

RESOLUTION NO. 2025-12-PCR-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DENYING A REQUEST FOR A CONCESSION UNDER STATE DENSITY BONUS LAW RELATED TO REDUCED COMMERCIAL PARKING, AND THEREFORE, DENYING THE REQUEST FOR A COASTAL DEVELOPMENT PERMIT PURSUANT TO GOVERNMENT CODE § 65912.124(e) FOR A MIXED-USE RESIDENTIAL CONDOMINIUM PROJECT WITH 49 UNITS, 5 OF WHICH WOULD BE AFFORDABLE TO VERY LOW INCOME & 3 OF WHICH WOULD BE AFFORDABLE TO MODERATE-INCOME HOUSEHOLDS, 4 STORIES AND 45 FEET IN HEIGHT, WITH 17,000 SQUARE FEET OF COMMERCIAL USES ON THE GROUND FLOOR, AND 2 FLOORS OF SUBTERRANEAN PARKING WITH 105 PARKING SPACES, LOCATED ON FIVE PARCELS (7508012013, 7508012012, 7508012011, 7508012010, 7508012009) WITHIN A COMMERCIAL ZONE (C-2) AT 401-417 S. PACIFIC COAST HIGHWAY (CASE NO. 2025-0074)

WHEREAS, on March 13, 2025, an application was submitted by Wal2Wal Inc. (“Applicant”) on behalf of Redondo Seaside Living LLC (“Owner”), to construct a four-story mixed-use multi-family residential condominium project at 401-417 South Pacific Coast Highway, consisting of 49 residential units, inclusive of 8 affordable units, and 17,000 square feet of ground-level commercial floor space (“Project”) with 2 subterranean parking levels providing 105 parking spaces; and

WHEREAS, on November 4, 2025, after multiple reviews, resubmittals, and meetings between City staff and the applicant, the City of Redondo Beach accepted as “complete” an application for a Coastal Development Permit for the proposed Project; and

WHEREAS, the subject property, consisting of five parcels (APNs 7508 012 009, 7508 012 010, 7508 012 011, 7508 012 012, and 7508 012 013) is zoned C-2, which does not allow for residential development. The Applicant, however, has invoked the “Affordable Housing and High Road Jobs Act of 2022” (Government Code § 65912.100 *et seq.*, sometimes referred to as “AB 2011”), which allows the ministerial approval of mixed-income residential development on sites currently zoned for commercial or retail uses along a “commercial corridor”; and

WHEREAS, the Project site is located along Pacific Coast Highway which qualifies as a “commercial corridor” pursuant to Government Code § 65912.121(c); and

WHEREAS, the Project has proposed to include 5 units that will be made available at an affordable housing cost for Very Low Income households and 3 units that will be made available at an affordable housing cost for Moderate Income households, and therefore the applicant has sought benefits under State Density Bonus Law (Government Code § 65915, “SDBL”); including density bonuses, parking ratio reductions for the residential units,

“concessions” and “waivers of development standards”; and

WHEREAS, the applicant also submitted a Housing Accountability Act (HAA) SB 330 preliminary application for the purpose of vesting rights to proceed with the rules and regulations in effect as of the date of their initial preliminary application; and

WHEREAS, state law requires ministerial approval of a qualifying housing development project under AB 2011, therefore this Project typically would be approved administratively by staff. However, pursuant to State Law and Redondo Beach Municipal Code Section 10-5.2218, because the project site is located in the Coastal Zone the proposed Project requires the issuance of a Coastal Development Permit (CDP) with Planning Commission approval; and

WHEREAS, AB 2011 (and AB 2243, which revised AB 2011 and became effective on January 1, 2025) generally overrides local zoning and prohibits subjective design review, discretionary hearings, or CEQA review for qualifying projects; and

WHEREAS, site eligibility requirements under AB 2011 depend on satisfying multiple requirements. The site must abut a commercial corridor and cannot have industrial uses or be adjacent to industrial uses or have contained tenant-occupied housing within the last 10 years or that require demolition of rent-controlled, income-restricted, or other protected housing. The project site is AB 2011 qualified as the project site meets all site eligibility requirements of the state law; and

WHEREAS, to qualify for the ministerial approval process prescribed by AB 2011, state law requires mixed-income housing projects to reserve at least 15% of the units for Lower Income households [which includes Very Low Income households per Health and Safety Code section 50079.5(b)]. The Project includes 18% of the units for Very Low Income (VLI) households and 11% of the units for Moderate Income (MI) households and therefore complies with the threshold AB 2011 affordability requirements for the ministerial approval process; and

WHEREAS, AB 2011 prescribes specific “development standards” that supersede some local objective zoning standards applied to the Project. These include building height, setbacks, the amount of commercial square footage in a mixed-use project, and parking. Per AB 2011, all “other” applicable development standards are determined by identifying the closest zoning district that allows multifamily residential at the density proposed by the project. In this case the “other” local zoning designation and development standards that apply are found within the City’s MU-3 zone, which is located immediately north of the subject site across Pearl Avenue; and

WHEREAS, state law allows applicants to request SDBL incentives/concessions and waivers/reductions of development standards to deviate from specified AB 2011 setback and height requirements and from any applicable local coastal program development standards. Government Code section 65912.124(f)(4) provides that the

“receipt of any density bonus, concession, incentive, waiver or reduction of development standards, and parking ratios to which the applicant is entitled under Section 65915 shall not constitute a basis to find the project inconsistent with the local coastal program”; and

WHEREAS, the Planning Commission is the permitting authority for the coastal development permit for this Project. The Planning Commission’s purview is limited to considering the requested concessions and waivers under SDBL and verifying whether the project is “consistent” with applicable objective standards in the Local Coastal Program pursuant to AB 2011 (Government Code § 65912.124(e)); and

WHEREAS, within SDBL (Government Code § 65915 (p)(1)) the parking provisions limit the local permitting authority to specific residential parking standards. Based on the proposed bedroom size of the units, per SDBL, the Project is required to provide a total of 61 residential parking spaces. The Project is proposing 61 residential spaces and 44 commercial spaces for a total of 105 parking spaces. As the Project complies with the prescribed SDBL parking standards for residential uses, an SDBL concession for the residential parking is not required; and

WHEREAS, SDBL does not prescribe a commercial parking standard for mixed-use projects that qualify for SDBL, which means that the applicable objective commercial parking standard for this Project is prescribed per RBMC § 10-5.1706(a)(1) “commercial uses not listed”. The resulting RBMC commercial parking requirement is 68 parking spaces in support of the 17,000 square feet of planned commercial use. Pursuant to SDBL, however, the applicant is requesting a concession for the Project to provide only 44 commercial parking spaces, thereby not providing 24 spaces required by the LCP for the commercial uses; and

WHEREAS, the Project has proposed a “shared parking management” plan that seeks to allow for residents to utilize the commercial parking spaces during non-business hours and the commercial uses will have access to some residential spaces during business hours as parking management services will be provided for the Project. However, the applicant has not conducted a comprehensive commercial use and parking utilization survey as required by the City’s Municipal Code, and the applicant is requesting a “concession” pursuant to SDBL concerning shared parking; and

WHEREAS, SDBL provides that “[t]his section does not supersede or in any way alter or lessen the effect or application of the California Coastal Act of 1976 (Division 20 (commencing with Section 30000) of the Public Resources Code). Any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which the applicant is entitled under this section shall be permitted in a manner that is consistent with this section and Division 20 (commencing with Section 30000) of the Public Resources Code” [see, Gov. Code 65915(m)];

WHEREAS, the Local Coastal Program requires 68 parking spaces for a development with commercial space of this size to ensure adequate on-site parking for the

commercial uses and prevent uses on private property from negatively impacting public access to the coast; and

WHEREAS, the configuration of the Project, including the placement of the driveway on Pearl Street, will result in the loss of on-street parking; and

WHEREAS, the Project will only be considered consistent with all required objective standards in the LCP if the concessions/incentives and waivers are granted; and

WHEREAS, notice of the time and place of the public hearing where the Exemption Declaration and application would be considered was given pursuant to local ordinance by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 100 feet of the exterior boundaries of the subject property; and

WHEREAS, the Planning Commission of the City of Redondo Beach has considered evidence presented by the applicant, the Planning Division, the City Attorney's Office, and other interested parties at the public hearing held on the 18th day of December, 2025 with respect thereto.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND AND RESOLVE:

SECTION 1. The Local Coastal Program requires 68 parking spaces for the commercial uses proposed to be included in the Project. The Project proposes to include only 44 parking spaces for the commercial uses. Therefore, the Project would be deficient by 24 parking spaces. In addition, the Project is proposed to be located at the corner of Pearl Street and Pacific Coast Highway, with access to the underground garage from Pearl Street. The Project configuration, as proposed, would result in the loss of on-street parking on Pearl Street.

SECTION 2. State Density Bonus Law generally requires that a public agency grant a concession, unless it makes one of the following three specific findings:

(A) the concession or incentive does not result in identifiable and actual cost reductions, consistent with subdivision (k), to provide for affordable housing costs, as defined in Section 50052.5 of the Health and Safety Code, or for rents for the targeted units to be set as specified in subdivision (c).

(B) The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households.

(C) The concession or incentive would be contrary to state or federal law.

SECTION 3. The Commission does hereby find that the required parking identified in the Local Coastal Program (68 spaces) is an objective standard required to ensure compliance with the Coastal Act. The Project is not proposing to provide the required number of parking spaces and also would result in a loss of on-street parking. Therefore, the requested concession to reduce the commercial parking spaces to 44 spaces would decrease public access to the Coast, Harbor, and Pier for the general public and be contrary to state law.

Moreover, the Commission does hereby find that the requested concession would result in a significant impact to public safety based on the impact of the project on safe ingress and egress for emergency vehicles from Fire Station No. 1. In addition, the Project will result in pedestrian and vehicular traffic conflicts as a result of the configuration of the driveway on Pearl Street. As such, the requested concession would result in a "specific, adverse impact" upon public health and safety.

SECTION 4. The Commission does hereby find that the requested concession to avoid the utilization study (i.e., deviate from the overlap parking requirements) does not result in actual and identifiable cost reductions to provide for affordable housing costs. The applicant has not provided any evidence indicating that the study would result in cost reductions related to the provision of affordable housing.

SECTION 5. Pursuant to State Density Bonus Law, and based on the information herein, the Planning Commission does hereby deny the following requested concessions:

Concessions:

- Decrease in required commercial parking from 68 to 44 (RBMC § 10-5.1706(a)(1)).
- Deviate from "overlap (shared) parking requirements" (RBMC § 10-5.1706(D)(2)).

SECTION 6. Based on the foregoing, the Planning Commission hereby finds that the Project is inconsistent with the Local Coastal Program and thereby denies the requested Coastal Development Permit for the construction of a 49-unit multi-family mixed-use residential development project at 401-417 S. Pacific Coast Highway.

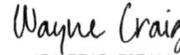
SECTION 7. The Planning Commission hereby finds that the denial of the Project is statutorily exempt from assessment under the California Environmental Quality Act (CEQA, Public Resources Code Sections 21000 et seq.) pursuant to Public Resources Code (PRC) §21080.(b)(5) and California Code of Regulations, Title 14, Section 15270(a), which provide an exemption for a public agency rejection or disapproval of a project.

SECTION 8. That prior to seeking judicial review of this resolution, the applicant is required to appeal to the City Council. The applicant has ten days from the date of adoption of this resolution in which to file the appeal.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED AND ADOPTED this 18th day of December, 2025

Signed by:



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Wayne Craig, Chair
Planning Commission
City of Redondo Beach

ATTEST:

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

I, Marc Wiener, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2025-12-PCR-13 was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 18th day of December, 2025, by the following roll call vote:

AYES: Light, Boswell, Hazeltine, Gaddis, Young, Craig

NOES:

ABSENT: Conroy



Marc Wiener, AICP
Community Development Director

APPROVED AS TO FORM:



City Attorney's Office