

RESOLUTION NO. 2026-02-PCR-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL AMEND TITLE 10 CHAPTER 2 ZONING AND LAND USE OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO AMENDMENTS TO THE C-2 AND C-2-PD ZONES LOCATED ON PROPERTIES WITHIN THE ARTESIA AND AVIATION CORRIDORS AREA PLAN.

WHEREAS, the City Council of the City of Redondo Beach at their duly noticed public hearing on December 8, 2020, adopted the “Artesia & Aviation Corridors Area Plan” (AACAP); and

WHEREAS, the purpose of the Artesia and Aviation Corridor Area Plan (AACAP) is to identify policy approaches and explicit actions that can be used by City staff or property owners to activate, energize, and revitalize the Artesia and Aviation Corridors in a coordinated and consistent manner; and

WHEREAS, the purpose and intention of the “Placemaking” within the Artesia and Aviation Corridor Area Plan are to encourage reinvestment and better serve community needs, ensure the continued stability of nearby residential neighborhoods, and provide a social anchor for North Redondo; and

WHEREAS, on August 5, 2025, the City Council held a meeting to discuss the City’s General Plan – Land Use Element update with a specific focus on policies related to the “revitalization of the Artesia and Aviation Corridor”. The City Council discussed, took public testimony, and considered numerous revitalization strategies, including but not limited to, increasing the Floor Area Ratio (FAR) for properties within the AACAP area from 0.6 to 1.5, potential mixed-use development within AACAP, development “caps” with increased FAR’s as incentives for early revitalization projects, reduced or eliminated open space requirements, and various additional future parking strategies. At the conclusion of all discussions and public comments, the City Council directed staff to move forward, as a priority item, with an amendment to the City’s Zoning Ordinance eliminating required parking for non-residential uses; and

WHEREAS, on January 6, 2026, staff presented a draft Zoning Ordinance for amendments to the C-2 and C-2-PD zones within the AACAP area for the City Council’s review and direction. City Council took public testimony, discussed the proposed ordinance, and provided the following direction to city staff:

1. Development standards should ensure a walkable environment is created that places the first-floor commercial level at-grade.
2. Landscaping should be incorporated into projects to improve the aesthetic design.
3. Ensure design guidelines intended avoid over-advertised storefronts, promote

- high quality design, and avoid excessive lighting
4. Update the City's sign ordinance in a future update.

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

SECTION 1. FINDINGS

1. The Planning Commission recommend that the City Council adopt environmental findings/exemptions that state additional regulations and/or amendments of existing C-2 and C-2-PD building intensity and development standards within the Artesia and Aviation Corridors were included in the scope of the Certified program Final Environmental Impact Report (FEIR) (State Clearinghouse No. 202305073) for the City's focused General Plan Update. Pursuant to CEQA Sections 15162 and 15168(c)(2)(e)(1) and (2) the program EIR adequately describes the proposed building intensity amendments for purposes of CEQA and would not result in new significant environmental effects or a substantial increase in the severity of previously identified impacts beyond those disclosed in the certified program FEIR. Furthermore, future development projects proposed pursuant to the amended development standards will be subject to project-level review in accordance with CEQA.
2. The proposed amendments to the Zoning ordinance are consistent with the General Plan.
 - a. Land Use Element Goal 1H: Continue and enhance existing commercial districts which contribute revenue to the City and are compatible with adjacent residential neighborhoods.
 - b. Land Use Element Policy 1.15.2: Publicly initiate and allow for the private sector development of municipal or shared parking lots, which incorporate bicycle storage facilities, along the street frontages to provide for joint use of adjacent commercial properties and allow for the incorporation of commercial uses into the structure along the street frontage (except for areas required for access).
 - c. Land Use Element Objective 1.17: Provide for the development of uses which predominantly serve and are accessible to local residents, create a distinctive pedestrian activity area of the City, and are compatible with adjacent residential neighborhoods.
 - d. Land Use Element Policy 1.17.1: Accommodate a mix of commercial uses which provide for the needs of nearby residents (as defined by Policy 1.16.1) and enhance pedestrian activity on parcels designated as "C-2-PD".

- e. Land Use Element Policy 1.17.3: Encourage the development of outdoor dining and other similar uses which do not impede pedestrian circulation on the sidewalks.
 - f. Land Use Element Policy 1.19: Provide for the development of uses which predominantly serve and are accessible to local residents and compatible with adjacent residential neighborhoods.
3. These amendments require a vote of the people under Article XXVII of the City Charter.

SECTION 2. RECITALS. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

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

SECTION 1. Pursuant to Section 10-2.2504(e)(1) and (3) Zoning amendments, the Planning Commission recommends that the City Council adopt the amendments to the Redondo Beach Municipal Code pertaining to the C-2 and C-2-PD zones located on properties within the AACAP area as identified in SECTION 2. Below.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 2 (Zoning and Land Use) amending Sections 10-2.622 and 10-2.625 as follows:

§ 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.

~~(a)(b) 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).~~

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

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

~~(d)~~(e) 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~~

- ~~(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

a. 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).

2. Side setback.

a. 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.

b. 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:

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).

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. Façade 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:

a. 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 façades. 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.

a. 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.

b. The size and shape of shade structures shall be proportionate to the building façade and the width of the bay or storefront they cover.

c. 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.

d. 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.

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

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

§ 10-2.625 Development standards: C-2-PD pedestrian-oriented commercial zone.

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

~~(ba) 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).~~

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

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

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

~~(1) Front setback.~~

a. Minimum required. There shall be a minimum front setback of ~~three~~ five feet the full width of the lot, ~~except that display windows may project to the front property line, provided that the bottom of the projection is no less than three feet above the adjacent sidewalk grade.~~ 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 FAR: The FAR shall not exceed 1.5.

b. Height: No building or structure shall exceed a height of 45 feet.

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

d. Setbacks.

1. Front setback.

a. Minimum required. There shall be a minimum front setback of five

feet the full width of the 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.

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.

a. 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.

b. 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:

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).

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. Façade 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:

a. 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 façades. 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.

- a. 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.
- b. The size and shape of shade structures shall be proportionate to the building façade and the width of the bay or storefront they cover.
- c. 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.

d. 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.

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

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

SECTION 3. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 4. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The Planning Commission recommends that the City Council shall declare that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

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 19th day of February, 2026.

Wayne Craig, Chair
Planning Commission
City of Redondo Beach

ATTEST:

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

I, Sean Scully of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2026-02-PCR-01 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 19th day of February, 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sean Scully
Planning Manager

APPROVED AS TO FORM:

City Attorney's Office