

RESOLUTION NO. CC-2602-010

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH ADOPTING A CEQA EXEMPTION DECLARATION AND GRANTING THE APPEAL OF THE PLANNING COMMISSION'S DENIAL, THEREBY APPROVING THE REQUEST FOR A COASTAL DEVELOPMENT PERMIT PURSUANT TO GOVERNMENT CODE § 65912.124(e) BASED UPON A DETERMINATION THAT THE PROJECT -- CONSTRUCTION OF A MIXED-USE RESIDENTIAL CONDOMINIUM PROJECT WITH 49 UNITS, 5 OF WHICH ARE AFFORDABLE TO VERY LOW INCOME & 3 OF WHICH ARE 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 129 PARKING SPACES AND SPACE FOR AN ADDITIONAL 14 VALET 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) -- IS "CONSISTENT WITH ALL OBJECTIVE STANDARDS" IN THE CERTIFIED LCP WITH THE APPLICATION OF ALLOWABLE CONCESSIONS AND WAIVERS PERMITTED BY AND HEREBY APPROVED UNDER STATE DENSITY BONUS LAW

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.*, enacted by AB 2011 and amended by AB 2243, together referred to herein as "AB 2011"), which allows the ministerial approval of mixed-income residential development on sites currently zoned for commercial or retail uses along a qualifying "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 rent for Very Low Income households and 3 units that will be made available at an affordable rent 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, which was submitted on March 4, 2025; 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 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 meets all site eligibility requirements of AB 2011; 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, because the Project proposes to include over 18% of the base units as affordable to VLI households, it qualifies for four (4) concessions, and separately, waivers from state and local development standards under SDBL; and

WHEREAS, the applicant originally requested three (3) concessions and five (5) waivers from state and local development standards, but has revised the proposed Project to request only one concession to deviate from the Floor Area Ratio requirement, and 9 waivers, as identified in the Administrative Report; 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 was the initial permitting authority for the coastal development permit for this Project. The Planning Commission’s purview was 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 and the Project provides 61 residential spaces. Therefore, the proposed Project complies with the prescribed SDBL parking standards for residential uses; 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, the applicant originally requested 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, at the duly noticed hearing on December 18, 2025, the Planning Commission denied the request for a concession under SDBL to allow for deviation from the LCP’s commercial parking standard and thereby denied the Applicant’s request for a CDP; and

WHEREAS, on December 22, 2025, an application for an Appeal to the City Council

of the Planning Commission's denial of the CDP was submitted to the City Clerk's Office; and

WHEREAS, following the Planning Commission's denial of the CDP and after the submittal of the Appeal, the Applicant revised the Project plans to address concerns related to parking adequacy and public safety; and

WHEREAS, the original Project (presented to the Planning Commission) proposed a total of 105 parking spaces, 61 of which were dedicated to residential uses and 44 of which were to be dedicated to commercial uses, with an overlap parking plan proposed, the revised Project has expanded the subterranean garage in a westerly direction, reduced the size of the private storage spaces, and reconfigured the parking stalls to provide the required 61 residential parking spaces and 68 commercial parking spaces (129 total spaces), thereby meeting the City's LCP commercial parking requirements and the SDBL residential parking requirements, which eliminates the need for both of the previously requested SDBL concessions related to parking; and

WHEREAS, the revised parking plan incorporates 10 tandem parking spaces and 20 compact spaces to achieve the total of 129 on-site parking spaces. The tandem parking spaces and 13 of the compact spaces would be assigned to individual residential units. Because tandem and compact parking configurations are not expressly permitted within the applicable multi-family residential zoning district, the Applicant is requesting waivers under SDBL to explicitly allow the tandem parking arrangements and residential compact spaces as part of the redesigned garage layout; and

WHEREAS, to accommodate the additional parking, a portion of the private storage spaces located within the parking areas have been reduced from approximately 19,600 cubic feet (400 CF per unit), which previously complied with RBMC requirements, to 14,700 cubic feet (300 CF per unit), resulting in a deficiency of 4,900 cubic feet. Accordingly, the Applicant also is requesting a waiver under SDBL to permit the reduced amount of required private storage; and

WHEREAS, the Applicant also made the following additional modifications to the Project since the Planning Commission hearing to enhance mobility, accessibility, and safety:

- Modification of the driveway slope to accommodate a grade of 5% for the first 20 feet from the edge of the property line to increase visibility for pedestrians and drivers.
- Addition of secure bike parking on the ground level for bicycles, including cargo bikes.
- Increased the valet queuing space to accommodate at least 14 cars.
- Addition of bike racks on Pearl Street and Pacific Coast Highway.
- Addition of "KEEP CLEAR" pavement markings in the Pearl Street right-of-way at the Project access driveway.

WHEREAS, the revised Project results in the applicant's request for the following modified concessions and waivers (concessions shown as ~~strikethrough~~ are those that were originally proposed however are no longer necessary and new proposed waivers are shown as underlined which are now necessary due to the redesigned Project):

Concessions:

1. Increase FAR for mixed-use projects (commercial and residential) from 1.5 to 2.58 (RBM § 10-5.915(a)(2)).
2. ~~Decrease in required commercial parking from 68 to 44 (RBM § 10-5.1706(a)(1)).~~
3. ~~Deviate from "overlap (shared) parking requirements" (RBM § 10-5.1706(D)(2)).~~

Waivers:

1. Increase in number of stories from 3 to 4 (RBM § 10-5.915(e)(2)).
2. Reduce street side yard setback (pearl street) for a corner/reverse corner lot from 10'-0" to 6'-0". (RBM § 10-5.915(f)(2)(a))
3. Reduce setback along property lines abutting residential uses (starting at 2nd floor and above) from 7'-0" x floor number to same setbacks as ground floor for all floors (Gov't Code § 65912.123(d)(3)(A)(ii)).
4. Reduce setback along property lines abutting non-residential uses from 15'-0" to 10'-0" (Gov't Code § 65912.123(d)(3)(B)).
5. Allow stairwell and elevator penthouse projections up to 15' - 7" above the permitted 45' height limit (RBM § 10-5.1522(b)).
6. Reduce the required private storage space from (49) 400 cubic feet lockers for a total of 19,600 cubic feet (RBM § 10-5.1514(b)) to (49) 300 cubic feet lockers for a total of 14,700 cubic feet.
7. Allow the use of 10 tandem parking spaces for commercial and residential use where tandem parking is not identified as permitted (RBM 10-5.1704(c)(1) and 10-5.1706).
8. Allow the use of 13 compact spaces in a multi-family residential development where compact spaces are not permitted (RBM 10-5.1704(c)(1))
9. Allow the use of 14 valet spaces at the discretion of the Applicant based on demand (RBM 10-5.1704 and 10-5.1706).

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

WHEREAS, notice of the time and place of the public hearing before the City Council where the Exemption Declaration and Appeal 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 City Council of the City of Redondo Beach 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 17th day of February, 2026 with respect thereto.

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

SECTION 1. The City Council hereby finds that the above recitals are true and correct and are incorporated herein by reference as if set forth in full.

SECTION 2. The City Council finds that the proposed development is exempt from the California Environmental Quality Act (CEQA) because approval of the Project is a ministerial action, and therefore CEQA does not apply pursuant to Public Resources Code § 21080(b)(1) and CEQA Guidelines § 15268. Additionally, Government Code § 65912.100 - 65912.124, establishing the AB 2011 ministerial approval process, expressly removes discretionary authority from local agencies for eligible mixed-income projects.

SECTION 3. In accordance with State Density Bonus Law (SDBL) (Gov't Code § 65915), the City Council does hereby approve the following concessions and waivers as permitted for an AB 2011 Project:

Concessions:

1. Increase FAR for mixed-use projects (commercial and residential) from 1.5 to 2.58 (RBMC § 10-5.915(a)(2)).

Waivers:

1. Increase in number of stories from 3 to 4 (RBMC § 10-5.915(e)(2)).
2. Reduce street side yard setback (pearl street) for a corner/reverse corner lot from 10'-0" to 6'-0". (RBMC § 10-5.915(f)(2)(a)).
3. Reduce setback along property lines abutting residential uses (starting at 2nd floor and above) from 7'-0" x floor number to same setbacks as ground floor for all floors (Gov't Code § 65912.123(d)(3)(A)(ii)).
4. Reduce setback along property lines abutting non-residential uses from 15'-0" to 10'-0" (Gov't Code § 65912.123(d)(3)(B)).
5. Allow stairwell and elevator penthouse projections up to 15' - 7" above the permitted 45' height limit (RBMC § 10-5.1522(b)).
6. Reduce the required private storage space from (49) 400 cubic feet lockers for a total of 19,600 cubic feet (RBMC § 10-5.1514(b)) to (49) 300 cubic feet lockers for a total of 14,700 cubic feet.
7. Allow the use of 10 tandem parking spaces for commercial and residential use where tandem parking is not identified as permitted (RBMC 10-5.1704(c)(1) and 10-5.1706).
8. Allow the use of 13 compact spaces in a multi-family residential development where compact spaces are not permitted (RBMC 10-5.1704(c)(1))
9. Allow the use of 14 valet spaces at the discretion of the Applicant based on demand (RBMC 10-5.1704 and 10-5.1706).

SECTION 4. Based upon the approval of the CEQA Exemption in SECTION 2 and the approval of the requested concessions and waivers pursuant to SDBL in SECTION 3, and with the conditions identified in SECTION 5 of this Resolution, the City Council does hereby determine and find the Project to be consistent with all applicable objective standards per Government Code § 65912.124(e), and with all objective standards of the City's certified local coastal program, and hereby approves the Coastal Development Permit, pursuant to the revised plans, specifications, drawings, and application materials considered by the City Council at its meeting on the 17th day of February, 2026.

SECTION 5. This permit shall be void in the event that the applicant does not comply with the following conditions:

1. That the approval granted herein is for the construction of a 49-unit multifamily mixed-use development, inclusive of 5 deed restricted units affordable to very low-income households and 3 deed restricted units affordable to moderate-income households, and shall be in substantial compliance with the site plan, floor plans, roof plans, elevations, and landscape plans, except as otherwise modified by these conditions and approved by the City Council on February 17, 2026.
2. Existing public sidewalks and pedestrian routes along Pacific Coast Highway and Pearl Street shall be maintained or reconstructed to City standards. No encroachment or obstruction of public access shall occur except as allowed by City encroachment permits and temporary construction traffic control plans.
3. The Project shall not block, gate, or otherwise restrict any existing recorded public access easement or dedicated public right-of-way to the shoreline or coastal recreational areas. Any existing easement or accessway shall remain open and available for public use to at least the same extent as pre-project conditions.
4. During construction, public access along the adjacent sidewalks and streets shall be maintained to the maximum extent feasible. When temporary closures are unavoidable, alternative pedestrian routes shall be clearly signed and provided in accordance with City standards.
5. The Project shall not proceed to building permit issuance until the associated Administrative Design Review Permit and Use Permit for the Project are administratively approved by the Planning Division under its delegated authority. Those permits are processed and approved by staff as separate, concurrent approvals that, together with this Coastal Development Permit, constitute the complete local authorization for the Project. Any substantial change to the Project required through the Administrative Design Review Permit or Use Permit that materially alters the building envelope, site layout, or intensity of use as approved by this Coastal Development Permit shall require review for consistency with this Coastal Development Permit and, if necessary, an amendment to this Coastal

Development Permit.

6. That the Project shall comply with all applicable codes, local ordinances, regulations and requirements and obtain all necessary permits from the Building Department, Public Works Department, Engineering Department, and Fire Department.
7. That the Project shall adhere to all adopted state codes and local ordinances in regards to accessibility requirements.
8. The applicant and/or their successors shall maintain the subject property in a clean, safe, and attractive state until construction commences. Failure to maintain the subject property may result in reconsideration of this approval by the City.
9. In the event of a disagreement in the interpretation and/or application of these conditions, the issue shall be referred back to the Planning Commission for a decision prior to the issuance of a building permit.
10. Details of the proposed fencing/walls, retaining walls, property line walls and all outdoor lighting shall be submitted to and reviewed and approved by the Planning and Building Divisions prior to the issuance of building permits. Outdoor lighting must be shielded to ensure no direct glare is visible from adjacent properties and the adjacent public rights of ways. Lighting along pedestrian pathways is limited to a height of 2 feet and all security lighting is required to be on motion detectors.
11. During the demolition and construction process, the applicant shall not place any portable toilets within 15 feet of a property line that is adjacent to residential uses.
12. The applicant shall comply with all demolition requirements including a pest certificate or statements from an extermination company stating the structures are free from roaches and rodents.
13. To minimize noise during all phases of construction the following is required:
 - The demolition, earthmoving, and ground impacting operations shall not occur in the same phase/concurrently.
 - Demolition, earthmoving, and ground-impacting operations shall occur only within the permitted construction hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, 9:00 a.m. and 5:00 p.m. on Saturday, and with no work permitted on Sunday or holidays.
 - Select demolition and construction methods with low vibration levels.
 - The construction contractor shall implement the use of sound blankets on the perimeter of the proposed Project's property line. The sound blanket shall be at least 10 feet high, and capable of blocking 20 dBA of construction noise. The blankets shall be placed such that the line-of-sight between the ground level construction and adjacent sensitive land uses is blocked. A construction noise

- study, that includes an analysis of the demolition work, is required to be reviewed and approved by the Planning Division prior to the issuance of any permits.
- The construction contractor shall implement the use of residential-grade mufflers on all construction equipment.
14. Conduct a focused acoustical analysis of the subject property for noise impacts from the ambient traffic noise exceeding State Exterior Noise Guidelines prior to submittal of final architectural drawings. Provide sound attenuation and other measures as determined necessary by the acoustical analysis prior to issuance of building permits.
 15. All future air conditioning units and plumbing mechanical equipment shall be reviewed and approved by the Planning and Building Division to ensure no impacts due to noise result from the placement of said units and that the equipment locations comply with the Zoning Ordinance and Building Code.
 16. The site shall be fully fenced prior to the start of construction.
 17. All on-site litter and debris shall be collected daily during construction.
 18. Construction work shall occur only between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Friday, between 9:00 a.m. and 5:00 p.m. on Saturday, and no work shall occur on Sundays and holidays.
 19. The Planning Division shall be authorized to approve minor changes.
 20. Prior to or concurrently with the recordation of the final map or issuance of the first building permit, whichever comes first, the Applicant shall execute and record an Affordable Housing Agreement in a form approved by the City Attorney, whereby the Applicant, and all successors in interest, shall agree to provide the 8 deed restricted units at an affordable rent to income eligible households for 55 years in accordance with the requirements of Government Code Sections 65912.122(a)(3) and 65915(c)(1). The Project shall include 5 units for Very Low Income households and 3 units for Moderate Income households. The Affordable Housing Agreement shall have priority over the liens of all individual lot deeds of trust, mortgages and other financing instruments encumbering the Project site.
 21. The Applicant shall include the following project design elements in the building plan check plan set:
 - The removal and replacement of all existing driveways along PCH fronting the subject parcels subject to the City's and/or Caltrans specifications and approval.
 - Modification of the driveway slope to accommodate a grade of 5% for the first 20 feet from the edge of the property line to increase visibility for pedestrians and drivers.

- Addition of secure bike parking on the ground level for bicycles, including cargo bikes.
 - Increase the valet queuing space to accommodate at least 14 cars.
 - Addition of bike racks on Pearl Street and Pacific Coast Highway.
 - Addition of “KEEP CLEAR” pavement markings in the Pearl Street right-of-way at the Project access driveway.
22. The Applicant shall defend, indemnify, and hold harmless the City, its elected officials, officers, employees, volunteers, agents, and those City agents serving as independent contractors in the role of City officials (collectively “Indemnitees”) from and against any claims, damages, actions, causes of actions, lawsuits, suits, proceedings, losses, judgments, costs, and expenses (including, without limitation, attorneys’ fees or court costs) in any manner arising out of or incident to the Planning Commission’s actions, this approval and the Planning Commission’s actions, related entitlements, or the City’s environmental review thereof. The Applicant shall pay and satisfy any judgment, award or decree that may be rendered against City or the other Indemnitees in any such suit, action, or other legal proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding and the City shall reasonably cooperate in the defense. If the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify, or hold harmless the City or the Indemnitees. The City shall have the right to select counsel of its choice. The Applicant shall reimburse the City, and the other Indemnitees, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Nothing in this condition shall be construed to require the Applicant to indemnify Indemnitees for any claim arising from the sole negligence or willful misconduct of the Indemnitees. In the event such a legal action is filed challenging the City’s determinations herein or the issuance of the approval, the City shall estimate its expenses for the litigation. The Applicant shall deposit said amount with the City or, at the discretion of the City, enter into an agreement with the City to pay such expenses as they become due.

SECTION 6. That the approved Coastal Development Permit shall become null and void if not vested within 36 months after the City Council's approval of the Project.

SECTION 7. The City Clerk shall certify the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 17th day of February, 2026.

James A. Light, Mayor

APPROVED AS TO FORM:

ATTEST:

Joy A. Ford, City Attorney

Eleanor Manzano, CMC, City Clerk

ATTEST:

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

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-2602-010 was passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 17th day of February, 2026, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, CMC
City Clerk