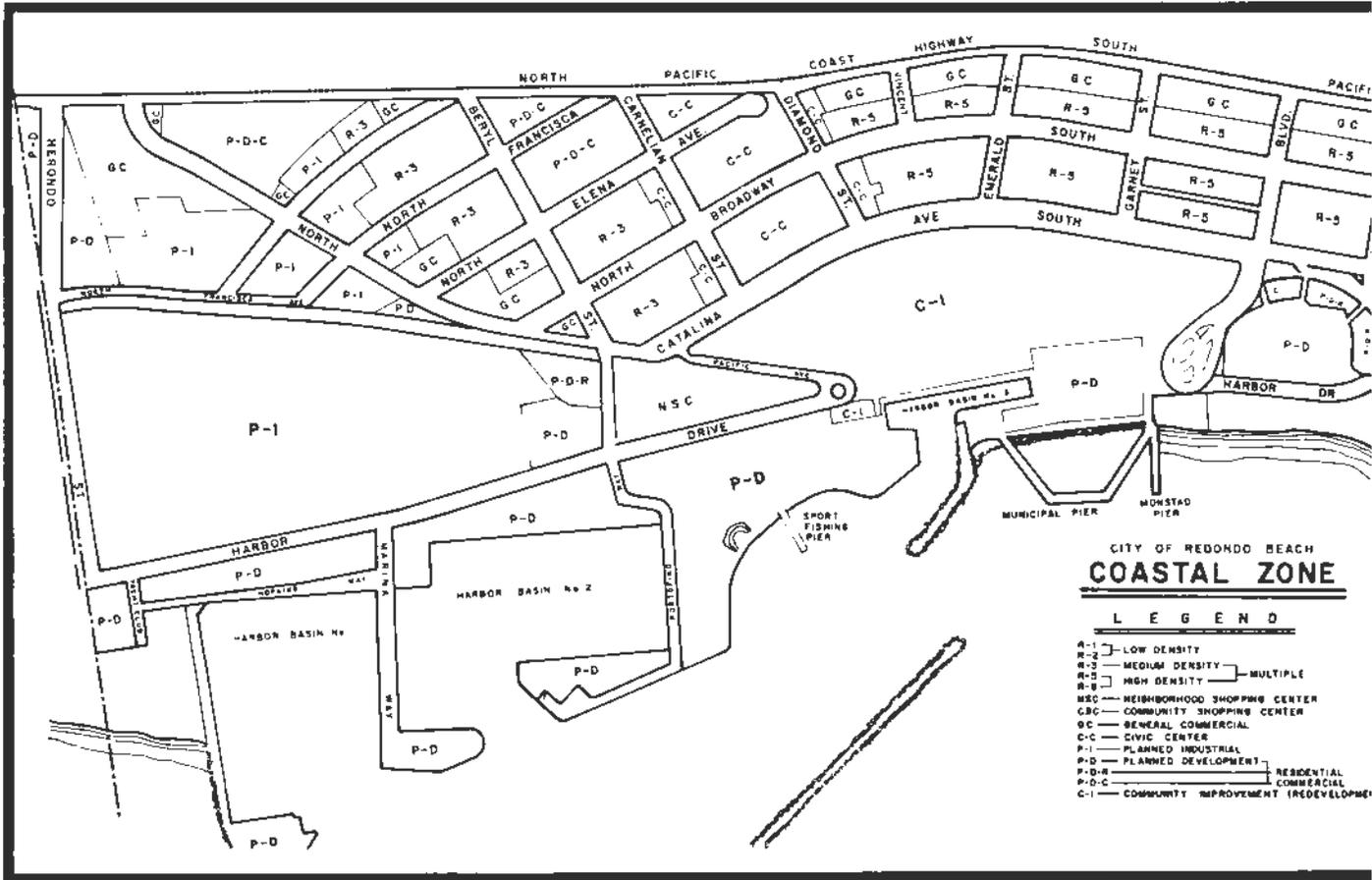
(EXHIBIT No. A)



CONDOMINIUM & VACANT PARCEL MAP

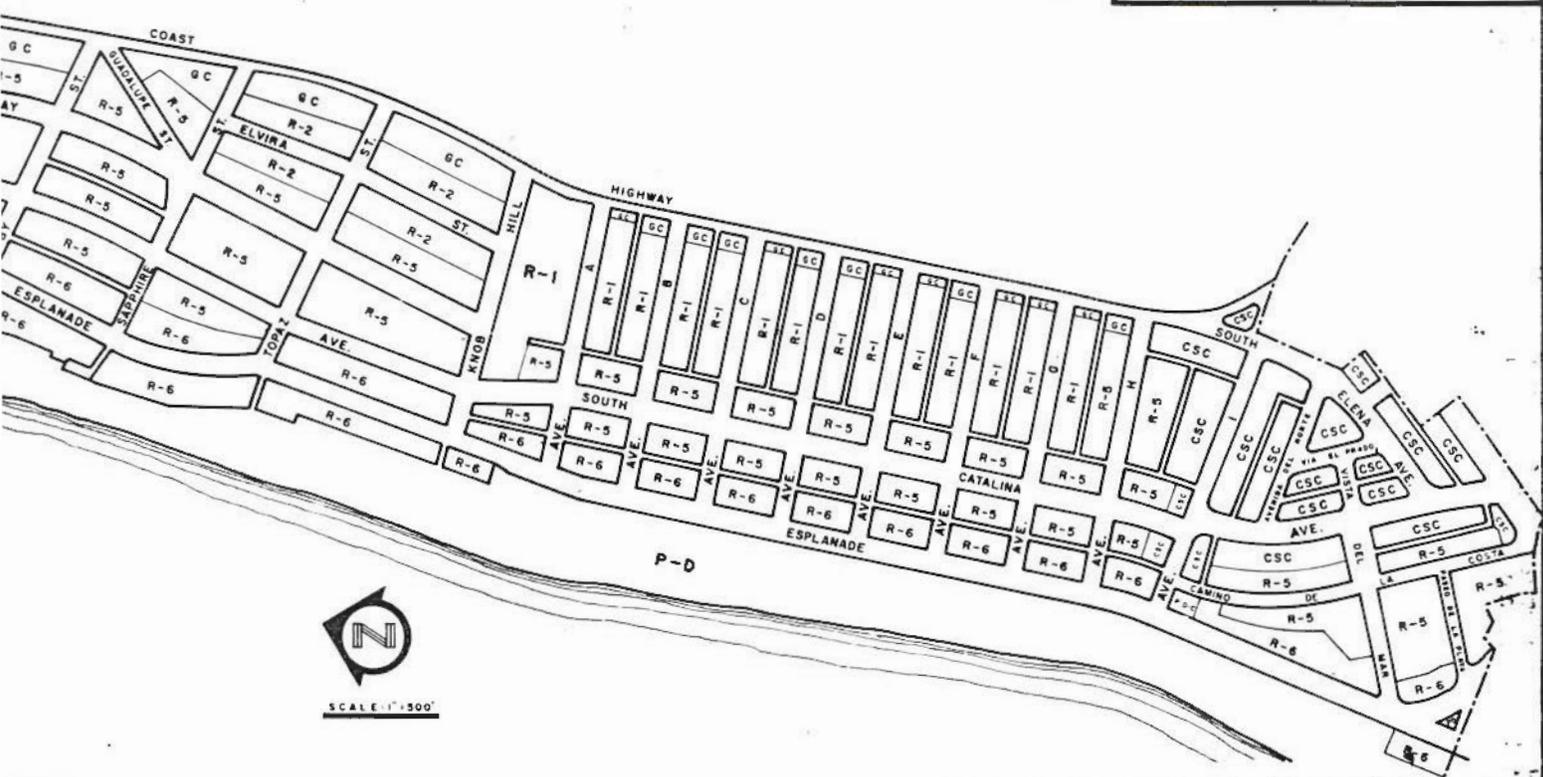
(EXHIBIT No. B)





ZONING MAP

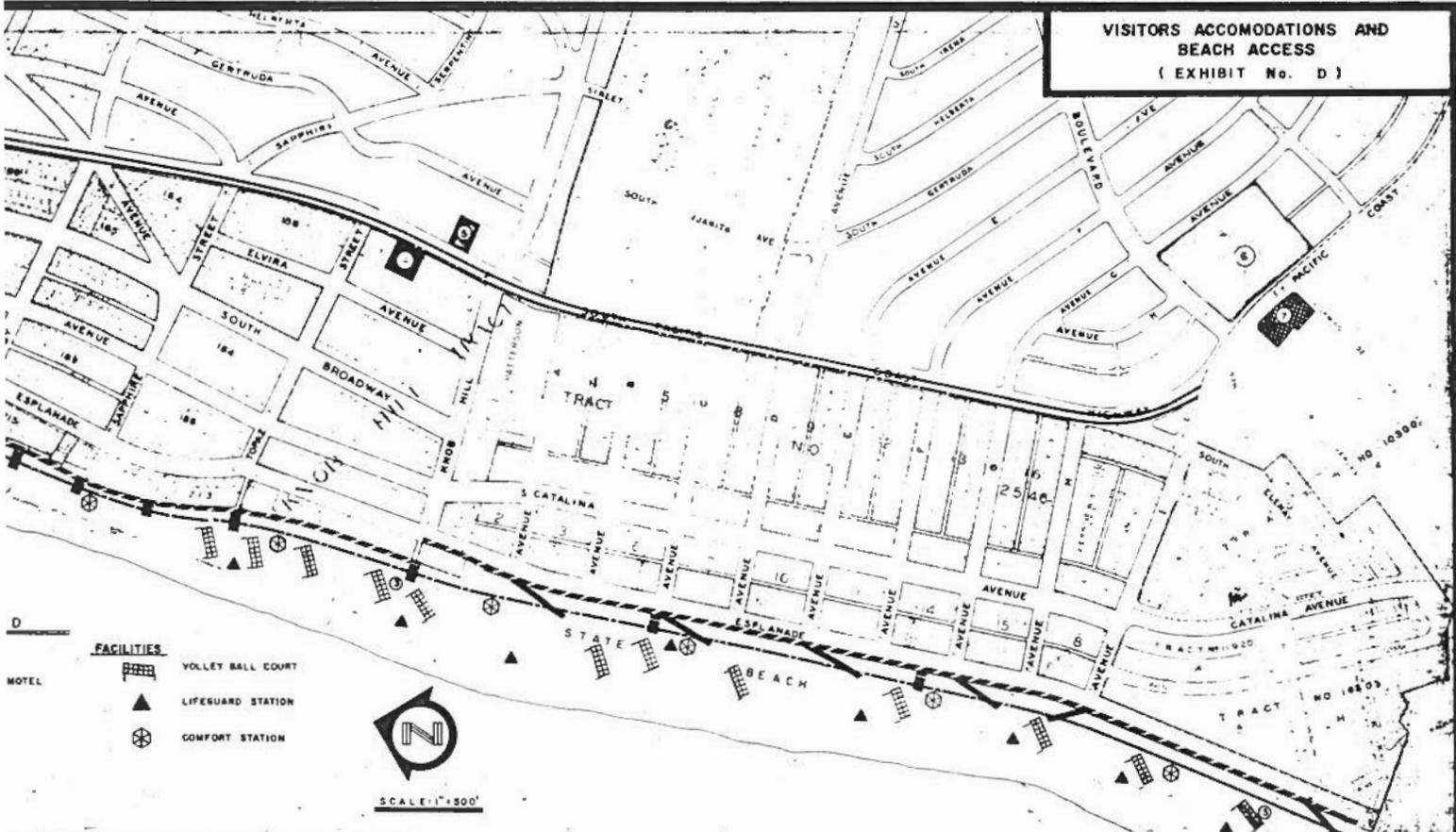
(EXHIBIT No. C)



SCALE 1" = 500'

VISITORS ACCOMODATIONS AND BEACH ACCESS

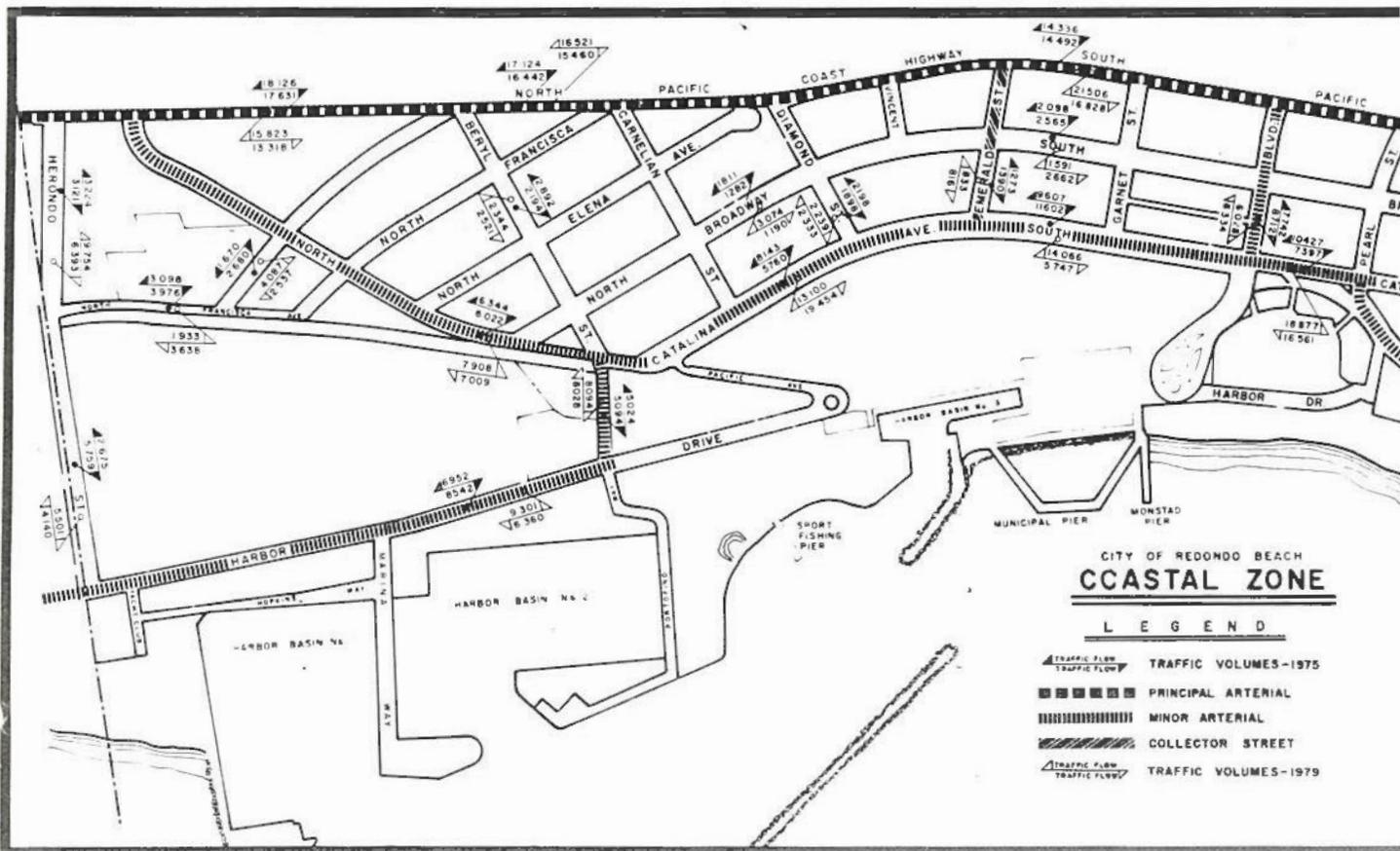
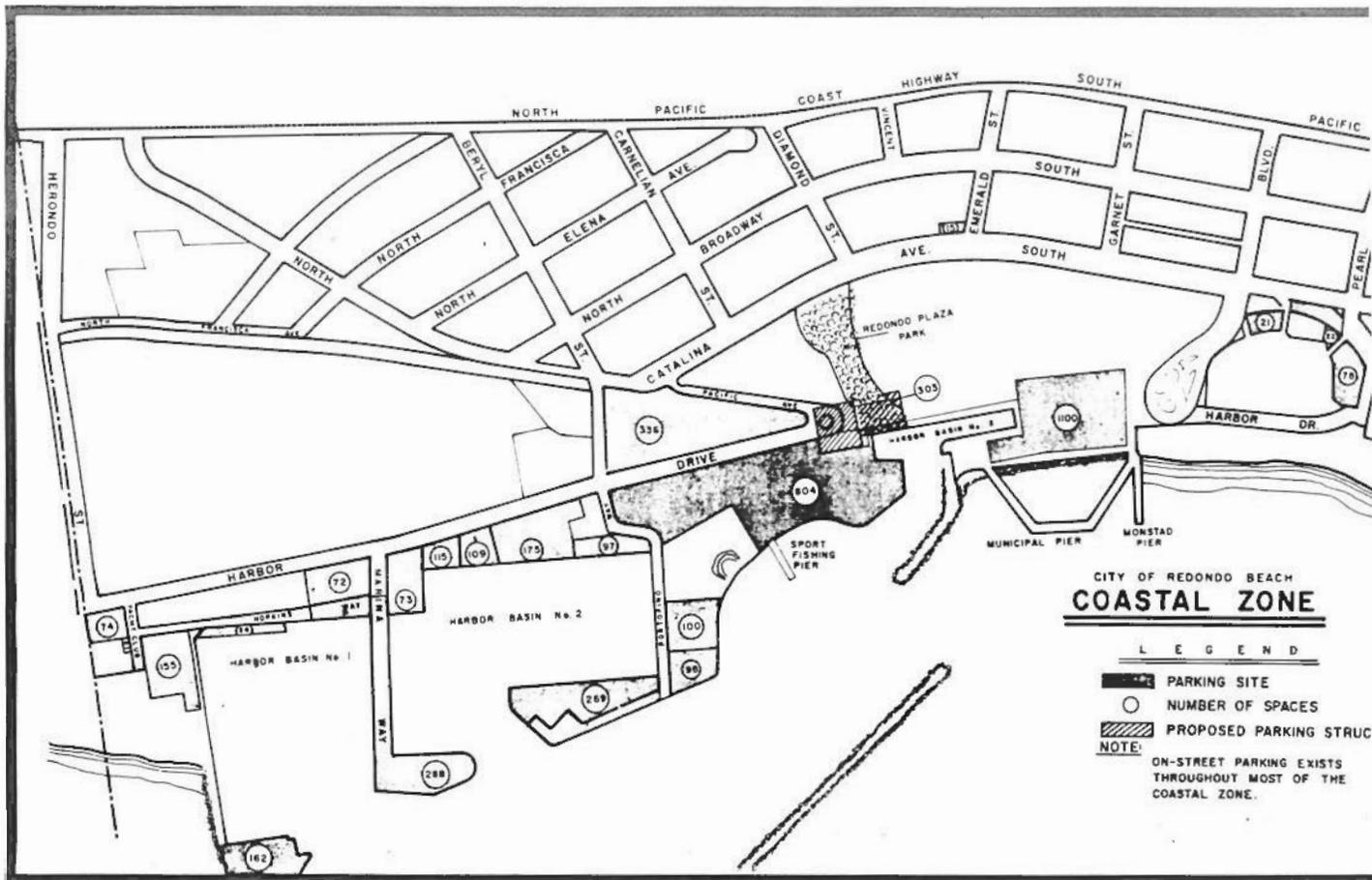
(EXHIBIT No. D)



- FACILITIES**
- MOTEL
- VOLLEY BALL COURT
- LIFEGUARD STATION
- COMFORT STATION

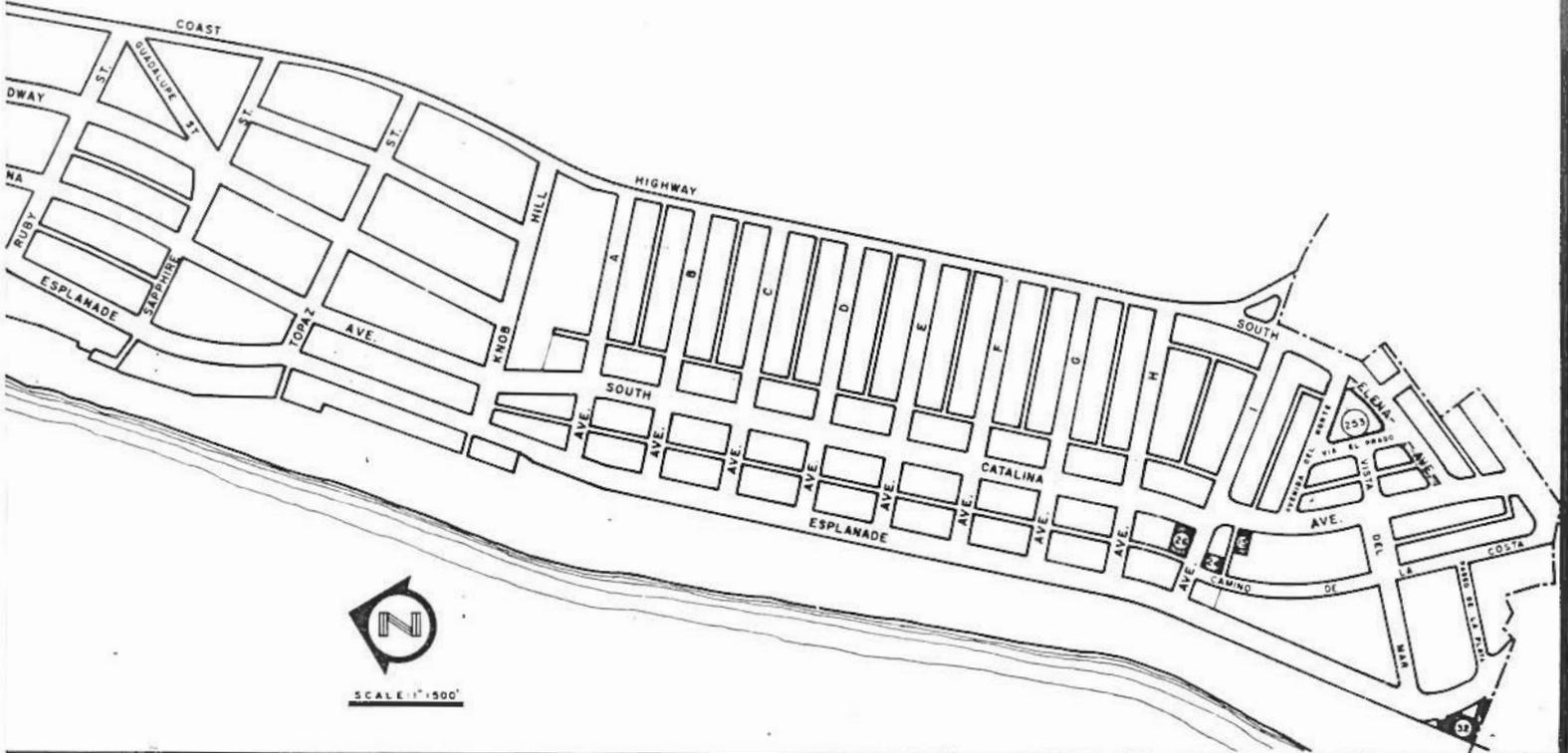


SCALE 1" = 500'



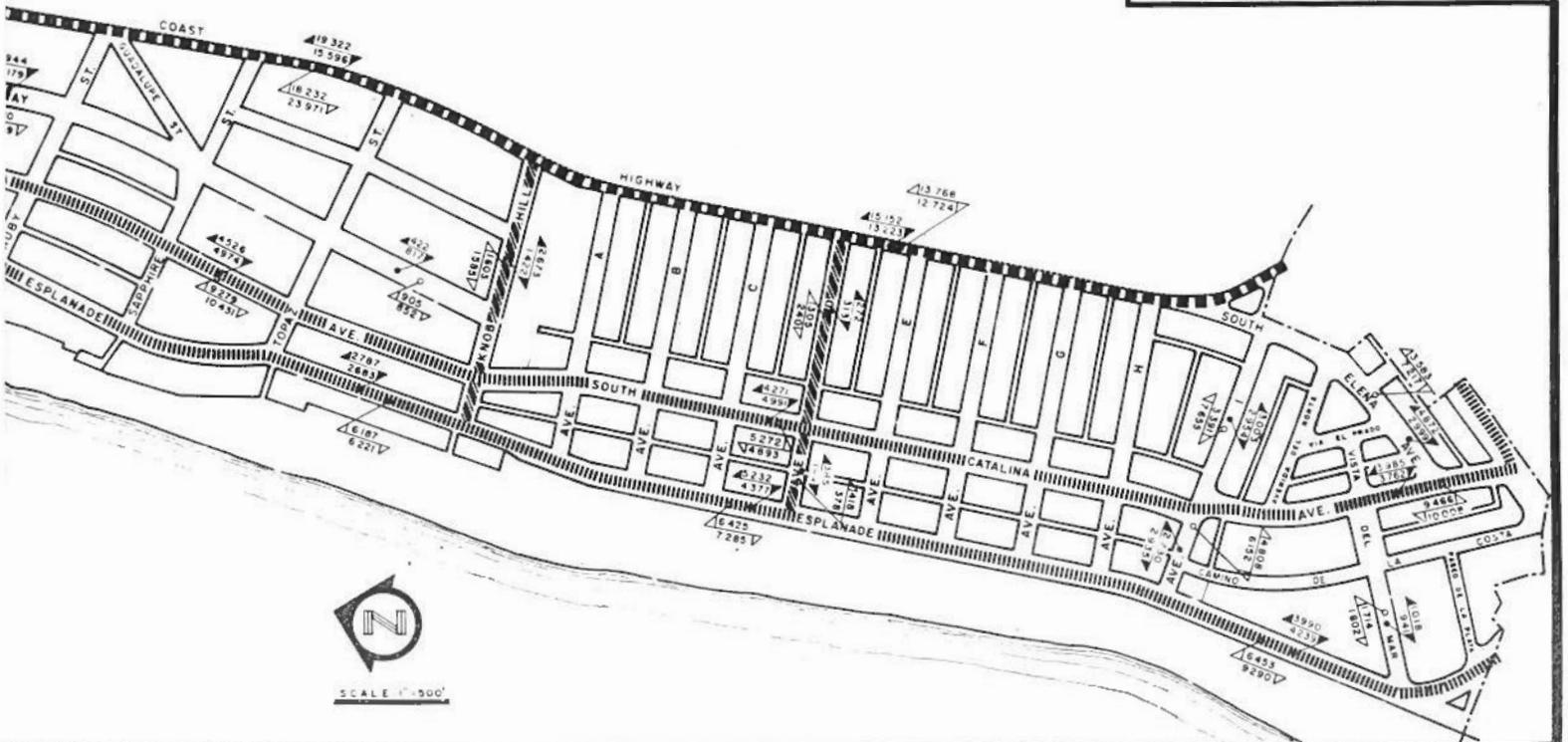
PARKING FACILITIES

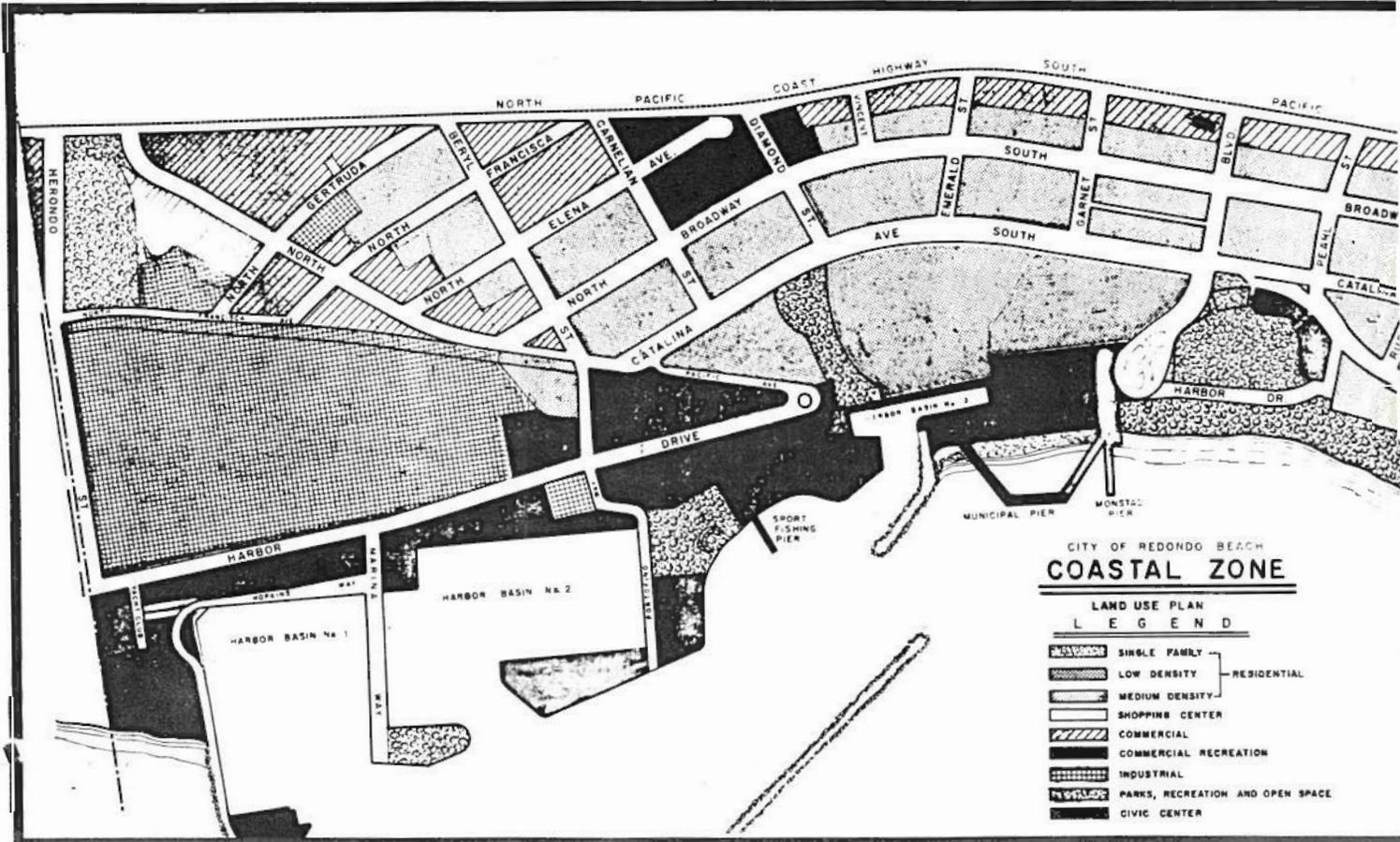
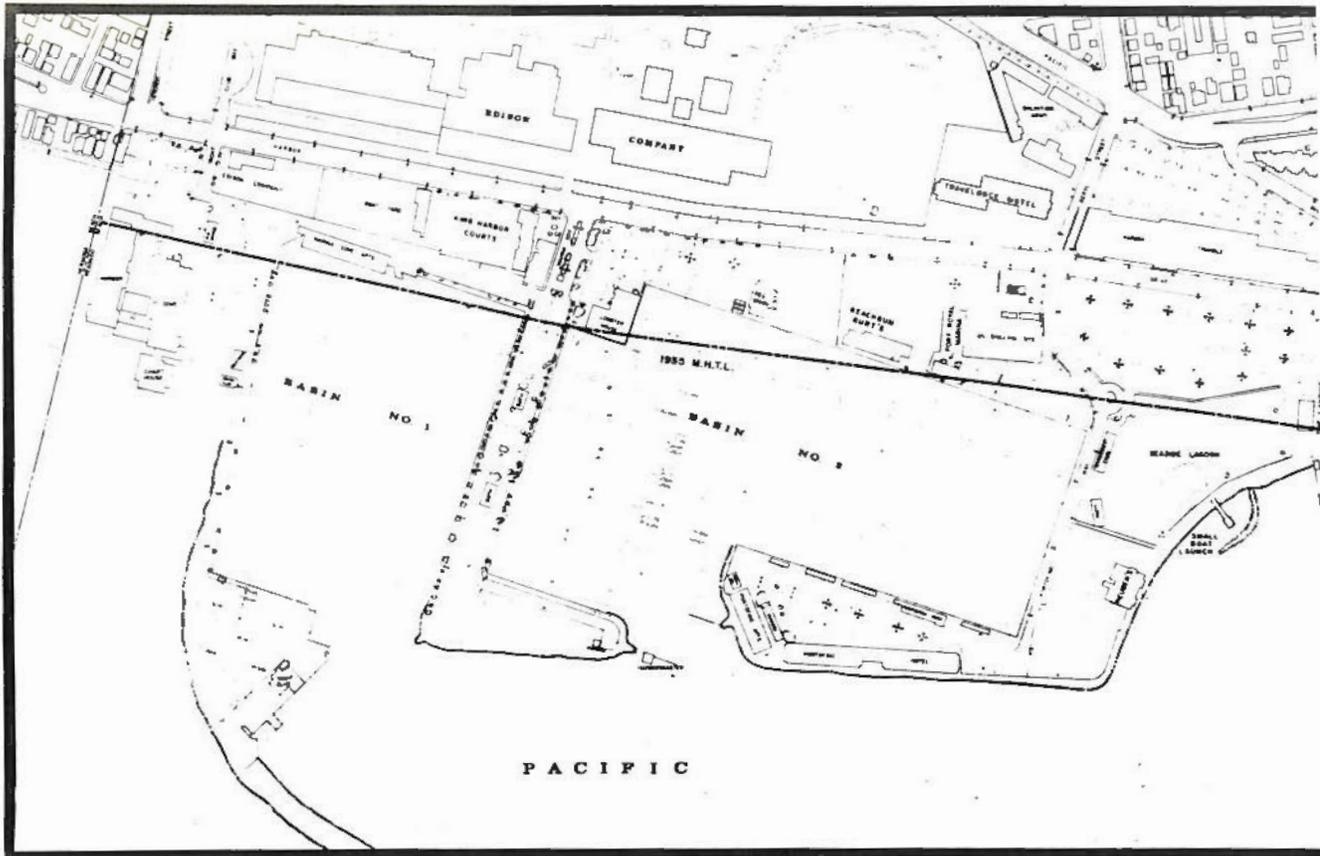
(EXHIBIT No. E)



TRAFFIC VOLUMES & SELECT SYSTEM MAP

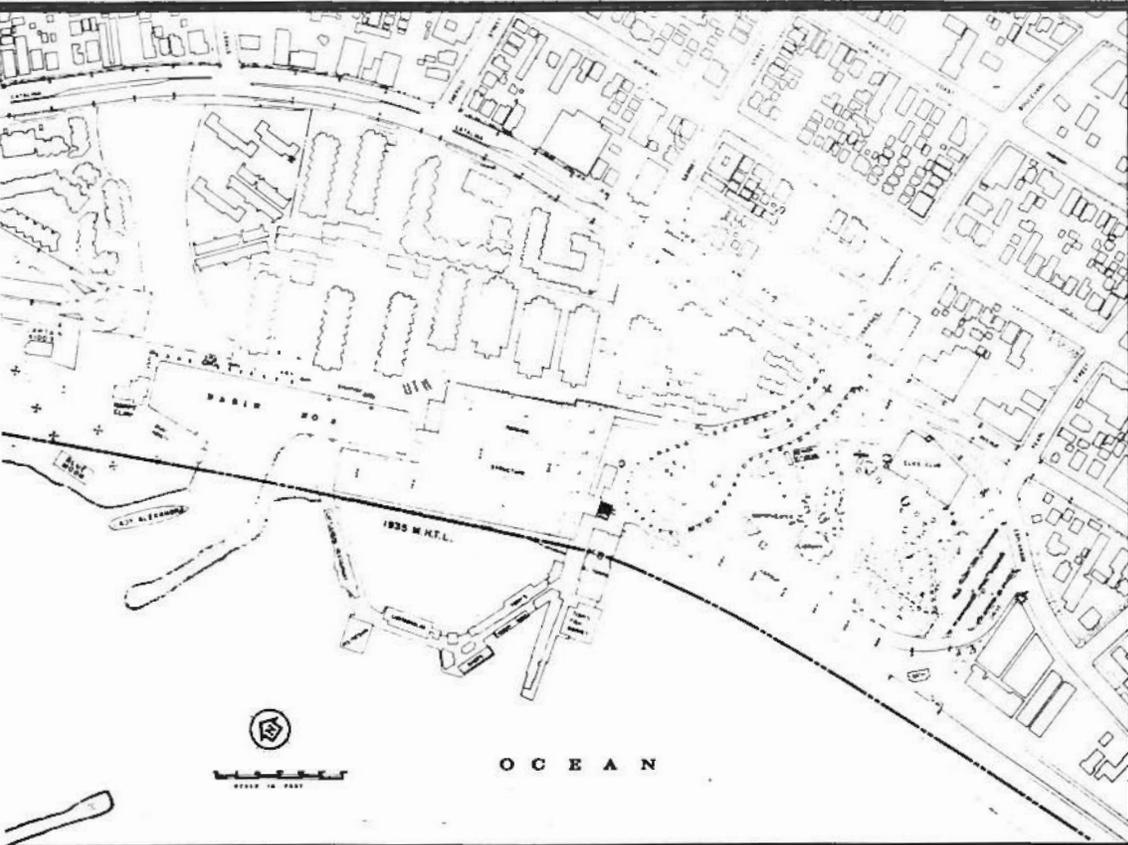
(EXHIBIT No. F)





HARBOR-PIER AREA

(EXHIBIT No. G)



PROPOSED COASTAL LAND USE PLAN MAP

(EXHIBIT No. H)

