

Exhibit A: DRAFT Ballot Measure Text

RESOLUTION NO. CC-XXXX-XXX

A RESOLUTION OF THE PEOPLE OF THE CITY OF REDONDO BEACH, CALIFORNIA, APPROVING AMENDMENTS TO THE GENERAL PLAN LAND USE ELEMENT, COASTAL LAND USE PLAN OF THE CITY'S COASTAL PROGRAM, ZONING ORDINANCE, AND COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE.

WHEREAS, the City Council passed, approved, and adopted amendments to the Redondo Beach General Plan Land Use Element and Coastal Land Use Plan of the City's Coastal Program (Phase I of the City's General Plan Update) in Resolution No. CC-2410-106 and Resolution No. CC-2410-107 respectfully on November 5, 2024; and

WHEREAS, the City Council passed, approved, and adopted amendments to and the Zoning Ordinance and the Coastal Land Use Plan Implementing Ordinance (Phase I of the City's General Plan Update) in Ordinance No. CC-3282-24 and Ordinance No. CC-3283-24 respectfully on November 12, 2026; and

WHEREAS, the City Council passed, approved, and adopted further amendments to the Redondo Beach General Plan Land Use Element and the Coastal Land Use Plan of the City's Local Coastal Program (Phase II of the City's General Plan Update) in Resolution No. CC-XXXX-XXX and Resolution No. CC-XXXX-XXX respectfully on August 4, 2026; and

WHEREAS, the City Council passed, approved, and adopted further amendments to the Zoning Ordinance and the Coastal Land Use Plan Implementing Ordinance (Phase II of the City's General Plan Update) in Ordinance No. CC-XXXX-XXX and Ordinance No. CC-XXXX-XXX respectfully on August 18, 2026; and

WHEREAS, at their duly noticed public hearings on November 5th and November 12th, 2024, City Council adopted and certified the Final Program Environmental Impact Report (State Clearinghouse Number 2023050732) inclusive of a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the proposed amendments to the City's General Plan Land Use Element, Coastal Land Use Plan of the City's Local Coastal Program, Zoning Ordinance, and the Coastal Land Use Plan Implementing Ordinance covering Phase II and Phase II; and

WHEREAS, some of the foregoing amendments (Phase I and Phase II) to the General Plan Land Use Element, Coastal Land Use Plan of the City's Local Coastal Program, Zoning Ordinance, and Coastal Land Use Plan Implementing Ordinance have been deemed to constitute a Major Change in Allowable Land Use which requires the approval of the registered voters of the City to become legally effective under Article XXVII of the City Charter; and

WHEREAS, Section 27.4(a) of Article XVII of the City Charter provides that no Major Change in Allowable approved by the City Council after the date specified in Section 27.3(b) of Article XXVII shall become effective unless approved by an affirmative vote of the registered voters of the City at a general municipal election or special election called for that purpose; and

WHEREAS, the qualified registered voters of the City of Redondo Beach by this resolution intend to approve the foregoing amendments to the City's General Plan Land Use Element, Coastal Land Use Plan of the City's Local Coastal Program, Zoning Ordinance, and the Coastal Land Use Plan Implementing Ordinance approved by the City Council in accordance with Section 27.4(a) of Article XXVII of the City Charter, so that these amendments to the City's General Plan Land Use Element, Coastal Land Use Plan of the City's Local Coastal Program, Zoning Ordinance, and the Coastal Land Use Plan Implementing Ordinance may become legally effective for all purposes in the manner otherwise provided by law, including certification by the California Coastal Commission to the extent required by law; and

WHEREAS, the full text of the amendments to the City's General Plan Land Use Element, Coastal Land Use Plan of the City's Local Coastal Program, Zoning Ordinance, and the Coastal Land Use Plan Implementing Ordinance that constitute a Major Change in Allowable Land Use are set forth in full in this resolution, and the changes/amendments previously approved by the City Council are indicated in the text of this measure with underlined text (to show new language) and stricken text (to show language being deleted).

NOW, THEREFORE, THE PEOPLE OF THE CITY OF REDONDO BEACH, CALIFORNIA, DO HEREBY ORDAIN:

SECTION 1. BACKGROUND

The City of Redondo Beach is undertaking a comprehensive update to its General Plan, Zoning Ordinance, and Local Coastal Program to modernize land use policies and comply with State housing law. Due to statutory deadlines, the City Council divided the adoption of these updates into two phases:

Phase I (2024 City Council Approved Changes): Approved on November 5th, and 12th, 2024, this phase included state-mandated Housing Element updates that upzoned specific properties to meet regional housing needs. To offset this increased capacity and comply with State law, the City concurrently adopted "Other Residential Changes" which reduced housing capacity or downzoned certain residential and mixed-use areas (e.g., in the Galleria and Coastal Mixed-Use areas). These "Other Residential Changes" (Phase I) are analyzed in a separate Article XXVII land use and traffic analysis.

Phase II (2026 City Council Approved Changes): Approved on August 4th, and 18th, 2026, this phase encompasses comprehensive non-residential updates affecting industrial and commercial land use categories.

It's important to note that any amendments associated with the City's Housing Element that occurred with the City Councils adoption of Phase I in November of 2024 are exempt from the provisions of Article XXVII and are not included in this Ballot Measure.

Article XXVII Requirements (Measure DD): Under Article XXVII of the City Charter, any "major change in allowable land use" must be ratified by a majority vote of the People. A major change is defined as any amendment that would significantly increase traffic, density, or intensity of use above the existing "as-built" condition (e.g., adding more than 40,000 square feet of non-residential floor area or 25 residential units); change a public use to a private use; or change a non-residential use to a residential or mixed-use resulting in a density greater than 8.8 dwelling units per acre.

SECTION 2. PHASE I NOVEMBER 5th, AND 12th, 2024

The "Major Changes in Allowable Land Use" approved by City Council as "Phase I" on November 5th, and 12th, 2024, consist of updates to the City's General Plan, Zoning Ordinance, Coastal Land Use Plan, and Coastal Land Use Plan Implementing Ordinance (the Implementing Plan (IP) of the City's Local Coastal Program (LCP)) regarding amendments to residential land uses that are not required by the City's Housing Element. These amendments are described below are hereby approved.

The "Phase I" amendments are clustered in 5 general areas of the city.

1. Artesia Boulevard.

Artesia Boulevard | Affected Area

The affected area comprises 8.31 acres and 29 properties fronting the western portion of Artesia Boulevard between Blossom Lane and Aviation Way.

Artesia Boulevard | City Council Adopted Amendments (November 2024)

The amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

Properties changing from MU-1 to C-2. The City Council approved a change from mixed-use (MU-1) to Commercial (C-2) on 27 properties where both the General Plan and Zoning designations would change from MU-1 to C-2.

Density reduction on MU-1 property. The City Council approved reducing the maximum density within the mixed-use (MU-1) designation from 35 to 30 dwelling units per acre (du/ac). The change will impact one property along Artesia Boulevard, where the mixed-use designation will remain.

Figure 1.1 Artesia Boulevard | General Plan and Zoning Map Changes

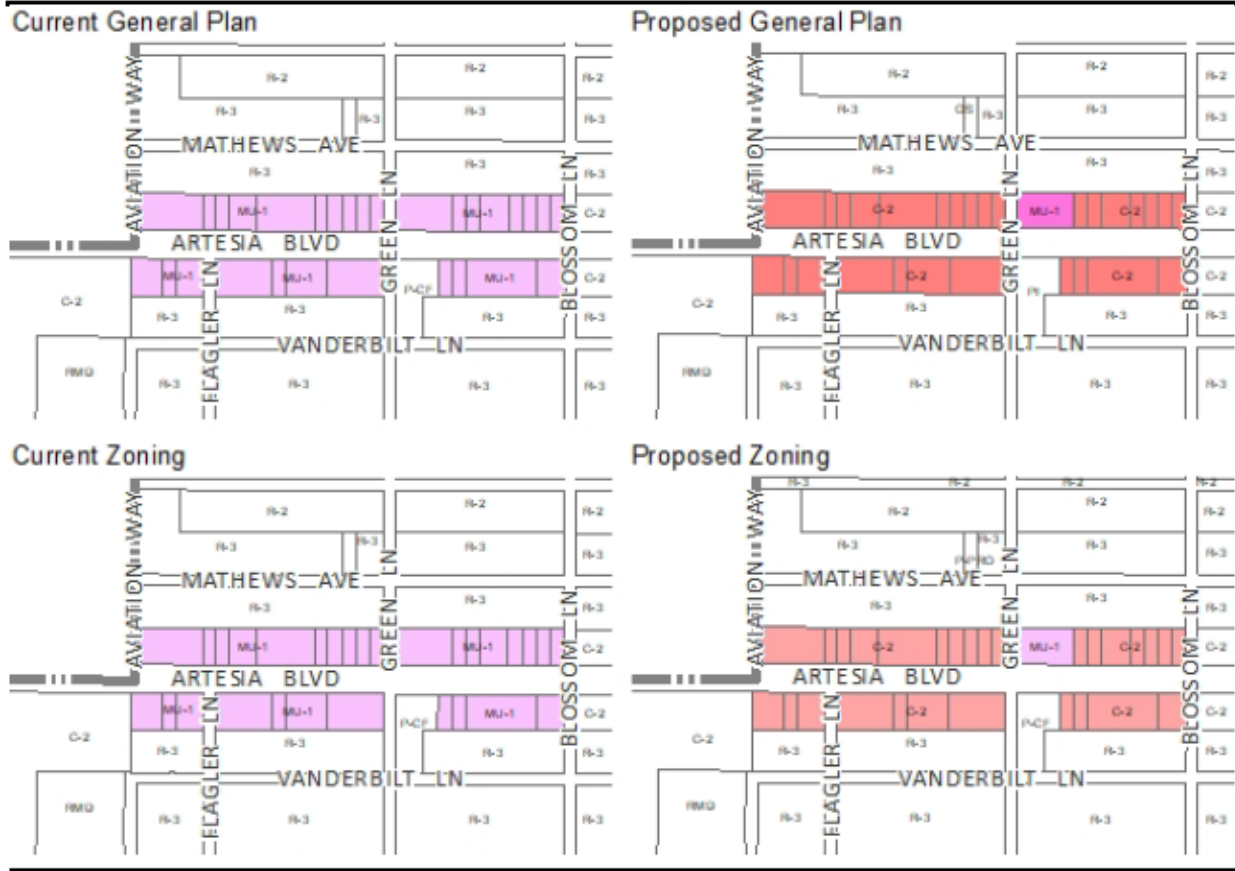


Figure 1.2 Artesia Boulevard | General Plan Amended Text

MU-1	a. All uses permitted in C-2, except large-scale single use food sales and retail facilities “footprints” exceeding 30,000 square feet.	Floor area ratio 0.5.
	b. Residential units on the second floor and higher integrated with commercial; provided that impacts are mitigated.	Floor area ratio: 1.5; provided that all density exceeding 0.7 is developed for residential units to a maximum density of 35 <u>30</u> units per net acre.
	c. Single-family residential, duplexes, townhomes, condominiums, apartments.	35 <u>30</u> units per net acre; minimum development site is the entire block face.

Minor amendments to properly reference and reflect the above changes were also approved for the following portions of the Land Use Element: Policy 1.15.1 (c), Artesia Boulevard subarea map (p. 2-27), and the text description of Sub-Area 3: Mixed-Use Corridor-Blossom to West of Flagler Lane (p. 2-33).

Figure 1.3 Artesia Boulevard | Zoning Ordinance Amended Text

<i>Section 10-2.913 Development standards: MU-1 mixed-use zone.</i> <i>Section 10-2.913 Development standards: MU-1 mixed-use zone shall be revised (shown as strike through and underlined text) as follows:</i> <i>Subsection (b) will be amended to read:</i> (b) Residential density. The maximum number of dwelling units on a lot shall be no more than one unit for each 1,245 <u>1,452</u> square feet of lot area.
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2. Galleria.

Galleria | Affected Area

The affected area comprises 61.3 acres and 37 properties east of the rail easement between Artesia Boulevard and 182nd Street.

Galleria | City Council Adopted Amendments (November 2024)

The amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

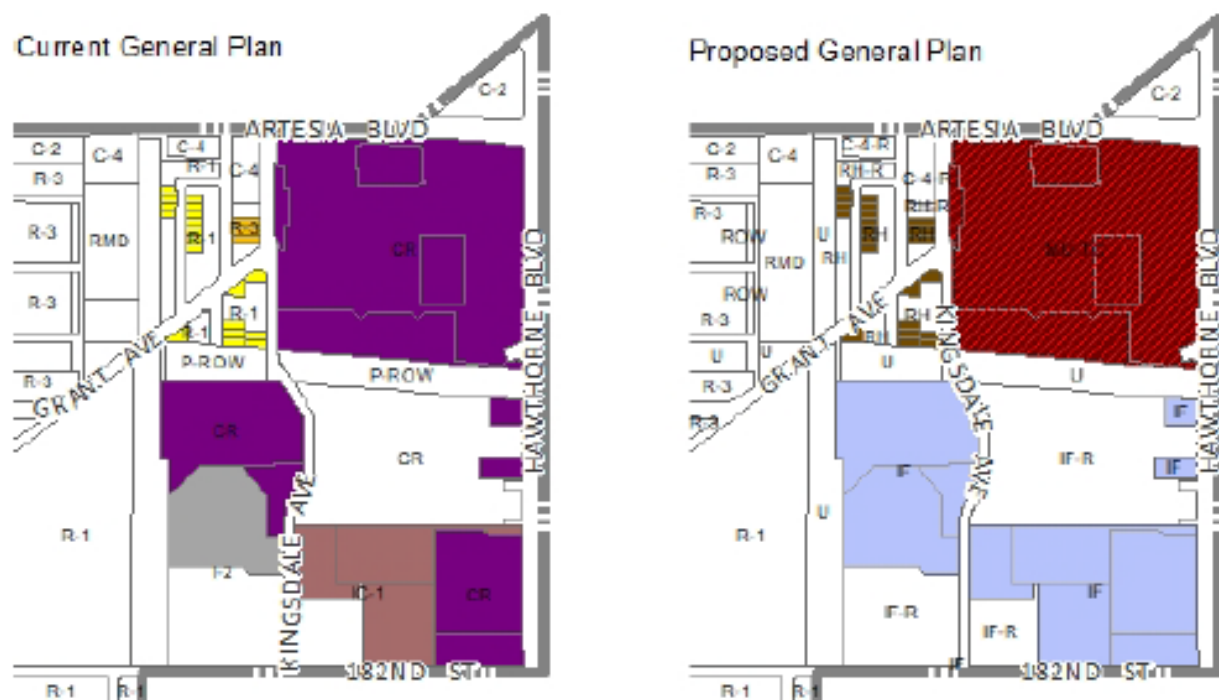
Kingsdale. City Council approved upzoning 22 properties that were not listed in Table B-2 of the Housing Element to allow for higher-density housing consistent with changes on neighboring properties that qualified for inclusion in the City's Housing Element sites inventory. Both the General Plan and Zoning designations on these properties change from R-3 residential to RH high-density residential.

Mall Site. City Council renamed the General Plan designation from Regional Commercial (CR) to mixed-use Transit Center (MU-TC), reducing the permissible housing density allowed from 35 to 30 du/ac. The Zoning designation will remain Regional Commercial

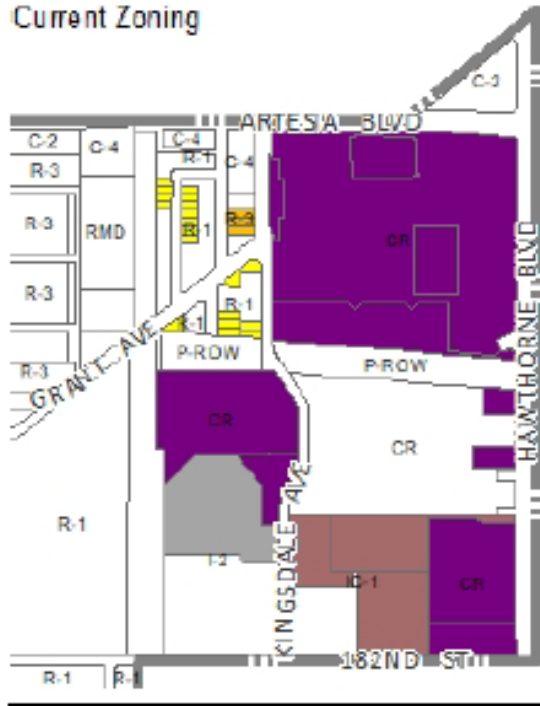
(CR), but the development standards were amended to reduce the maximum density allowed from 35 to 30 dwelling units per acre (du/ac). This change impacts five properties.

Industrial Flex. City Council eliminated housing as an allowable use south of the utility right-of-way by redesignating six properties as Industrial Flex (IF). The Industrial Flex designation establishes a maximum floor area ratio (FAR) of 1.00 and permits a mix of commercial and light industrial uses compatible with the affordable housing potential identified in this area in the Housing Element. The General Plan designation will be Industrial Flex (IF), while the Zoning will add a new Industrial Flex Overlay (IFO) as a mandatory overlay zone.

Figure 2.1 Galleria | General Plan and Zoning Map Changes



Current Zoning



Proposed Zoning

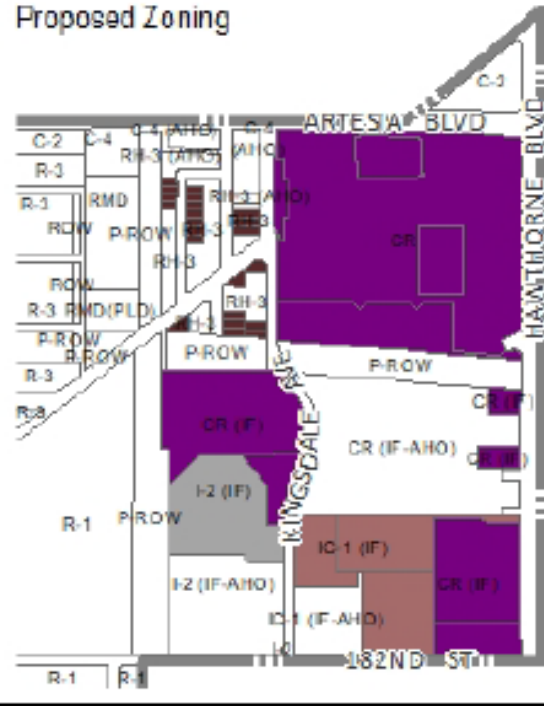


Figure 2.2 Galleria | General Plan Amended Text

Increase density in RH designation

RH	Single-family residential, duplexes, townhomes, condominiums, apartments.	28 <u>30</u> units per net acre.
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Replace CR designation with MU-TC designation (Mall Site)

CR	a. Regional-serving commercial and ancillary uses, department stores, promotional/discount retail, eating and drinking establishments, entertainment, movie theaters, financial institutions, and professional offices. b. Residential units on the second floor and higher integrated with commercial, provided that impacts are mitigated.	Floor area ratio: 1.0; provided that impacts are mitigated, architectural and site design amenities, economic benefits to the City, and public review and input Floor area ratio: 1.5; provided that all density exceeding 1.0 is developed for residential units to a maximum density of 35 units per net acre.
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Mixed-Use Transit Center (MU-TC)

Provides for an integrated mix of both community and regional serving commercial retail, service, office, entertainment, hotel and residential uses in close proximity to transit stations.

Max. FAR 1.50
Up to and including
30 du/ac

Mixed-use transit center development should be of high quality and designed to be pedestrian-oriented and integrated with existing surrounding uses.

This designation also allows for public uses such as libraries, parks, museums, and cultural facilities. Configurations include ground floor commercial with residential units on upper floors or stand-alone commercial, office and residential development.

It is recommended that residential projects in this designation include an affordable component. Maximum FAR 1.50 and density up to and including 30 dwelling units per acre, density may increase consistent with state law for affordable units.

Establish IF designation

<u>Industrial Flex (IF)</u>	<u>Provides for an integrated mix of light industrial and commercial and/or office uses such as: commercial, research and development, incubator space, creative or technology-based businesses, offices, hotel, and supporting commercial uses.</u> <u>The overall character in this designation is intended to create a creative/tech incubator district with supporting uses.</u>	<u>Max FAR 1.00</u>
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Minor amendments to properly reference and reflect the above changes were also approved for the following portions of the Land Use Element: Objective 1.41, Policy 1.2.3, Policy 1.2.4, Policy 1.4.1, Policy 1.4.2, Policy 1.6.1, Policy 1.14.1, Policy 1.25.3, Policy 1.41.1, Policy 1.41.2, Policy 1.41.3, Policy 1.41.4, text description of High-Density Multi-Family Residential Neighborhoods (p. 2-25), Artesia Boulevard area map (p. 2-27), text description of the Galleria at South Bay (p. 2-75 to 2-76), Galleria area map (2-76), text description of Industrial land uses (p. 2-81).

Figure 2.3 Galleria | Zoning Ordinance Amended Text

Increased density in RH zones (Inland):***Section 10-2.517 Development standards: RH-1 high density multiple-family residential zone.***

Section 10-2.517 Development standards: RH-1 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,556~~ 1,452 square feet of lot area.

Section 10-2.518 Development standards: RH-2 high density multiple-family residential zone.

Section 10-2.518 Section 10-2.519 Development standards: RH-2 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,556~~ 1,452 square feet of lot area.

Section 10-2.519 Development standards: RH-3 high density multiple-family residential zone.

Section 10-2.519 Development standards: RH-3 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

- (a) Lot area per dwelling unit.
 - (1) The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,556~~ 1,452 square feet of lot area.

Decreased Density in CR zones (Inland) (implements MU-TC on the Mall Site)***Section 10-2.919 Development standards: CR mixed-use zone.***

Section 10-2.919 Development standards: CR mixed-use zone shall be revised (shown as strike-through and underlined text) as follows:

Subsection (b) will be amended to read:

- (b) Residential Density. The maximum number of dwelling units on a lot shall be one unit for each ~~1,245~~ 1,452 square feet of lot area.

Figure 2.3 Galleria | Zoning Ordinance Amended Text (CONTINUED)

Establish IFO (implements Industrial Flex)

Section 10-2.1452 Applicability, (IF) Industrial Flex overlay zone

The area boundary for the Industrial Flex (IF) overlay zone (and underlying land uses) are depicted below.



Section 10-2.1454 Relationship to underlying zone, (IF) Industrial Flex overlay zone.

- (a) The (IF) Industrial Flex overlay zone may be implemented by the application of one of three zones: CR, I-2 and IC-1 in locations as shown on the map in 510-2.1452.
- (b) Where imposed, the (IF) industrial flex overlay zone designation shall be added to the underlying zone designation to establish a new zone designation. The zone of the affected properties shall thereafter be designated on the Zoning Map by the symbol of the underlying zone, followed by the parenthetically enclosed letters "IF" or (IF).
- (c) Where the (IF) Industrial Flex overlay zone has been imposed, the land use regulations and development standards of the existing land use zone (herein referred to as the "underlying" zone) shall remain in full force, except as follows:
 - (1) A maximum 1.0 FAR shall apply to all commercial and industrial zones within the IF overlay.

Regional Commercial (CR)

 - (2) Residential uses shall not be permitted in the underlying (CR) Regional Commercial zones, except for projects meeting the requirements of the (AHO) Affordable Housing overlay zone AHO zone located on properties also designated as AHO (see Division 14).
 - (3) Industrial uses that support smaller, technology and incubator spaces, are permitted.

Industrial (I-2)

 - (4) "Manufacturing and fabrication" uses with a conditional use permit.
 - (5) "Construction-related uses" are prohibited.
 - (6) "Wholesaling/distribution/storage" are prohibited.
 - (7) "Motor vehicle-related uses" are prohibited.

Figure 2.3 Galleria | Zoning Ordinance Amended Text (CONTINUED)

(8) <u>"Recycling facilities" are prohibited.</u> (9) <u>"Truck terminals" are prohibited.</u> (10) <u>"Other industrial uses" are prohibited with the exception of the following:</u> a. <u>Beverage manufacturing with ancillary retail sales and/or tasting facilities for the public (i.e. craft brewing) with a conditional use permit.</u> b. <u>Communications facilities with a conditional use permit.</u> c. <u>Warehouse retail with a conditional use permit.</u> (11) <u>"Commercial Uses" are prohibited with the exception of the following:</u> a. <u>Ancillary commercial uses per Section 10-2.1011.</u> b. <u>Hotels and motels with a Conditional Use Permit.</u> (12) <u>Industrial uses that support smaller, technology and incubator spaces, are permitted.</u> <u>Industrial (IC-1)</u> (13) <u>"Manufacturing and fabrication" uses with a conditional use permit.</u> (14) <u>"Construction-related uses" are prohibited.</u> (15) <u>"Wholesaling/distribution/storage" are prohibited.</u> (16) <u>"Motor vehicle-related uses" are prohibited.</u> (17) <u>"Recycling facilities" are prohibited.</u> (18) <u>"Truck terminals" are prohibited.</u> (19) <u>"Other industrial uses" are prohibited with the exception of the following:</u> a. <u>Beverage manufacturing with ancillary retail sales and/or tasting facilities for the public (i.e. craft brewing) with a conditional use permit.</u> b. <u>Communications facilities with a conditional use permit.</u> c. <u>Warehouse retail and warehouse retail, specialty with a conditional use permit.</u> (20) <u>"Vehicle sales and services" uses are prohibited.</u> (21) <u>Industrial uses that support smaller, technology and incubator spaces, are permitted.</u> <u>Section 10-2.1456 Development standards: (IF) overlay zone.</u> <u>Development standards shall be those of the underlying base zone, except as follows:</u> (a) <u>Development standards contained in the Zoning Ordinance, other than for floor area ratio, may be varied as desirable or essential to accomplish the objectives of this section, pursuant to Planning Commission Design Review (Section 10-2.2502), further provided that such standards are consistent with all applicable requirements of the General Plan.</u>

3. Torrance Boulevard.

Torrance | Affected Area

The affected area comprises 0.59 acres and six properties along the Torrance Boulevard Corridor between South Irena Avenue and South Juanita Avenue.

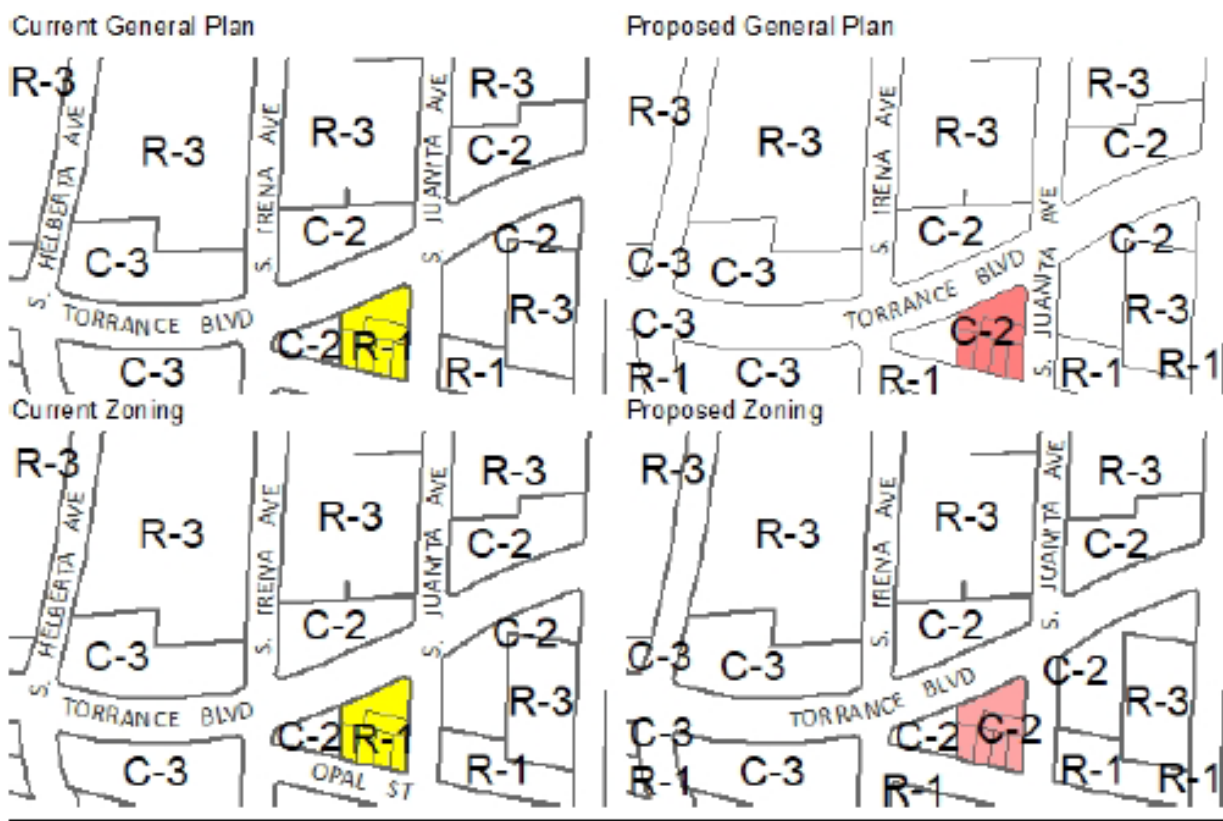
Torrance | City Council Adopted Amendments (November 2024)

The amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

City Council changed six properties from residential (R-1) to Commercial (C-2). The General Plan designation was changed from Residential Low (R-1) to Commercial (C-2), while the Zoning was also changed from R-1 to C-2.

City Council–approved map changes are shown on Figure 3.1. No substantive changes to the General Plan text are required, but text amendments will be necessary for consistency with the proposed map changes. Similarly, no changes to the zoning ordinance were proposed as part of this change.

Figure 3.1 Torrance Boulevard | General Plan and Zoning Map Changes



4. PCH.

PCH | Affected Area

The affected area comprises 26.04 acres and 78 properties along Pacific Coast Highway. The corridor has been divided into four subsections to describe changes.

PCH | City Council Adopted Amendments (November 2024)

The amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

North of Diamond Street.

East side of PCH. City Council changed three properties from Residential R-3 to Commercial C-2. The General Plan designation was changed from Residential High (RH) to Commercial (C-2), while the Zoning was changed from RH-1 to C-2. This area is outside the coastal zone, so there were no changes to the Coastal Land Use Plan or Coastal Land Use Plan Implementing Ordinance.

West side of PCH. Two properties were changed from Residential Medium (R-3) to Commercial (C-2). The General Plan designation was changed from Residential Medium (R-3) to Commercial (C-2). The Coastal Land Use Map in the Coastal Land Use Plan, was amended to make these properties consistent with the General Plan. The Zoning Code for the Coastal Zone regulates zoning on this property. The Zoning designation was changed from R-3a to C-2a.

Between Diamond and Ruby Streets

East Side of PCH. City Council increased the allowable density on the 20 existing RH properties between Vincent and Garnet from 28 to 30 du/ac.

West Side of PCH. City Council increased the allowable density on the 20 existing RH properties between Vincent and Garnet from 28 to 30 du/ac. City Council changed one property at the southwest corner of Diamond and PCH from mixed-use (MU-3) to commercial (C-3). The General Plan designation was changed from mixed-use (MU-3) to commercial (C-3). The Coastal Land Use Map in the Coastal Land Use Plan was amended to change these properties from MU to C-3, consistent with the General Plan. The Zoning Code for the Coastal Zone regulates zoning on this property. The Zoning designation was changed from MU-3b to C-3b.

Between Ruby Street and Knob Hill Avenue.

East side of PCH. City Council changed 18 properties from Residential RH to Commercial C-2. The General Plan designation was changed from Residential High (RH) to Commercial (C-2), while the Zoning was changed from RH-1 to C-2. This area is outside the coastal zone, so there were no changes to the Coastal Land Use Plan or Coastal Land Use Plan Implementing Ordinance.

West side of PCH. Ten properties were changed from Residential RH to Commercial C-2. The General Plan designation was changed from Residential High (RH) to Commercial (C-2). Exhibit H, the Coastal Land Use Map in the Coastal Land Use Plan, was amended to change these properties from RH to C-2, consistent with the General Plan. The Zoning Code for the Coastal Zone regulates zoning on this property. The Zoning designation was changed from RH-1 to C-2.

South of Palos Verdes Boulevard. City Council reduced the permissible housing density within the MU-3a zones from 35 to 30 du/ac. The General Plan designation is Mixed-Use (MU-3*), with the asterisk identifying all properties where the reduced density would apply. The development standards for the MU-3a zone were amended to reduce the maximum density allowed from 35 to 30 dwelling units per acre (du/ac). This area is outside of the Coastal Zone, so there were no changes to the Coastal Land Use Plan or Coastal Land Use Plan Implementing Ordinance.

Figure 4.1b PCH - Between Diamond and Ruby Streets | General Plan, Zoning Map, and Coastal Land Use Plan Changes

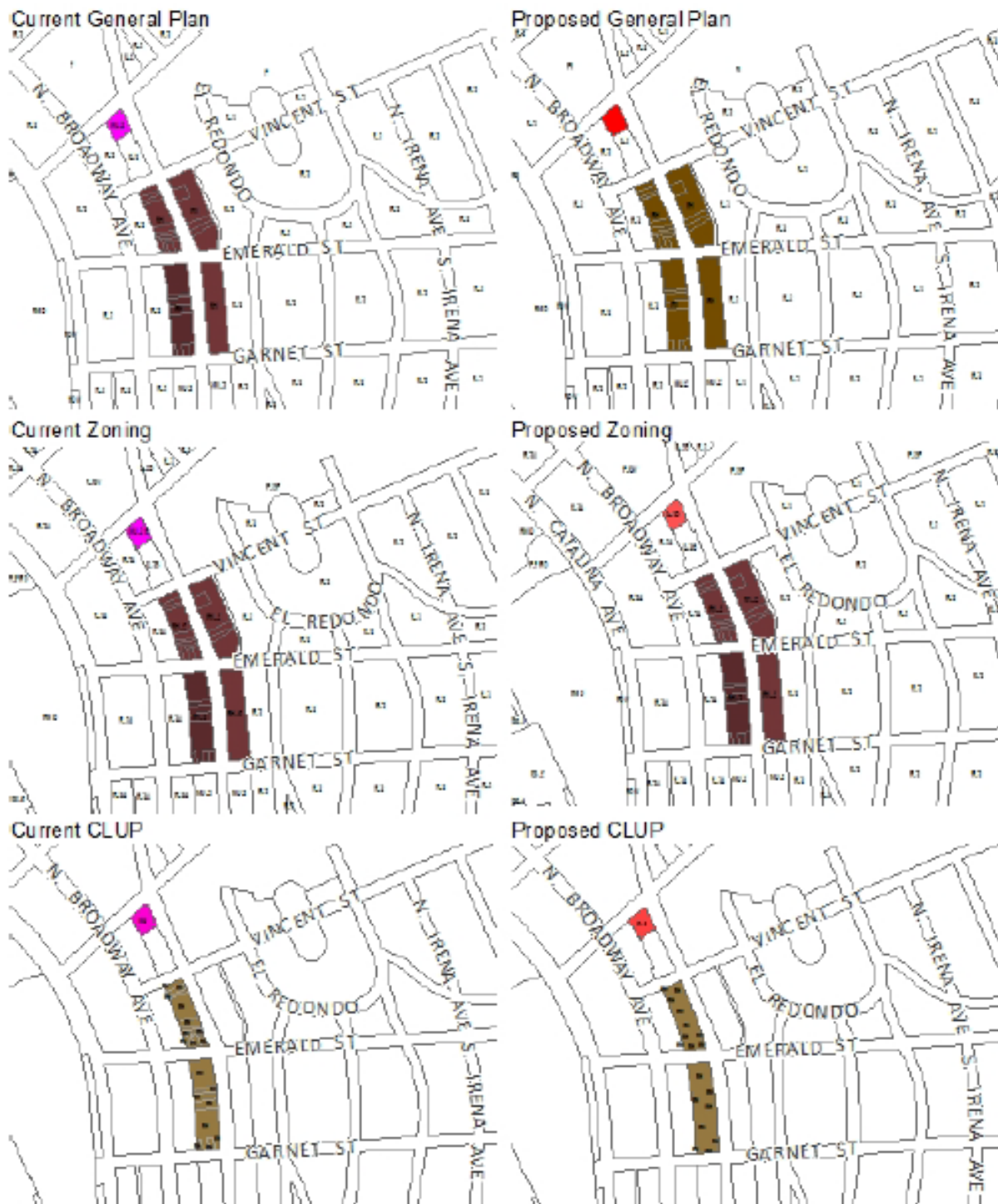


Figure 4.1c PCH - Between Ruby Street and Knob Hill Avenue | General Plan, Zoning Map, and Coastal Land Use Plan Changes

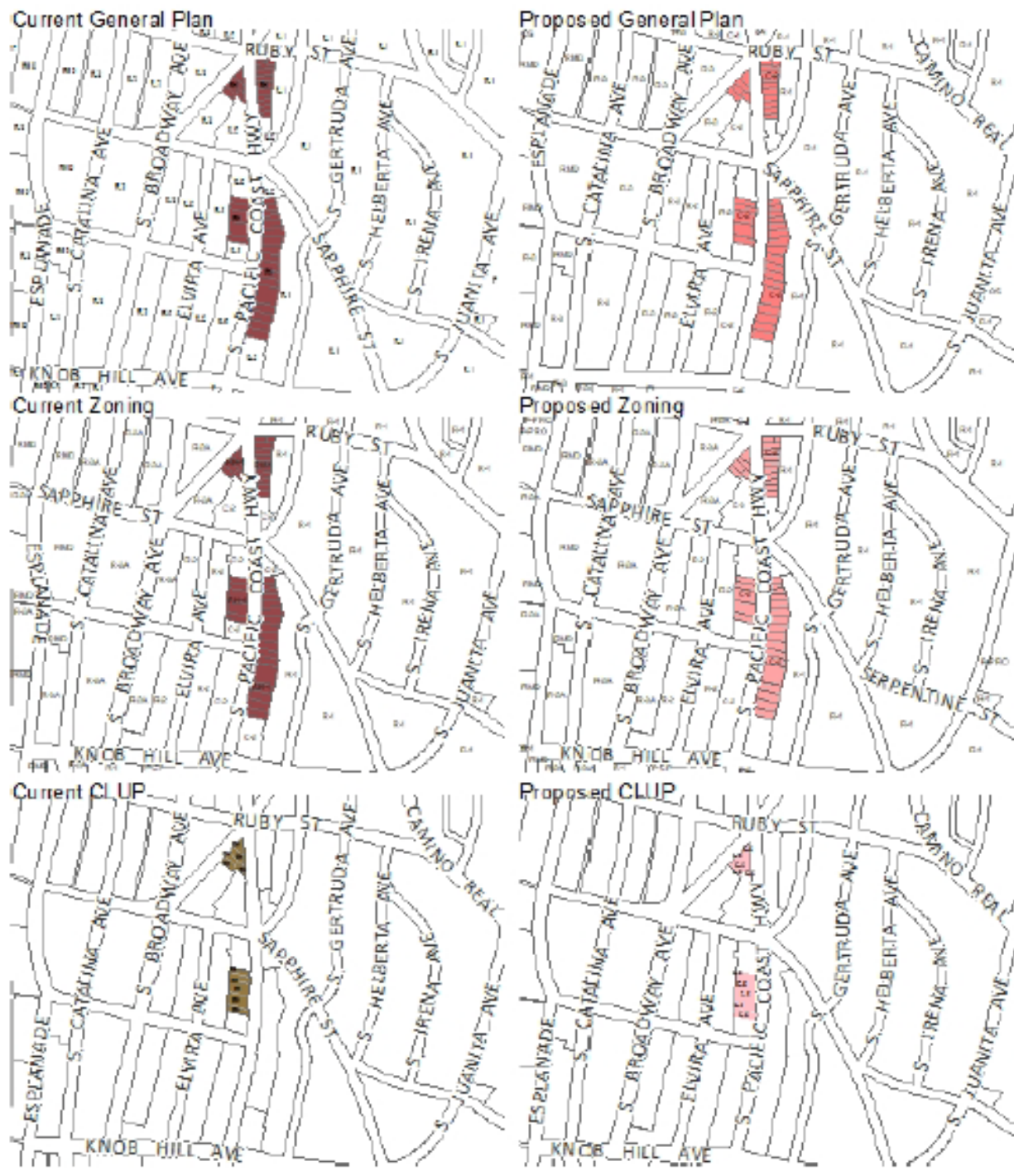
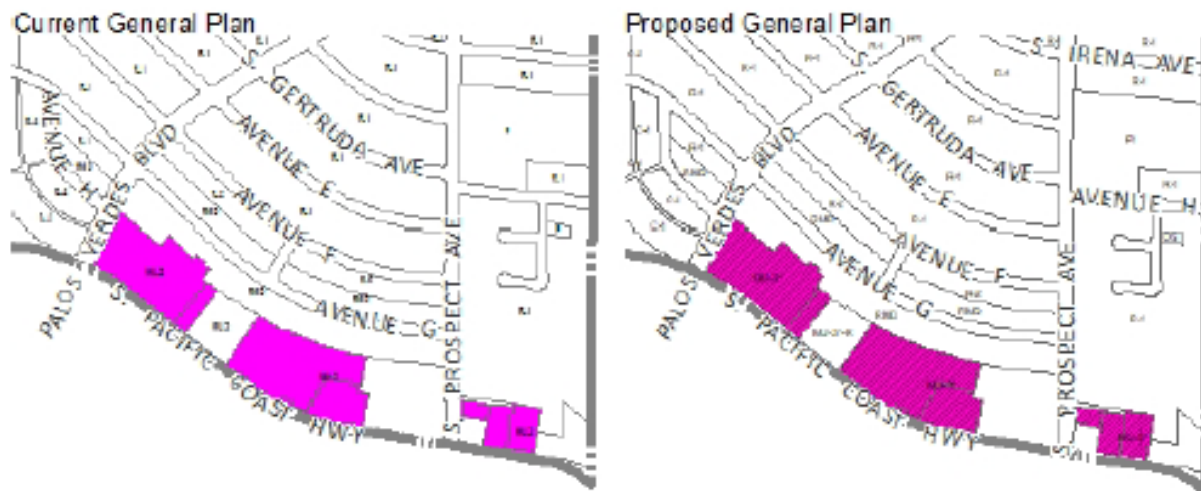


Figure 4.1d PCH - South of Palos Verdes Boulevard | General Plan Map Changes



*There were no Zoning Map changes, and this area is outside the Coastal Zone, so no changes to the Coastal Land Use Plan were required.

Figure 4.2 PCH | General Plan Amended Text

Increased density in the RH designation

RH	Single-family residential, duplexes, townhomes, condominiums, apartments.	28 30 units per net acre.
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Reduced density in MU-3* areas

MU-3	a. All uses permitted in C-2, except large-scale single use food sales and retail facilities "footprints" exceeding 30,000 square feet. b. Residential units on the second floor and higher; provided that impacts are mitigated.	Floor area ratio: 1.0. Floor area ratio: 1.5; provided that all density exceeding 0.7 is developed for residential units and densities exceeding 35 units per net acre (30 du/ac for MU-3 not located at Torrance Boulevard and PCH) are developed as affordable units.
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Minor amendments to properly reference and reflect the above changes were also approved for the following portions of the Land Use Element: Objective 1.26, Policy 1.25.3, Policy 1.26.1, Policy 1.26.3, Policy 1.26.5, Policy 1.26.6, Policy 1.28.2, Policy 1.28.3, Policy 1.28.4, Policy 1.28.8, text description of High-Density Multi-Family Residential Neighborhoods (p. 2-25), Sub-Area 6 map (p. 2-52), the text description of Sub-Area 6 (p. 2-51), the text description of Sub-Area 8 (p. 2-56), Sub-Area 8 map (p. 2-56).

Figure 4.3 PCH | Zoning Ordinance Amended Text

Increased density in RH zones (Inland)***Section 10-2.517 Development standards: RH-1 high density multiple-family residential zone.***

Section 10-2.517 Development standards: RH-1 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,556~~ 1,452 square feet of lot area.

Section 10-2.518 Development standards: RH-2 high density multiple-family residential zone.

Section 10-2.518 Section 10-2.519 Development standards: RH-2 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,556~~ 1,452 square feet of lot area.

Section 10-2.519 Development standards: RH-3 high density multiple-family residential zone.

Section 10-2.519 Development standards: RH-3 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

- (a) Lot area per dwelling unit.
 - (1) The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,556~~ 1,452 square feet of lot area.

Increased density in RH zones (Coastal)***Section 10-5.517 Development standards: RH-1 high density multiple-family residential zone.***

Section 10-5.517 Development standards: RH-1 high density multiple-family residential zone shall be amended as follows:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,556~~ 1,452 square feet of lot area, not to exceed ~~28~~ 30 dwelling units per net acre except one unit may be constructed on any legal lot as defined in Section 10-5.402 and Section 10-5.1528 of this chapter.

Section 10-5.518 Development standards: RH-2 high density multiple-family residential zone.

Section 10-5.518 Development standards: RH-2 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,556~~ 1,452 square feet of lot area, not to exceed ~~28~~ 30 dwelling units per net acre except one unit may be constructed on any legal lot as defined in Section 10-5.402 and Section 10-5.1528 of this chapter.

Figure 4.3 PCH | Zoning Ordinance Amended Text (CONTINUED)

Increased density in RH zones (Coastal) (CONTINUED)***Section 10-5.519 Development standards: RH-3 high density multiple-family residential zone.***

Section 10-5.519 Development standards: RH-3 high density multiple-family residential zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (a) will be amended to read:

(a) Lot area per dwelling unit.

- (1) The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,556~~ 1,452 square feet of lot area, not to exceed ~~28~~ 30 dwelling units per net acre except one unit may be constructed on any legal lot as defined in Section 10-5.402 and Section 10-5.1528 of this chapter.

Reduced density in MU-3a Zone (Inland)***Section 10-2.916 Development standards: MU-3A mixed-use zone.***

Section 10-2.916 Development standards: MU-3A mixed-use zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (b) will be amended to read:

(b) Residential Density.

- (1) Maximum lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,245~~ 1,452 square feet of lot area.

Figure 4.4 PCH | Coastal Land Use Plan Amended Text

Increased density in RH designation

The land use classification for number 4, High Density Multiple-Family, under the "Residential" category in Subsection C, "Proposed Land Use Classifications" within Section VI, "Locating and Planning New Development" of the Coastal Land Use Plan, certified consistent with Resolution No. CC-0805-46, page 4 (found on page 166 of the LCP document) will be revised (changes shown as strike through or underline text) to read as follows:

4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of ~~28~~ 30 units per net acre. The maximum height is limited to ~~30 feet (2 stories)~~ 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.

5. Coastal Mixed-Use.**Coastal Mixed-Use | Affected Area**

The affected area comprises 29.17 acres and 78 properties along Pacific Coast Highway. The corridor has been divided into four subsections to describe changes.

Coastal Mixed-Use | City Council Adopted Amendments (November 2024)

The amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

Salvation Army Mixed-Use Site. One property reduced the permissible housing density from 35 to 30 du/ac. The General Plan designation remained mixed-use (MU-2). The Coastal Land Use Plan was amended to distinguish the Salvation Army mixed-use site from other mixed-use properties and reduce the density from 35 to 30 du/ac. The Zoning Code for the Coastal Zone regulates zoning on this property. The Zoning designation remained MU-2, but the maximum density allowed was reduced from 35 to 30 dwelling units per acre (du/ac).

Riviera Village Mixed-Use Site. Seven properties reduced the permissible housing density from 35 to 30 du/ac. The General Plan designation remained mixed-use (MU-3). The Coastal Land Use Plan was amended to distinguish the Riviera Village mixed-use site from other mixed-use properties and reduce the density from 35 to 30 du/ac. The Zoning Code for the Coastal Zone regulates zoning on this property. The Zoning designation remained MU-3c, but the maximum density allowed was reduced from 35 to 30 dwelling units per acre (du/ac).

- No map changes were proposed as part of these changes.
- The City Council-approved changes to the General Plan text are shown in Figure 5.1.
- City Council–approved changes to the zoning ordinances are shown in Figure 5.2.
- City Council–approved changes to the Coastal Land Use Plan are shown in Figure 5.3.

Figure 5.1 Coastal Mixed-Use Areas | General Plan Amended Text

Reduced density in MU-3* areas

MU-3	a. All uses permitted in C-2, except large-scale single use food sales and retail facilities “footprints” exceeding 30,000 square feet.	Floor area ratio: 1.0.
	b. Residential units on the second floor and higher; provided that impacts are mitigated.	Floor area ratio: 1.5; provided that all density exceeding 0.7 is developed for residential units and densities exceeding 35 units per net acre (<u>30 du/ac for MU-3 not located at Torrance Boulevard and PCH</u>) are developed as affordable units.

Minor amendments to properly reference and reflect the above changes were also approved for the following portions of the Land Use Element: Policy 1.40.4

Figure 5.2 Coastal Mixed-Use Areas | Zoning Ordinance Amended Text

Reduced density in MU-2 zone (Coastal)*Section 10-5.914 Development standards: MU-2 mixed-use zone.*

Section 10-5.914 Development standards: MU-2 mixed-use zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (b) will be amended to read:

- (b) Residential density. The maximum number of dwelling units on a lot shall be no more than one unit for each ~~1,245~~ 1,452 square feet of lot area.

Reduced density in MU-3c zone (Coastal)*Section 10-5.918 Development standards: MU-3C mixed-use zone.*

Section 10-5.918 Development standards: MU-3C mixed-use zone shall be revised (shown as strike through and underlined text) as follows:

Subsection (b) will be amended to read:

- (b) Residential Density. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~1,245~~ 1,452 square feet of lot area, not to exceed ~~35~~ 30 dwelling units per net acre except one unit may be constructed on any legal lot as defined in Section 10-5.402 and Section 10-5.1528 of this chapter.

Figure 5.3 Coastal Mixed-Use Areas | Coastal Land Use Plan Amended Text

The "Mixed Use Commercial/Residential" category under Subsection C, "Proposed Land Use Classifications" within Section VI, "Locating and Planning New Development" of the Coastal Land Use Plan, certified consistent with Resolution No. CC-0805-46, page 5 (found on page 167 of the LCP document) will be revised (changes shown as strike through or underline text) to read as follows:

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 includes the following sites:

1. Salvation Army site. At the northwest corner of Beryl Street and Catalina Avenue, the Salvation Army site permits ~~in addition,~~ community services or non-profit service uses (including religious worship, assembly, and group kitchen/cafeteria facilities) ~~in addition to the uses described above may be permitted on the Salvation Army site.~~ This site permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 0.7 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 30 units per net acre.
2. Riviera Village site. Along Avenue I, midblock between Catalina Avenue and Elena Avenue, the Riviera Village site permits the same uses noted above. ~~This district permits~~ a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.00 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~~ 30 units per net acre.

SECTION 3. PHASE II AUGUST 4th, AND 18th, 2026

The “Major Changes in Allowable Land Use” approved by City Council as Phase II on August 4th, and August 18th, 2026, consist of updates to the City’s General Plan, Zoning Ordinance, Coastal Land Use Plan, and Coastal Land Use Plan Implementing Ordinance (the Implementing Plan (IP) of the City’s Local Coastal Program (LCP)) regarding amendments to industrial areas north of Manhattan Beach Boulevard, commercial corridors along Artesia and Aviation Boulevards, and Pacific Coast Highway, and three school sites (Alta Vista Elementary, Franklin Elementary (now Friendship Campus), and Lincoln Elementary). These amendments are described below and are hereby approved.

The “Phase II” amendments are clustered in 4 general areas of the city.

1. Industrial Intensity

Industrial Intensity | Affected Area

The affected area comprises 231.56 acres across 43 properties between Marine Ave to the North, Manhattan Beach Blvd to the South, Inglewood Ave to the East, and Aviation Blvd to the West. None of the affected areas are within the coastal zone.

Industrial Intensity | City Council Adopted Amendments (August 2026)

Phase II adopted changes include revisions to the General Plan Land Use Definitions and Zoning Ordinance:

I-1 Properties. The City Council approved an increase in the maximum FAR for I-1 properties from 0.70 FAR to 1.00 FAR. This is identified in Table 2.1 of the proposed General Plan, and sections 10-2.1012, 10-2.1013, and 10-2.1014 of the Zoning Ordinance. No map changes are proposed; the General Plan land use designation on all 36 properties would remain I-1, while the Zoning designations would remain I-1 (18 properties), I-1A (9 properties), and I-1B (9 properties).

I-3 Properties. The City Council approved an increase in the maximum FAR for I-3 properties from 0.70 FAR to 1.00 FAR. This is identified in Table 2.1 of the proposed General Plan, and section 10-2.1022 of the Zoning Ordinance. No map changes are proposed; the General Plan land use designation on all 7 properties would remain I-3, while the Zoning designation would remain IC-1.

The current and proposed land use and zoning designations shown in Figures 1.1a-1.1d illustrate that no map changes are proposed. Proposed changes to the General Plan text are shown in Figures 1.2a and 1.2b, and proposed changes to the zoning ordinance are shown on Figure 1.3. All affected properties are outside of the Coastal Zone, so no edits to the LCP are proposed.

Figure 1.1a Industrial Intensity | Current General Plan²



Figure 1.1b Industrial Intensity | Proposed General Plan²



² Figures 1.1a-1.1d illustrate the geographic extent of the proposed changes, but no map changes are associated with these revisions. Only the General Plan text and Zoning Ordinance are proposed to change.

Figure 1.1c Industrial Intensity | Current Zoning Map³

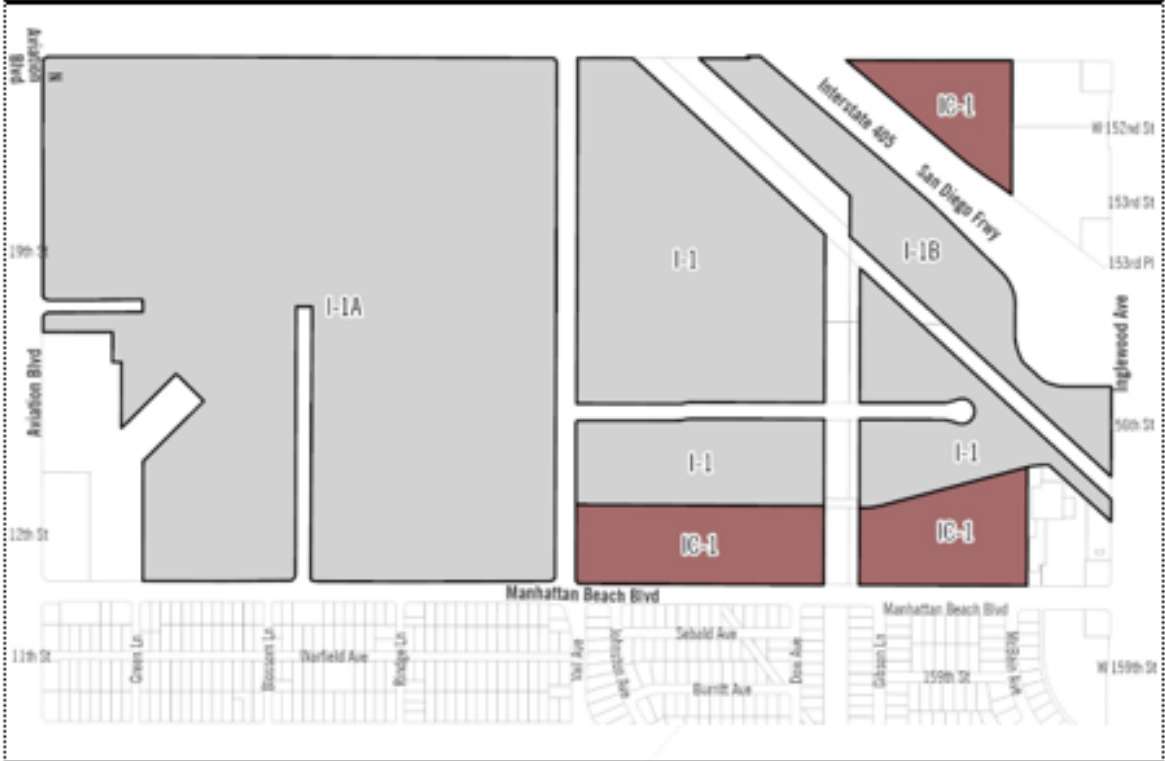
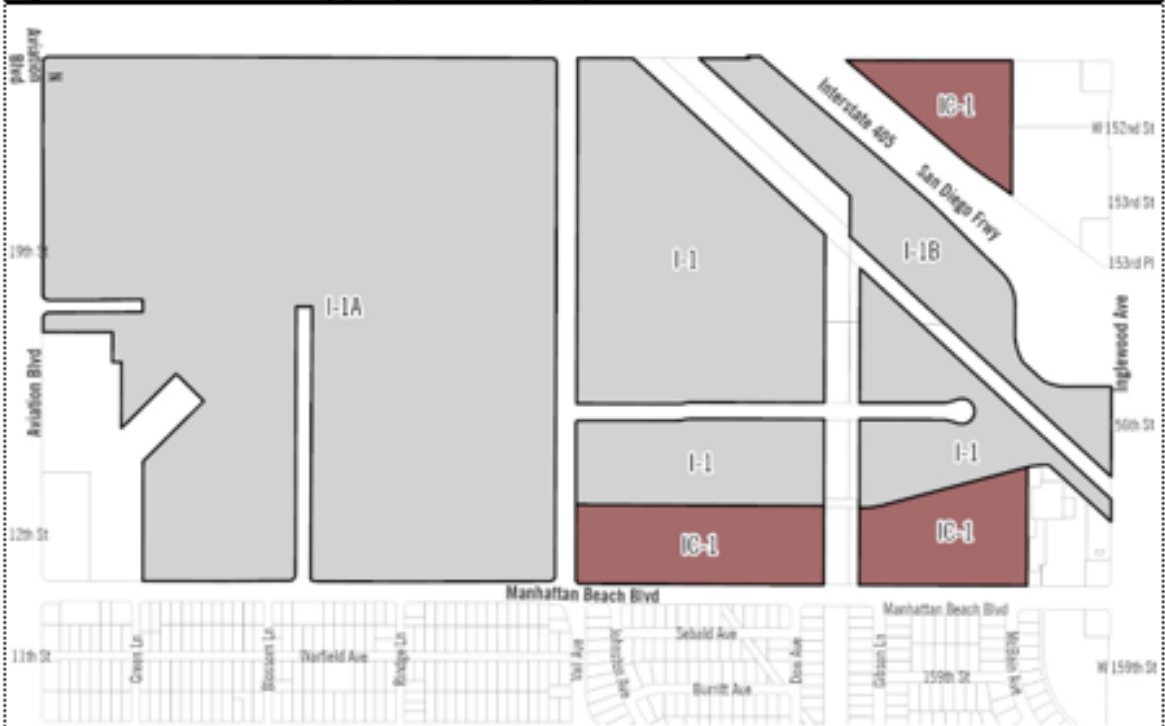


Figure 1.1d Industrial Intensity | Proposed Zoning Map³



³ Figures 1.1a-1.1d illustrate the geographic extent of the proposed changes, but no map changes are associated with these revisions. Only the General Plan text and Zoning Ordinance are proposed to change.

Figure 1.2a Industrial Intensity | Current General Plan Text

TABLE 2 (Cont.)		
Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Industrial		Floor area ratio: 0.7.
I-1	Light industrial, research and development, "office park" facilities, manufacture of spacecraft and associated aerospace systems, supporting commercial uses (e.g., restaurants, banks, copiers, and similar uses), educational and governmental facilities, and day care centers.	
I-2	Uses permitted in I1.	Floor area ratio: 1.0.
I-3	Uses permitted in I1, and building material sales, furniture stores, vehicle sales and services, maintenance and repair services, restaurants, banks, photocopies, and similar uses.	Floor area ratio: 0.7.

Figure 1.2b Industrial Intensity | Proposed General Plan Text

Table 2.1: General Plan Land Use Designations		
Land Use Designation	Maximum Density/Intensity	Description
I-1	FAR 1.00	Light industrial, research and development, "office park" facilities, manufacture of spacecraft and associated aerospace systems, supporting commercial uses (e.g., restaurants, banks, copiers, and similar uses), educational and governmental facilities, and day care centers.
I-2	FAR 1.00	Same uses as I-1
I-3	FAR 1.00	Same uses as I-1, and building material sales, furniture stores, vehicles sales and services, maintenance and repair services, restaurants, banks, photocopies, and similar uses.

Figure 1.3 Industrial Intensity | Zoning Ordinance Amended Text

AMENDMENT OF CODE §10-2.1012. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1012 shall be amended as follows (*proposed deletions shown as strike through text and proposed additions shown as underlined text*):

Section 10-2.1012 Development standards: I-1 industrial zone.

Subsection (a) will be amended to read:

- (a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed ~~0.7~~ 1.0 (see definition of floor area ratio in Section 10-2.402).

AMENDMENT OF CODE §10-2.1013. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1013 shall be amended as follows (*proposed deletions shown as strike through text and proposed additions shown as underlined text*):

Section 10-2.1013 Development standards: I-1A industrial zone.

Subsection (a) will be amended to read:

- (a) The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.0 ~~0.7~~, ~~except that the F.A.R. may be increased to a maximum of 1.0 on individual lots subject to the approval of a development agreement containing provisions limiting the cumulative floor area ratio of all parcels in the zone to a maximum of 0.7.~~ (See definition of floor area ratio in Section 10-2.402).

AMENDMENT OF CODE §10-2.1014. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1014 shall be amended as follows (*proposed deletions shown as strike through text and proposed additions shown as underlined text*):

Section 10-2.1014 Development standards: I-1B industrial zone.

Subsection (b) will be amended to read:

- (b) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed ~~0.7~~ 1.0 (see definition of floor area ratio in Section 10-2.402).

AMENDMENT OF CODE §10-2.1022. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1022 shall be amended as follows (*proposed deletions shown as strike through text and proposed additions shown as underlined text*):

Section 10-2.1022 Development standards: IC-1 industrial-commercial zone.

Subsection (c) will be amended to read:

- (c) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed ~~0.7~~ 1.0 (see definition of floor area ratio in Section 10-2.402).

2. Artesia and Aviation Boulevards.

Artesia and Aviation Boulevards | Affected Area

The affected area comprises 47.38 acres across 188 properties fronting Artesia and Aviation Boulevards within the AACAP Boundary (The AACAP Boundary mirrors the boundaries of Artesia and Aviation Special Policy Areas combined). None of the affected properties are within the coastal zone.

Artesia and Aviation Boulevards | City Council Adopted Amendments (August 2026)

Phase II adopted changes include changes to the General Plan and Zoning Ordinance:

Properties changing from C-2 to CN (AACAP). Phase II amended the General Plan designation for all C-2 properties facing Artesia and Aviation Blvds within the AACAP Area to CN (AACAP). This designation allows for the same types of uses as C-2, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the adopted General Plan. These updates to the zoning ordinance reflect the change in FAR in section 10-2.622 of the Zoning Ordinance, but no updates to the zoning map are needed. The General Plan land use designation for 115 properties (28.2 acres) would change from C-2 to CN (AACAP). These properties are located along three specific corridor segments:

- Artesia Blvd (Between Ruxton Ln and SCE Corridor)
- Artesia Blvd (Between Rindge Ln and Blossom Ln)
- Aviation Blvd (from Artesia Blvd & Aviation Way to Aviation Blvd & Harper Ave/City Boundary).

Properties changing from C-2-PD to CN (AACAP). Phase II amended the General Plan designation for C-2-PD to CN(AACAP) on properties fronting Artesia Blvd between the SCE Corridor and Rindge Ln. The CN(AACAP) designation allows for the same types of uses as C-2-PD, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the adopted General Plan. These updates to the zoning ordinance reflect the change in FAR in section 10-2.625 of the Zoning Ordinance. The General Plan land use designation for 45 properties (11.5 acres) would change from C-2-PD to CN (AACAP), while the Zoning designations would remain C-2-PD (No changes to the zoning map are proposed).

Properties with approved Phase I changes and adopted Phase II changes. On November 5, 2024 City Council approved changing 28 properties between Blossom Lane and Aviation Way from mixed use (MU-1) to Commercial (C-2) with a maximum FAR of 0.60. The Phase II GPU amended these 28 properties from C-2 to CN(AACAP), which allows the same types of uses as C-2, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the adopted General Plan. These updates to the zoning ordinance reflect the change in FAR in section 10-2.622 of the Zoning Ordinance. The General Plan land use designation for these 28 properties would change from C-2 to CN (AACAP), while the Zoning designations would remain C-2 consistent with the Phase I map changes already adopted City Council.

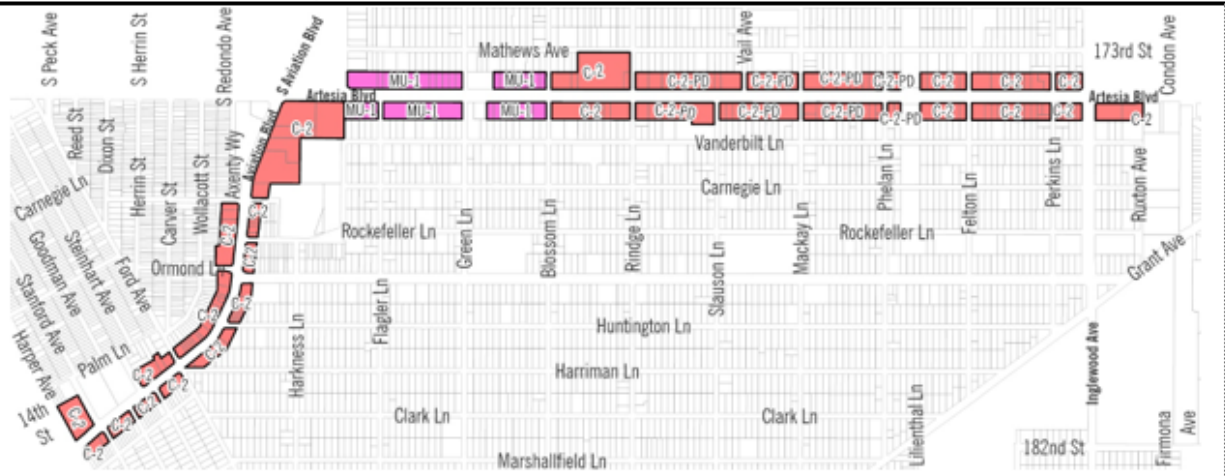
Development Standards. Consistent with City Council's approval (inclusive of some recommendations by the Planning Commission), Phase II amended the C-2 and C-2-PD zoning development standards specifically for properties within the AACAP boundary. In addition to the FAR increase to 1.50, the amendments raise the maximum building height to 45 feet and allow up to three stories. To ensure a walkable, visually engaging streetscape, the amendments also introduce rigorous pedestrian-oriented architectural and design standards. These include requiring a minimum 12-foot floor-to-ceiling dimension for first-floor commercial spaces, a minimum of 70 percent transparent materials (such as glass or windows) for ground-floor retail frontages, upper-story step-

backs (a minimum average 5-foot setback above the second floor), and specific high-quality facade material and shade structure requirements.

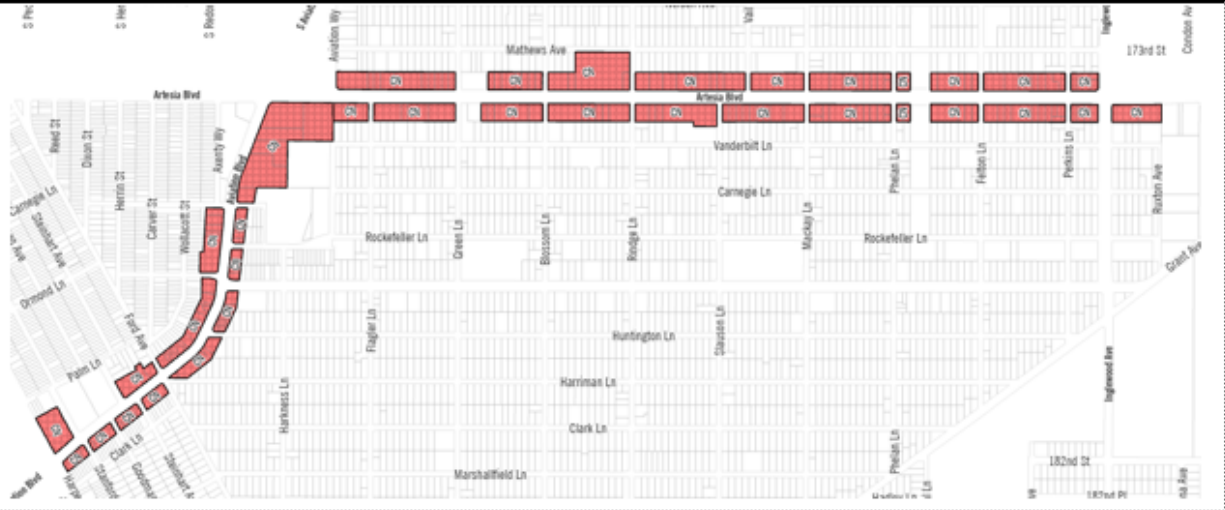
Rooftop Dining. The City Council approved Phase II amendments introduce a new Rooftop Dining Ordinance that will apply to C-2 and C-2-PD zoned properties along Artesia and Aviation Boulevards. Rooftop dining areas will be permitted subject to an Administrative Use Permit and must be operated as an integral part of an associated restaurant. The ordinance mandates strict operational, design, and noise mitigation standards to ensure compatibility with adjacent uses, including a maximum structure height of 10 feet above the roof surface, downward-facing lighting, and a 20-foot setback from any contiguous residential zone. To incentivize placemaking within the Artesia and Aviation Corridors Area Plan (AACAP) boundary, no additional parking is required for rooftop dining. Additionally, all rooftop dining square footage will count toward the total adopted 1.50 FAR requirement.

The current and adopted land use and zoning designations are shown in Figures 2.1a-2.1d. The current and adopted General Plan text is shown in Figures 2.2a and 2.2b, and changes to the zoning ordinance are shown in Figure 2.3. All affected properties are outside of the Coastal Zone, so no edits to the LCP are required.

2.1a Artesia and Aviation Boulevards | Current General Plan (Prior to Phase I)⁴



2.1b Artesia and Aviation Boulevards | Proposed General Plan (Phase II proposed changes)⁴



2.1c Artesia and Aviation Boulevards | Current Zoning Map (Prior to Phase I)⁶



2.1d Artesia and Aviation Boulevards | Proposed Zoning Map (Phase II proposed changes)⁶

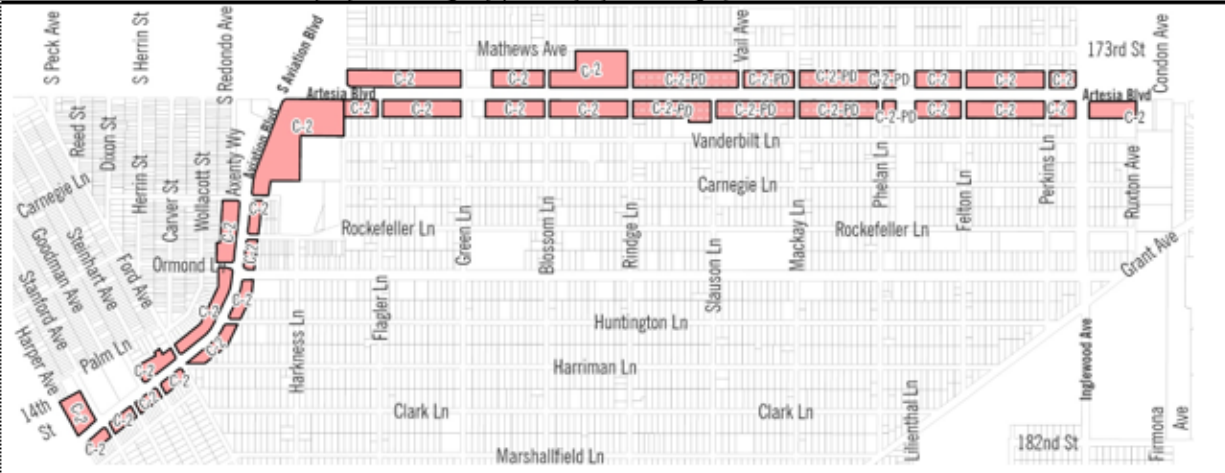


Figure 2.2a Artesia and Aviation Boulevards | Current General Plan Text

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Commercial		
C-2	Same uses as C-1 and movie theaters, and overnight accommodations; except Riviera Village where no "footprint" exceeding 30,000 square feet is permitted for a single use for food sales, retail goods, or other large volume use.	Floor area ratio: 0.50

Figure 2.2b. Artesia and Aviation Boulevards | Proposed General Plan

Table 2.1: General Plan Land Use Designations		
Commercial		
Neighborhood Commercial (CN)	Max. FAR 0.50 Max FAR 1.50 for Artesia and Aviation Boulevards Special Policy Areas	Provides for commercial districts with uses that complement adjacent residential neighborhoods. Allowed uses include retail, restaurants, personal services, office, hotel*, and similar uses. The intent of this designation is to provide goods and services that meet the needs of residents and businesses. Buildings in the CN districts should front the street with rear, alley loaded parking where feasible. Where CN designations contain existing residential uses, they shall be allowed to remain and shall be considered conforming; however, no new residential units are permitted. Maximum FAR 0.50 (except for the Artesia and Aviation Boulevards Special Policy Areas, where the Maximum FAR is 1.50) *Conditionally permitted subject to zoning code

Figure 2.3 Artesia and Aviation Boulevards | Zoning Ordinance Amended Text

AMENDMENT OF CODE §10-2.622. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.622 shall be amended as follows (*proposed deletions shown as strike-through text and proposed additions shown as underlined text*):

Section 10-2.622 Development Standards, C-2 commercial zone.

- ~~(a)~~ These standards shall apply to the C-2 zone with the exception of properties located in the AACAP which are subject to the standards identified in subsection (k) below.
- ~~(b)(a)~~ Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.5 (see definition of floor area ratio in Section 10-2.402) ~~except within the Artesia and Aviation Corridors Area Plan area as adopted by resolution of the City Council.~~
- ~~(1)~~ The floor area ratio (F.A.R.) of all buildings on a lot within the Artesia and Aviation Corridors Area Plan area as adopted by resolution of the City Council, shall not exceed 0.6 (see definition of floor area ratio in Section 10-2.402).
- ~~(c)(b)~~ Building height. No building or structure shall exceed a height of 30 feet (see definition of building height in Section 10-2.402).
- ~~(d)(e)~~ Stories. No building shall exceed two stories (see definition of story in Section 10-2.402).
- ~~(e)(d)~~ Setbacks. The minimum setback requirements shall be as follows:
 - (1) Front setback. There shall be a minimum front setback of five feet the full width of the lot, except where a lot is contiguous to a residentially zoned lot fronting on the same street, in which case the required front setback shall be the same as required for the contiguous residential lot.
 - (2) Side setback.
 - a. There shall be a minimum side setback of 10 feet the full length of the lot on the street side of a corner or reverse corner lot.
 - b. No side setback shall be required along the interior lot lines, except where the side lot line is contiguous to a residential zone, in which case the following standards shall apply:
 - 1. There shall be a minimum side setback of 20 feet the full length of the lot;
 - 2. The required side setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).
 - (3) Rear setback. No rear setback shall be required, except where the rear lot line is contiguous to a residential zone, in which case the following standards shall apply:
 - a. There shall be a minimum rear setback of 20 feet the full width of the lot;
 - b. The required rear setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).
- ~~(e)~~ Usable public open space within the Artesia and Aviation Corridors Area Plan area as adopted by resolution of the City Council. For projects of 15,000 square feet of lot area or greater, spaces

such as public plazas, public walkways and other public spaces of at least 10% of the F.A.R. shall be provided:

- (1) Public open space shall be accessible to the public and not be fenced or gated so as to prevent public access.
- (2) Public open space shall be contiguous to the maximum extent feasible.
- (3) Areas less than 10 feet in width may not count as public open space.
- (4) The requirement of 10% public open space may be modified by the Community Development Director or assigned for projects developed on lots less than 20,000 square feet in size.

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

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

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

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

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

(k) Development Standards within the Artesia and Aviation Corridors Area Plan.

(1) Purpose: The purpose of this subsection is to establish development standards specific to C-2 zoned properties located within the Artesia and Aviation Corridors Area Plan. The intention of these development standards is to foster and support the development of a vibrant, pedestrian-oriented corridor that balances commercial vitality with neighborhood compatibility, consistent with the adopted Artesia and Aviation Corridors Area Plan objectives. The Artesia and Aviation Corridors Area Plan includes properties along Artesia and Aviation Boulevard from the transportation easement (rail line) east of Inglewood Avenue to the western City boundary at Aviation Boulevard.

(2) Applicability: The development standards in this subsection apply only to properties located within the boundaries of the Artesia and Aviation Corridors Area Plan. All other areas outside the Artesia and Aviation Corridors Area Plan zoned C-2 shall continue to be regulated by subsections (a) through (j) above.

(3) Development Standards for the Artesia and Aviation Corridors Area Plan:

a. Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5 (see definition of floor area ratio in Section 10-2.402).

b. Building height. No building or structure shall exceed a height of 45 feet (see definition of building height in Section 10-2.402).

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

d. Setbacks.

1. Front setback

(i) Minimum required. There shall be a minimum front setback of five feet the full width of the lot.

i. Buildings shall be oriented towards Artesia and Aviation Boulevard frontages and provide entrances from the sidewalk. Entrances can also be oriented towards courtyards and plazas provided the courtyard or plaza is oriented towards and accessed directly from Artesia and Aviation Boulevards.

- ii. The placement of off-street parking in the front of the building may be authorized through approval of an Administrative Use Permit (AUP) as determined by the Community Development Director as identified in Municipal Code Section 10-2.1707(b)(2)(b)(1)
- 1. Side setback.
 - (i) There shall be a minimum side setback of five feet the full length of the lot on the street side of a corner or reverse corner lot.
 - (ii) No side setback shall be required along the interior lot lines.
- 2. Rear setback. No rear setback shall be required, except where the rear lot line is contiguous to a residential zone, in which case the following standards shall apply:
 - (i) There shall be a minimum rear setback of 20 feet the full width of the lot;
 - (ii) The required rear setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).
- 4. Third story setback. Within the first 30 feet of property depth, all building elevations above the second floor along Artesia and Aviation Boulevard shall have a minimum average setback of five feet from the second floor building face.
- e. To promote a pedestrian-oriented and visually engaging streetscape, all first-floor commercial spaces shall have a minimum floor-to-ceiling dimension of 12 feet.
- (4) The following design standards and guidelines are required in addition to Artesia and Aviation Corridors Area Plan Guidelines for new structures and any addition of gross floor area of 1,000 square feet or more, whether attached or detached, to an existing commercial structure:
 - a. Architecture and design:
 - 1. Facade Materials: Projects shall incorporate high-quality materials that are consistent with and complementary of the building's architectural style. Materials such as vinyl, plastic, or similar less-quality materials as determined by the Community Development Director, or designee, are not permitted. Materials shall support a cohesive and visually refined design and be suitable for long-term durability. Acceptable materials including but not limited to, natural stone, brick, precast concrete, wood, and factory-finished metal panels (heavy-gauge only, in corrugated or flat sections, low reflectivity) are preferred.
 - 2. Specific design features and elements that should be incorporated into the projects design include the following:
 - (i) Storefronts and Entrances:
 - i. The storefront shall enhance the visual quality and character of the street and reflect the architectural style of the building while maintaining individuality.
 - ii. Provide continuous variety and make buildings appear unique while contributing to a cohesive, vibrant, and human-scaled environment.
 - iii. Provide incremental shifts in the wall plane, building material variation, and window patterns to create small shadows that give an impression of depth and texture.
 - iv. For retail uses a minimum of 70 percent of the first-floor fronting Artesia Boulevard or Aviation Boulevard shall consist of transparent materials

such as glass or windows. Display windows should provide visual interest and pedestrian engagement (e.g., merchandise, art, interior activity) and encourage pedestrian activity through transparent, inviting facades.

v. Building entries should be at or near grade and oriented toward the street and clearly defined. Pedestrian entrances and windows should be the dominant elements on the public street facades. Consider using recessed entrances to create depth and shadow, and enhance the walkability and visual interest of the storefront area.

3. Corner Emphasis: Distinctive corner architectural treatments such as taller parapets, curved glazing, or tower elements to anchor intersections shall be incorporated into the design of the project.

4. Shade Structures: Consider incorporating awnings or canopies or architectural shading devices (louvers, trellises) along retail frontages or commercial spaces for shade and functional design.

(i) Shade structures shall be designed to complement the primary building through consistent materials, color, form, and detailing. Materials shall be durable and result in longevity.

(ii) The size and shape of shade structures shall be proportionate to the building facade and the width of the bay or storefront they cover.

(iii) A minimum vertical clearance of eight feet above finished grade shall be provided for all elements that encroach into the public right-of-way or pedestrian areas.

(iv) Shade structures may encroach over public sidewalks or pedestrian pathways, provided a minimum two-foot setback from the curb line is maintained at all times and an Encroachment Permit is obtained.

5. Lighting: The placement and style of lighting shall highlight architectural features and signage.

(i) Lighting shall be designed and located to not project off-site or onto adjacent uses.

(ii) Lighting shall be warm, energy-efficient lighting for a welcoming nighttime appearance and pedestrian activity.

AMENDMENT OF CODE §10-2.625. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.625 shall be amended as follows (*proposed deletions shown as strike through text and proposed additions shown as underlined text*):

Section 10-2.625 Development Standards, C-2-PD commercial zone.

(a) These standards shall apply to the C-2 zone with the exception of properties located in the AACAP which are subject to the standards identified in subsection (k) below.

(b)(e) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.5 (see definition of floor area ratio in Section 10-2.402) except within the Artesia and Aviation Corridors Area Plan area as adopted by resolution of the City Council.

(1) The floor area ratio (F.A.R.) of all buildings on a lot within the Artesia and Aviation Corridors Area Plan area as adopted by resolution of the City Council, shall not exceed 0.6 (see definition of floor area ratio in Section 10-2.402).

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

~~(d)(e)~~ Stories. No building shall exceed two stories (see definition of story in Section 10-2.402).

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

(1) Front setback.

- a. Minimum required. There shall be a minimum front setback of five feet the full width of the lot. However, where a lot is contiguous to a residentially zoned lot fronting on the same street, the required front setback shall be the same as required for the contiguous residential lot.
- b. Maximum permitted. The front setback shall not exceed 10 feet for 50% 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.

- a. There shall be a minimum side setback of 10 feet the full length of the lot on the street side of a corner or reverse corner lot.
- b. No side setback shall be required along the interior lot lines, except where the side lot line is contiguous to a residential zone, in which case the following standards shall apply:
 1. There shall be a minimum side setback of 20 feet the full length of the lot;
 2. The required side setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).

(3) Rear setback. No rear setback shall be required, except where the rear lot line is contiguous to a residential zone, in which case the following standards shall apply:

- a. There shall be a minimum rear setback of 20 feet the full width of the lot;
- b. The required rear setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).

~~(e) Usable public open space within the Artesia and Aviation Corridors Area Plan area as adopted by resolution of the City Council. For projects of 15,000 square feet of lot area or greater, spaces such as public plazas, public walkways and other public spaces of at least 10% of the F.A.R. shall be provided.~~

~~(1) Public open space shall be accessible to the public and not be fenced or gated so as to prevent public access.~~

~~(2) Public open space shall be contiguous to the maximum extent feasible.~~

~~(3) Areas less than 10 feet in width may not count as public open space.~~

~~(4) The requirement of 10% public open space may be modified by the Community Development Director or assigned for projects developed on lots less than 20,000 square feet in size.~~

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

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

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

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

- (j) Procedures. See Article 12 of this chapter.
- (k) Development Standards within the Artesia and Aviation Corridors Area Plan.
 - (1) Purpose: The purpose of this subsection is to establish development standards specific to C-2-PD zoned properties located within the Artesia and Aviation Corridors Area Plan. The intention of these development standards is to foster and support the development of a vibrant, pedestrian-oriented corridor that balances commercial vitality with neighborhood compatibility, consistent with the adopted Artesia and Aviation Corridors Area Plan objectives. The Artesia and Aviation Corridors Area Plan includes properties along Artesia and Aviation Boulevard from the transportation easement (rail line) east of Inglewood Avenue to the western City boundary at Aviation Boulevard.
 - (2) Applicability: The development standards in this subsection apply only to properties located within the boundaries of the Artesia and Aviation Corridors Area Plan. All other areas outside the Artesia and Aviation Corridors Area Plan zoned C-2 shall continue to be regulated by subsections (a) through (j) above.
 - (3) Development Standards for the Artesia and Aviation Corridors Area Plan:
 - a. Floor Area Ratio: The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5 (see definition of floor area ratio in Section 10-2.402).
 - b. Building height: No building or structure shall exceed a height of 45 feet (see definition of building height in Section 10-2.402).
 - c. Stories. No building shall exceed three stories (see definition of story in Section 10-2.402).
 - d. Setbacks.
 - 1. Front setback
 - (i) Minimum required. There shall be a minimum front setback of five feet the full width of the lot.
 - (ii) Maximum permitted. The front setback shall not exceed 10 feet for 50% 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.
 - i. Buildings shall be oriented towards Artesia and Aviation Boulevard frontages and provide entrances from the sidewalk. Entrances can also be oriented towards courtyards and plazas provided the courtyard or plaza is oriented towards and accessed directly from Artesia and Aviation Boulevards.
 - 2. Side setback.
 - (i) There shall be a minimum side setback of five feet the full length of the lot on the street side of a corner or reverse corner lot.
 - (ii) No side setback shall be required along the interior lot lines.
 - 3. Rear setback. No rear setback shall be required, except where the rear lot line is contiguous to a residential zone, in which case the following standards shall apply:
 - (i) There shall be a minimum rear setback of 20 feet the full width of the lot;
 - (ii) The required rear setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).

4. Third story setback. Within the first 30 feet of property depth, all building elevations above the second floor shall have a minimum average setback of five feet from the second floor building face.
- e. To promote a pedestrian-oriented and visually engaging streetscape, all first-floor commercial spaces shall have a minimum floor-to-ceiling dimension of 12 feet.
- (4) The following design standards and guidelines are required in addition to Artesia and Aviation Corridors Area Plan Guidelines for new structures and any addition of gross floor area of 1,000 square feet or more, whether attached or detached, to an existing commercial structure:
 - a. Architecture and design:
 1. Facade Materials: Projects shall incorporate high-quality materials that are consistent with and complementary of the building's architectural style. Materials such as vinyl, plastic, or similar less-quality materials as determined by the Community Development Director, or designee, are not permitted. Materials shall support a cohesive and visually refined design and be suitable for long-term durability. Acceptable materials including but not limited to, natural stone, brick, precast concrete, wood, and factory-finished metal panels (heavy-gauge only, in corrugated or flat sections, low reflectivity) are preferred.
 2. Specific design features and elements that should be incorporated into the projects design include the following:
 - (i) Storefronts and Entrances:
 - i. Provide continuous variety and make buildings appear unique while contributing to a cohesive, vibrant, and human-scaled environment.
 - ii. Provide incremental shifts in the wall plane, building material variation, and window patterns to create small shadows that give an impression of depth and texture.
 - iii. For retail uses a minimum of 70 percent of the first-floor fronting Artesia Boulevard or Aviation Boulevards shall consist of transparent materials such as glass or windows. Display windows should provide visual interest and pedestrian engagement (e.g., merchandise, art, interior activity) and encourage pedestrian activity through transparent, inviting facades.
 - iv. Building entries should be at or near grade and oriented toward the street and clearly defined. Pedestrian entrances and windows should be the dominant elements on the public street facades. Consider using recessed entrances to create depth and shadow, and enhance the walkability and visual interest of the storefront area.
 3. Corner Emphasis: Distinctive corner architectural treatments such as taller parapets, curved glazing, or tower elements to anchor intersections shall be incorporated into the design of the project.
 4. Shade Structures: Consider incorporating awnings or canopies or architectural shading devices (louvers, trellises) along retail frontages or commercial spaces for shade and functional design.
 - (i) Shade structures shall be designed to complement the primary building through consistent materials, color, form, and detailing. Materials shall be durable and result in longevity.

- (ii) The size and shape of shade structures shall be proportionate to the building facade and the width of the bay or storefront they cover.
- (iii) A minimum vertical clearance of eight feet above finished grade shall be provided for all elements that encroach into the public right-of-way or pedestrian areas.
- (iv) Shade structures may encroach over public sidewalks or pedestrian pathways, provided a minimum two foot setback from the curb line is maintained at all times and an Encroachment Permit is obtained..
- 5. Lighting: The placement and style of lighting shall highlight architectural features and signage.
 - (i) Lighting shall be designed and located to not project off-site or onto adjacent uses.
 - (ii) Lighting shall be warm, energy-efficient lighting for a welcoming nighttime appearance and pedestrian activity.

3. PCH and Torrance Boulevard.

PCH and Torrance Boulevard | Affected Area

The Proposed Project changes select commercial properties along PCH from C-2 to C-4, which allows for a higher maximum intensity, changing the allowed intensity from 0.50 FAR to 1.00 FAR. The Proposed Project also changes one property along Torrance from C-2 to Public Institutional (PI-1), increasing the maximum intensity allowed from 0.50 FAR to 0.75 FAR. The affected properties are divided between the coastal zone and inland areas.

PCH and Torrance Boulevard | City Council Adopted Amendments (August 2026)

Phase II adopted changes include revisions to the General Plan, Zoning Ordinance, Coastal Land Use Plan (CLUP), and Zoning Map:

Properties changing from C-2 to C-4. Phase II amended the General Plan designation for 40 properties (18.4 acres) along Pacific Coast Highway from Commercial (C-2) to Commercial (C-4). This designation allows for commercial uses but increases the maximum allowable building intensity from 0.50 FAR to 1.00 FAR. This change is identified in Figures 3.1a-3.1f and Table 2.1 of the proposed General Plan. These properties are divided between the Coastal Zone and inland areas across four specific corridor segments:

Coastal Zone (West Side of Pacific Coast Highway). This includes 31 properties across three segments: between Catalina Ave and Gertruda Ave (16 properties); between Beryl St and Carnelian Ave (3 properties); and between Pearl St and Ruby St (12 properties). For these properties the Coastal Land Use Map in the Coastal Land Use Plan, will be amended to change the designation from C-2 to C-4, making these properties consistent with the General Plan. The Zoning Code for the Coastal Zone regulates zoning on these properties, and the Zoning designations will be changed from C-2 and C-2A to C-4.

Inland (East Side of Pacific Coast Highway). This includes 9 properties along PCH between Pearl St and Ruby St. For these properties, the General Plan designation will

change from C-2 to C-4, and the Zoning designation will change from C-2 to C-4. This area is outside of the coastal zone, so there are no changes to the Coastal Land Use Plan or Coastal Land Use Plan Implementing Ordinance for this segment.

The current and proposed land use and zoning designations are shown in Figures 3.1a-3.1d. The current and proposed Coastal Land Use Plans are shown in Figures 3.1e and 3.1f. Figures 3.2a and 3.2b note that there are no proposed changes to General Plan land use designations associated with these changes. Figure 3.3 notes that there are no proposed changes to the zoning ordinance.



**3.1c PCH and Torrance Boulevard |
Current Zoning Map**



**3.1d PCH and Torrance Boulevard |
Proposed Zoning Map**





Figure 3.2 PCH and Torrance Boulevard | Current and Proposed General Plan Text

Note: There are not proposed changes to the General Plan Text associated with these changes.

Figure 3.3a PCH and Torrance Boulevard | Zoning Ordinance Amended Text

Note: There are not proposed changes to the General Plan Text associated with these changes.

**Figure 3.3b PCH and Torrance Boulevard |
Coastal Land Use Plan Implementing Ordinance Amended Text**

Note: There are not proposed changes to the General Plan Text associated with these changes.

4. School Updates

School Update | Affected Area

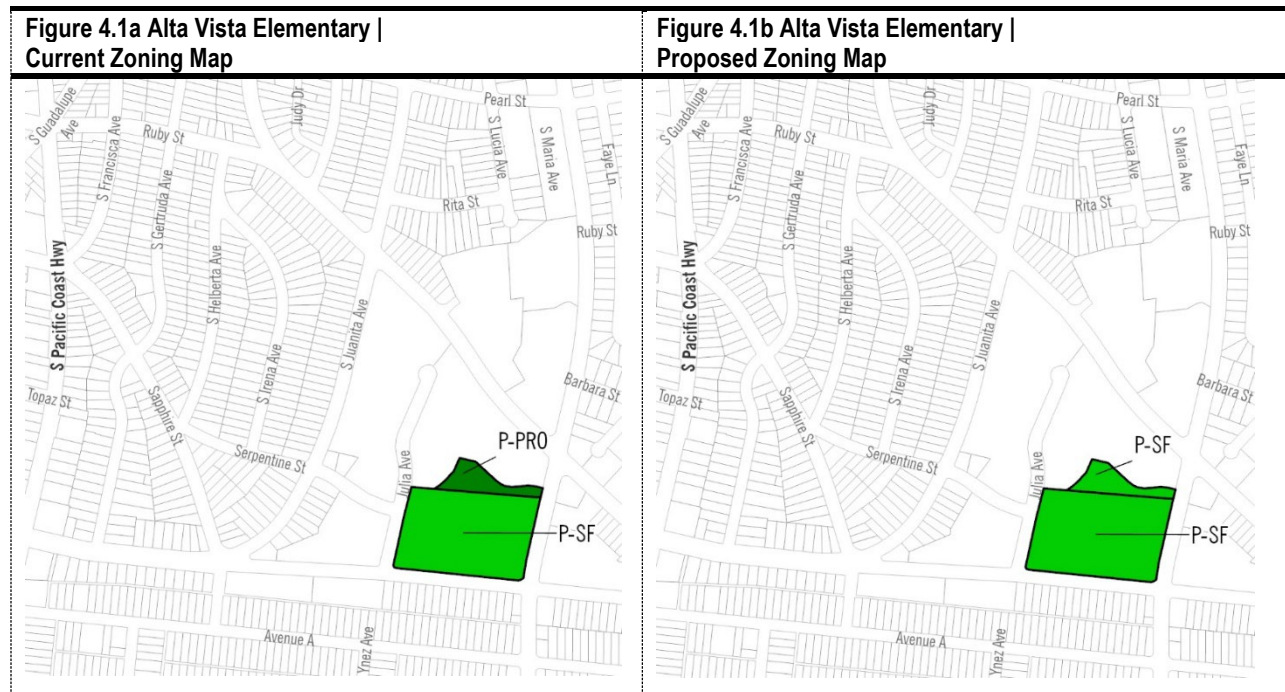
The affected area comprises 7.4 acres across 2 properties located within the City's inland areas. These sites involve redesignating existing school playgrounds that are from P-PRO (parks, recreation and open space) to P-SF (school facility) to align with their current ownership and use.

School Update | City Council Adopted Amendments (August 2026)

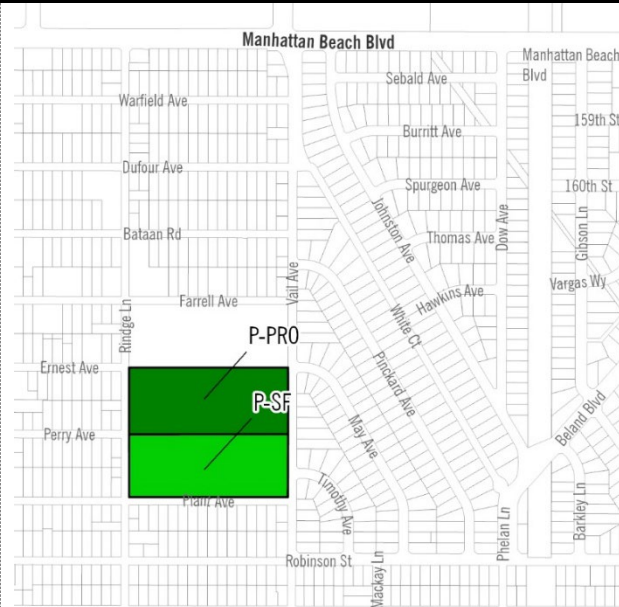
Phase II proposed changes include revisions to the Zoning Map:

School properties with City Council adopted land use change. Phase II amended the Zoning designation for 2 properties (7.4 acres) from P-PRO (parks, recreation and open space) to P-SF (school facility), to reflect their current ownership and use as school properties. This includes portions of the Alta Vista Elementary playground and the Lincoln Elementary playground. Neither site is in the coastal zone.

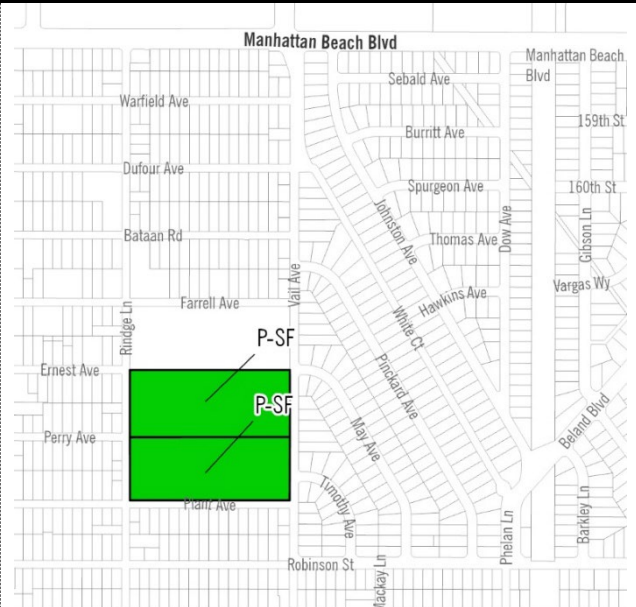
The current and proposed zoning designations are shown in Figures 4.1a-4.1d. No changes to the General Plan, Coastal Land Use Program, or zoning ordinance text are proposed.



**Figure 4.1c Lincoln Elementary |
Current Zoning Map**



**Figure 4.1d Lincoln Elementary |
Proposed Zoning Map**



SECTION 4. CERTIFICATION BY MAYOR.

The Mayor is hereby authorized to certify the adoption of this measure and the declaration of the vote thereon by the City Council by signing where indicated below.

ADOPTED by the People of the City of Redondo Beach, California, this 3rd day of November, 2026 by the following vote, to wit:

YES: _____

NO: _____

I hereby certify that the foregoing Resolution was PASSED APPROVED AND ADOPTED by a majority vote by the People of the City of Redondo Beach voting on the 3rd day of November, 2026.

James A. Light, Mayor

APPROVED AS TO FORM:

ATTEST:

Joy A. Ford, City Attorney

Eleanor Manzano, CMC, City Clerk