



## 2 LAND USE ELEMENT

Redondo Beach embraces its vision of being a safe, family-friendly, and highly desirable place to live. With the community's vision and guiding principles in mind, the Land Use Element provides a long-range guide for the physical development of the city that both protects neighborhoods that define the city's character and ensures the city evolves in an environmentally and fiscally sustainable manner over time. This element provides the framework to guide the distribution, location, size and intensity of new development while identifying ways to minimize potential conflicts and enhance compatibility between uses.

As population continues to increase within the city and region, Redondo Beach will be strategic in its approach to new development and modifications to existing land uses to ensure thoughtful integration moving forward. Through its focus on the established and emerging patterns of land use, this element is also a tool to promote public health, reduce infrastructure costs, enhance local economies, and address long-term environmental issues such as air quality, climate change, and preservation of natural resources. Through the provisions of the General Plan, the City can develop strategies and actions to respond to the community's changing needs without compromising the integrity of the uses, places, spaces and experiences the community values most.

## 9.1 Introduction

Land uses in Redondo Beach are characterized as a diverse collection of residential, commercial, light industrial, and public uses that provide residents and visitors with the opportunity to: live in safe and established neighborhoods, dine in a variety of locally owned establishments, have access to the region via accessible transit options, work for large employers or in small businesses, recreate in local parks, the harbor, and bike trails, and create strong ties to the community through civic uses and events. The mix, diversity, and compatibility of uses is essential to the community's ability to thrive and be sustainable over time.

The Land Use Element provides the primary basis for City decisions on development applications and establishes policies to help establish the general framework for the future pattern of growth, development, and sustainability in Redondo Beach. The goals, policies, and implementation measures within this element contribute to the character of the community and adequately serve the health, safety, and needs of the citizens.

The Land Use element includes goals, policies, and implementation measures that structure and guide future development, ensure the provision of a range of land uses to support the community's vision of diverse housing options and a vibrant economy, and provide direction on how uses should relate to one another to safeguard safety and compatibility and ensure the preservation of Redondo Beach's high quality of life.

The key components of this element are the policy framework, which includes the goals and policies that guide land-use decisions and help shape future development and public investment; the land use plan, including the land use map and designations; the focus areas and special policy areas discussions; and the implementation measures.

### 9.1.1 PURPOSE

California state law requires that every city and county adopt a comprehensive, long-term general plan that addresses the broad range of issues associated with a local jurisdiction's planning area (Government Code § 65300). Redondo Beach's total planning area covers approximately six square miles which represents the ultimate possible external borders of the City since there are no unincorporated areas located within its boundaries and since the boundaries of adjacent jurisdictions (Hermosa Beach and Manhattan Beach to the west Lawndale to the north and east, and Torrance to the east and south) preclude expansion. In addition, the City's sphere of influence is contiguous with its boundaries since all areas surrounding it are incorporated.

California Government Code Section 65302(a) stipulates that general plans designate the proposed general distribution, general location, and extent of the uses of the land for housing, commerce, industry, open space, education, and public facilities. It further requires that the land use element include a statement of the standards of population density and building intensity.

The Land Use Element is complemented by the additional policy guidance in other elements that relates to a specific topic. For example, Housing Element is closely tied to the Land Use Element because the Land Use Element identifies the locations and diversity of housing types available in the City that can be used to achieve housing mandates specified by the State Office of Housing and



**Local Coastal Program (LCP)**

A local government's (a) land use plans, (b) zoning ordinances, (c) zoning district maps, and (d) other implementing actions within sensitive coastal resources areas, which, when taken together, meet the requirements of, and implement the provisions and policies at the local level.

Community Development. The Parks and Recreation Element provides guidance for the open space and recreational amenities in the community, and the Public Health and Safety Element addresses how the built environment may be impacted by man-made or natural disasters.

## 9.1.2 RELATIONSHIP WITH OTHER PLANS AND PROGRAMS

The Land Use Element is one of several elements of the Redondo Beach General Plan. Other social, economic, political, and aesthetic factors must be considered and balanced when developing a land use strategy. The Land Use Element must be consistent with these other plans and programs to minimize conflicts between documents and ensure the City's approach to future land use development is compatible with these other documents.

### Local Coastal Program

In addition to the General Plan, state law requires the City of Redondo Beach to prepare and maintain a Local Coastal Program (LCP) for portions of the city located within the Coastal Zone. The LCP is comprised of the City's land use plans and implementing ordinances within the Coastal Zone to carry out the intent of the Coastal Act. This section identifies the relevant State laws that govern the development, update, and integration of the General Plan and Coastal Land Use Plan.

The LCP is unique in the General Plan in that it provides both the land use plan and the regulations or zoning standards that support its implementation. As such, everything in the City's Land Use and other Elements of the General Plan must be consistent with the provisions of the LCP.



### 9.1.3 AGENCY COORDINATION

Development in the City of Redondo Beach affects and is shaped by the actions of adjacent cities, utility districts (i.e. Southern California Edison), school districts, service providers and governmental agencies such as the County of Los Angeles, and the California Departments of Transportation and Housing and Community Development. As a result, it is essential that the City of Redondo Beach maintain coordination with each jurisdiction that would impact the other. Agencies that the City must coordinate with include, but are not limited to:

**Land Use Compatibility and Street Coordination:** Cities of Hawthorne, Manhattan Beach, Hermosa Beach, Lawndale and Torrance

**Regional Transportation:** LA Metro, Caltrans, Los Angeles County Transportation Commission, Southern California Association of Governments (SCAG) and the Santa Fe Railroad

**Development of the Harbor, Pier, Coastal Properties:** California Coastal Commission, State Lands Commission, California Department of Fish and Wildlife; California Department of Fish and Game, United States Army Corps of Engineers (USACE), and the Regional Water Quality Control Board (RWQCB).

**Housing:** California Department of Housing and Community Development

**Schools:** Redondo Beach Unified School District

**Electrical Transmission Facilities:** Southern California Edison

**Regional Air Quality:** South Coast Air Quality Management District (SCAQMD)

## 9.2 Land Use Strategy

Historically the City was predominately a water front community with surrounding single-family suburban residential community with commercial corridors to support the service and retail needs of surrounding neighborhoods. Currently, Redondo Beach offers a mix of housing types with approximately 41 percent of the City's residential land designated for single-family and 59 percent multi-family housing. Single-family homes make up about 54 percent of the housing stock, the multi-family share is approximately 46 percent, and mobile homes comprise less than one percent. However, over two-thirds of the Redondo Beach housing stock is 40 or more years old (built before 1980).



#### At-A-Glance

**70,100** population in  
2020

**4.7%** unemployment  
rate in March 2020 (pre-  
COVID)

**39,116** labor force (16  
and older), 2019

**\$69,173** median  
household income

Source: *Housing Element  
2021-2029, and Appendix X  
Land Use Methodology  
Memo*



**Housing Element**

The land use approach was heavily shaped by the mandates required by the State for new housing objectives. The City's 2021-2029 *Housing Element* outlines the City's requirements, and the requirements have been folded into the Land Use Plan (Figure LU-01) and Buildout Estimates (Table LU-02).

## 9.2.1 KEY CONSIDERATIONS

### What are we Planning for? Things Considered While Planning for the Future of Redondo Beach:

As of 2020:

**3,002**

- Number of people that it is anticipated the City's population will naturally grow by over the next 20 years (71,820 persons by 2040)

**64**

- Approximate number of new units needed per year to meet projected population growth over the 20-year timeline of the General Plan (about 1,280 additional housing units)

**1.2%**

- Percentage of homes that are affordable to buy in Redondo Beach for a person making median income (\$106,638) assuming a 20% down payment could be made

**92.5%**

- Percent of working residents that leave Redondo Beach for work each day.

Redondo Beach has experienced sustainable growth over the years in order to maintain its small, beachside community character. As urban regions continue to experience increases in population, so too will the City. Redondo Beach has maintained a steady annual average increase of 0.22% and is projected to reach a population of over 70,000 in 2020. As time progresses and the city evolves, it becomes necessary to plan for and guide future changes and evolve to accommodate the needs of the residents, adopt to current societal and technology trends, and manage sustainable growth.

As the State continues to experience a shortage of housing, the City has historically seen that residential development has occurred at the higher end of the City's allowable residential density ranges.

As Redondo Beach celebrates and values its family-friendly atmosphere, it's imperative to maintain diversity of families and an aging population through expanded housing options available at a variety of price ranges.

As the City continues to evolve, it will be important to provide a variety of future residential development for the senior population, first-time homebuyers, and the City's

labor force. New housing developments that are of a high-quality, and sustainable design will need to contribute to the City's economic viability by providing a strong, stable tax base from both property tax and sales tax, especially as more land uses are converted to residential from other, revenue-generating uses or job centers. These land use decisions should be made in the context of future fiscal impacts to the operation of the City to ensure that services can be provided to residents.

Historically most residents commute out of the city for work, therefore there is a significant demand for new office space in Redondo Beach to allow residents to work where they live. With the tech industry jobs on the rise within the region, opportunities for new and expanded industries exist to provide residents with local employment opportunities.

## 9.2.2 GENERAL APPROACH

The intent of the land use approach is to maintain the fundamental pattern of existing land uses in the City, preserve residential neighborhoods and commercial and industrial districts, and provide opportunities for enhancement and improvements through intensification or reuse within centers of community activity and identity.

Where and how new housing opportunities are provided in Redondo Beach is of particular importance to the City. Since Redondo Beach is a predominantly built-out city in a county with ongoing demand for new housing driven by State requirements, there is pressure to convert and/or integrate nonresidential uses with residential uses because of the high market value of land in the region. As housing demand increases and available land becomes more limited, it is anticipated that there will be an increasing trend toward higher-density residential development integrated within some nonresidential developments. Careful planning for the integration of these uses into the fabric of the City's existing nonresidential neighborhoods in proximity to existing and future transit centers will help to fulfill housing needs and maintain the small beach town character in Redondo Beach.

Through outreach and collaborative efforts to gain feedback from the community, a General Plan Advisory Committee (GPAC), the City's Planning Commission, City Council and other stakeholders (residents and the business community at public workshops), a vision statement and guiding principles were established. The goals, policies, and implementation measures contained in this element were developed with those in mind. They strive to maintain the City's existing urban patterns while allowing for desired enhancement in identified focus areas. In addition, the City's existing land use element provided guidance for some of the City's unique and special communities that continue to be important to the city's identity for preservation while allowing for desired changes in line with the community's vision forward.

The City of Redondo Beach is predominantly built out with very few vacant sites available to accommodate future land use changes requiring the City to look at very select areas to



### Vision and Guiding Principles

The Vision and Guiding Principles outlined in the General Plan Introduction set the foundation for the goals and policies in this element and the overall approach to the way the City will evolve in the future.

### Key Considerations

Through the community engagement process for this General Plan update, participants identified numerous land use considerations and values that are represented in the General Plan. The Redondo Beach of the future will be a city that :

- Has the opportunities of a large city combined with the charm, beauty and attitude of a small town.
- Celebrates an active and casual beach culture and a high quality of life of a seaside city.
- Maintains established neighborhoods and districts.
- Maintains a safe and family-friendly atmosphere
- Promotes a healthy and sustainable environment .
- Provides a variety of housing that appeals to the life styles and affordability needs of residents
- Embraces creativity, innovation, and technological advances to attract cutting edge industries
- Reimagines and revitalizes its corridors, the waterfront, the regional mall, and all commercial and industrial sectors to create more quality jobs and unique destinations for residents, employers, and visitors
- Adopts new modes of transportation—reducing reliance on personal automobiles.
- Connects our residents to regional employment centers and cultural destinations throughout the region via the Metro Green Line.
- Fosters meaningful civic engagement to ensure decisions related to the future of our community are informed, transparent and reflective of our citizens' views.

accommodate new uses, many of which may have never been considered previously. As such, changes to the plan aimed to:

- Preserve established residential neighborhoods and principal commercial districts allowing for infill development and recycling of uses that are compatible with adjacent development
- Maintain the fundamental pattern of existing land uses, preserving residential neighborhoods and commercial and industrial districts, while providing opportunities for intensification or reuse of focused areas of the City (Special Policy Areas, for example).
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- Focus on reuse or repurpose of underutilized sites (transitioning retail properties), corridors, and areas located adjacent to the freeway and proposed (or planned) Metro station stops such as the North Tech District, Galleria and South Bay Marketplace.
- Target change in areas essential to satisfy the City's State-mandated obligation to demonstrate it could meet its Regional Housing Needs Allocation (RHNA) requirements for housing.

### 9.2.3 COMPONENTS OF THE LAND USE PLAN

The development, use, and distribution of land are critical to achieving our city's vision and adhering to our core values and guiding principles. As stewards of the land, the City must plan for uses and development that maintain and enhance a sustainable, healthy, and livable city; ensure equitable outcomes and land use distributions; protect and enhance our cultural and community assets; and provide opportunities for growth and prosperity that is compatible and integrated with the our existing communities. Land is a finite and valuable resource, especially in Redondo Beach; its use dictates the city's economic and fiscal future.

The Land Use Plan consists of three primary components: the land use designations with intensities, the land use map, and the buildout totals associated with the map.

#### Land Use Designations and Map

The land use designations establish the types and intensity of land uses permitted in Redondo Beach. The land use map displays the pattern, distribution, and intensity of land use designations across the entire city, down to the parcel level. Table LU-01 outlines the definitions of each of the designations and Figure LU-01 shows the fundamental pattern of land use.

#### Buildout

Table LU-2 reflects the reasonable long-term buildout potential for housing units, nonresidential building square footage, and jobs that could be generated by the overarching growth strategy and the Land Use Plan (Figure LU-01).

While these estimates provide a tool to monitor growth in the City, the figures shown in Table LU-2 represent an informed but estimated projection of a future condition. The Land Use Element

establishes the maximum buildout potential for housing units and nonresidential building square footage and also estimates the population and employment at buildout. It should be noted that the maximum buildout is not a goal; it is simply a capacity analysis that identifies the maximum allowable development potential that could occur within the community over numerous decades. The actual development will likely vary in terms of location, mix of uses, and intensity.

The Land Use Buildout Methodology, Appendix X), details the assumptions and methodology used to generate the estimates in Table LU-02.



Table LU-01: General Plan Land Use Designations

| Land Use Designation  | Maximum Density/Intensity   | Description  |
|---|---|--|
| <b>Residential*</b>   |   |  |
| R-1   | Up to and including 8.8 du/ac   | Single-family residential uses   |
| R-1-A   | Up to and including 17.5 du/ac  | Single-family residential uses   |
| R-2   | Up to and including 14.6 du/ac  | Single-family residential uses, duplexes, townhomes, condominiums, apartments  |
| R-3   | Up to and including 17.5 du/ac  | Single-family residential uses, duplexes, townhomes, condominiums, apartments  |
| RMD   | Up to and including 23.3 du/ac  | Single-family residential uses, duplexes, townhomes, condominiums, apartments  |
| RH  | Up to and including 30 du/ac  | Single-family residential uses, duplexes, townhomes, condominiums, apartments  |
| <p><i>* Notes:</i><br/>                     1) For properties within a residential overlay area, the maximum density allowed within the overlay shall prevail.<br/>                     2) Existing commercial uses within residential land use districts shall be considered legally non-conforming.</p> |   |  |
| <b>Commercial</b>   |   |  |
| Neighborhood Commercial (CN)  | Max. FAR 0.50<br><br>Max FAR 1.50 for Artesia Boulevard Special Policy Area | Provides for commercial districts with uses that complement adjacent residential neighborhoods. Allowed uses include retail, restaurants, personal services, office, hotel*, kenneling*, and similar uses. The intent of this designation is to provide goods and services that meet the needs of residents and businesses.<br><br>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.<br><br>Maximum FAR 0.50 (except for the Artesia Boulevard Special Policy Area, where the Maximum FAR is 1.50)<br><br><i>*Conditionally permitted subject to zoning code</i> |
| Coastal Commercial (CC)   | Per Redondo Beach Pier Master Plan and Local Coastal Program (LCP)          | Provides for coastal and recreation-oriented commercial retail and service uses.   |
| C-1   | FAR 0.35  | Retail commercial, eating and drinking establishments, household goods, food sales, drugstores, building materials and supplies, professional offices, personal services, cultural facilities, and similar uses  |
| C-2   | FAR 0.50  | Same uses as C-1 and movie theaters, and overnight accommodations; except Riviera Village where no "footprint" exceeding 30,000 sq. ft. is permitted for a single use for food sales, retail goods, or other large volume uses.  |
| C-3   | FAR 0.70  | Same uses as C-2   |
| C-4   | FAR 1.00  | Same uses as C-2   |

**Table LU-01: General Plan Land Use Designations**

| Land Use Designation             | Maximum Density/Intensity   | Description  |
|----------------------------------|---|--|
| C-5                              | a. FAR 0.70<br>b. FAR 0.70<br>c. FAR 1.00<br>d. FAR 1.50<br>e. N/A  | a. Retail commercial, personal and business services, professional offices, household supply and furnishings, eating and drinking establishments, drug stores, entertainment, automobile related sales, car wash, and similar uses.<br>b. Automobile and marine related repair (west side of Catalina Avenue)<br>c. Light industrial and wholesale uses (west side of Catalina Avenue)<br>d. Storage and self-storage (west side of Catalina Avenue)<br>e. Boat and recreational vehicle outdoor storage (west side of Catalina Avenue)  |
| <b>Mixed-Use</b>                 |   |  |
| Mixed-Use Transit Center (MU-TC) | Max. FAR 1.50<br>Up to and including 30 du/ac   | 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.<br><br>Mixed-use transit center development should be of high quality and designed to be pedestrian-oriented and integrated with existing surrounding uses.<br><br>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.<br><br>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. |
| Mixed-Use Low (MU-1)             | Commercial Only:<br>0.35-0.50 FAR<br><br>Commercial and Residential together:<br>Max. FAR 1.50<br><br>(all density exceeding 0.70 FAR must be residential units )<br><br>Up to and including 30 du/ac | Provides for an integrated mix of commercial retail, service, office, entertainment, and residential uses. Uses can be mixed in a vertical or horizontal configuration.<br><br>Mixed-use development should be of high quality and designed to integrate with existing surrounding uses. Configurations include ground floor commercial with residential units on upper floors or standalone commercial or office development.<br><br>This designation is intended to encourage pedestrian-oriented development that has a strong emphasis on creating a safe and attractive streetscape.<br><br>It is recommended that residential projects in this designation include an affordable component.<br><br>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.                             |

## Land Use Element

DRAFT August 2022

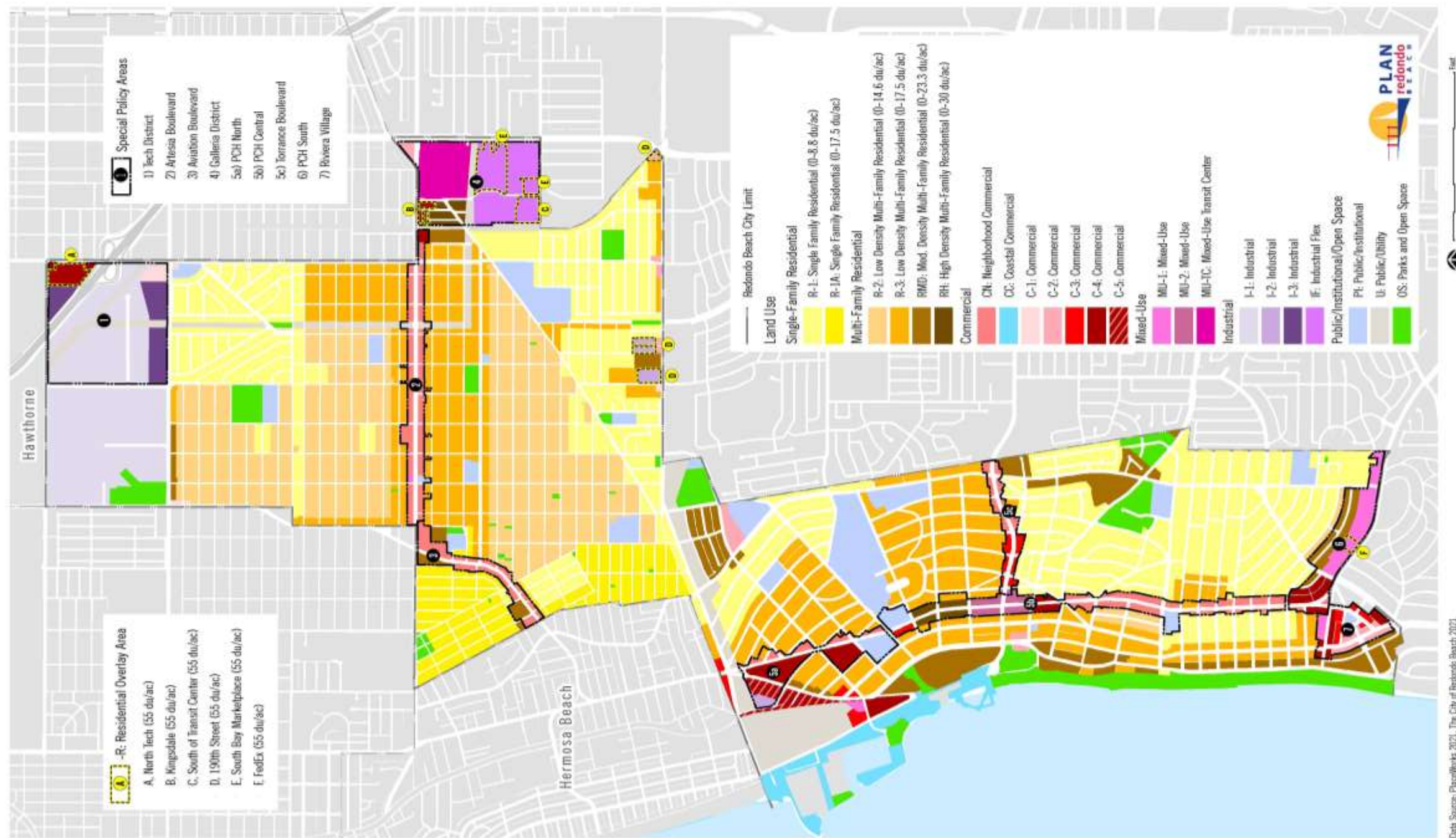
Table LU-01: General Plan Land Use Designations

| Land Use Designation                   | Maximum Density/Intensity  | Description   |
|--|--|---|
| Mixed-Use Medium Low (MU-2)            | Commercial Only: 1.00 FAR<br>Commercial and Residential together:<br>Max. FAR 1.50 (all density exceeding 0.70 FAR must be residential units )<br>Up to and including 35 du/ac.  | <p>Provides for an integrated mix of commercial retail, service, office, entertainment, and residential uses in the City's activity centers. Uses can be mixed in a vertical or horizontal configuration.</p> <p>Mixed-use development should be of high quality, designed to integrate with existing surrounding uses. Configurations include ground floor commercial or office with residential units or office uses on upper floors or standalone commercial or office development.</p> <p>This designation is intended to encourage pedestrian-oriented environments that have a strong emphasis on creating a safe and attractive streetscape. It is recommended that residential projects in this designation include an affordable component.</p> <p>Maximum FAR 1.50 and density up to and including 35 dwelling units per acre, density may increase consistent with state law for affordable units.</p> |
| <b>INDUSTRIAL</b>                      |  |   |
| 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.   |
| Industrial Flex (IF)                   | Max. FAR 1.00  | 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. The overall character in this designation is intended to create a creative/tech incubator district with supporting uses.  |
| <b>Public/Institutional/Open Space</b> |  |   |
| Public/Institutional (PI)              | <p>Max. FAR 0.75</p> <p>Max. FAR 1.25 at City Hall bounded by PCH, Broadway, Carnelian St, and Diamond St</p> <p>Max. FAR 1.25 at the Annex site on Northeast Corner of PCH and Vincent St</p> <p>Subject to Planning Commission Design Review</p> | <p>Provides for governmental administrative and capital facilities, schools, libraries, hospitals and associated medical offices, public cultural facilities, and other public uses, ancillary parks, recreation and open spaces.</p> <p>Maximum FAR 1.25 (subject to Planning Commission Design Review).</p>   |
| Public/Utility (U)                     | Max. FAR 0.10  | Provides for utility uses including easements with public access for recreation and parking. Maximum FAR 0.10.  |

**Table LU-01: General Plan Land Use Designations**

| Land Use Designation      | Maximum Density/Intensity      | Description  |
|---------------------------|--------------------------------|--|
| Parks and Open Space (OS) | Max. FAR [0.25] 0.20           | Provides for public open space, passive park uses, sports fields, active recreation uses, and coastal-related recreational activities as well as accompanying public facilities such as restrooms, picnic pavilions, parking facilities, and lifeguard towers. Maximum FAR 0.25.   |
| Residential Overlay (-R)  | Min. 20 du/ac<br>Max. 55 du/ac | <p>An overlay is a planning tool used to provide flexibility in land use designations. This designation allows uses that differ from or are in addition to, the underlying General Plan land use. This flexibility can help the City respond to State-mandated housing requirements and increase development options in different market conditions.</p> <p>The Residential Overlay allows residential infill projects in six areas of the City: The North Tech District, the northern portion of the Kingsdale neighborhood, the area immediately south of the city's transit center, the area south of the Galleria, several areas along 190th Street, and an area along south Pacific Coast Highway east of Palos Verdes Boulevard.</p> <p>The North Tech District, and the areas south of the transit center and Galleria are all located in close proximity to existing or future Metro Station stops, which provides access to existing or planned transportation alternatives.</p> <p>Properties with the Residential Overlay designation may be developed as the underlying land use designation (industrial, industrial flex, or commercial depending on the location) and also have the option of developing as infill residential without the need for a General Plan amendment.</p> <p>The Residential Overlay is intended to encourage the development of affordable housing by providing added land use flexibility that could allow for the integration of new residential housing opportunities in close proximity to transit, job centers, and commercial service centers.</p> <p>Residential uses in the overlay area may be stand-alone projects, horizontal mixed use, or vertical mixed use.</p> <p>Residential projects must have a minimum density of 20 dwelling units per acre, and they cannot exceed the maximum density identified within each overlay area.</p> |

Figure LU-01: Land Use Plan



Data Source: Placematters 2021, The City of Redondo Beach 2021

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Table LU-02: Buildout Estimates

| Land Use Designation                        | Maximum Density/Intensity <sup>1</sup>  | Acres          | % Total Acres | Dwelling Units | ADUs <sup>2</sup> | Population <sup>3</sup> | Bldg SQ FT <sup>4</sup> | Employment    |
|---|---|----------------|---------------|----------------|-------------------|-------------------------|-------------------------|---------------|
| <b>Single-Family Residential</b>            |   |                |               |                |                   |                         |                         |               |
| R-1: Single Family Residential              | Up to and including 8.8 du/ac   | 746.8          | 18.8%         | 5,100          | 393               | 12,477                  | 203,597                 | -             |
| R-1A: Single Family Residential (Small Lot) | Up to and including 17.5 du/ac  | 121.7          | 3.1%          | 1,886          | -                 | 4,359                   | 1,373                   | -             |
| <b>Multi-Family Residential</b>             |   |                |               |                |                   |                         |                         |               |
| R-2: Multifamily Residential                | Up to and including 14.6 du/ac  | 471.9          | 11.9%         | 6,482          | 127               | 15,202                  | 36,791                  | -             |
| R-3: Multifamily Residential                | Up to and including 17.5 du/ac  | 542.7          | 13.7%         | 11,049         | 97                | 25,704                  | 350,253                 | -             |
| RMD: Multifamily Residential                | Up to and including 23.3 du/ac  | 146.0          | 3.7%          | 5,887          | 7                 | 13,617                  | 25,957                  | -             |
| RH: Multifamily Residential                 | Up to and including 30.0 du/ac  | 13.4           | 0.3%          | 396            | -                 | 916                     | 69,374                  | -             |
| <b>Mixed Use</b>                            |   |                |               |                |                   |                         |                         |               |
| MU-1: Mixed-Use                             | Commercial Only: 0.35-0.50 FAR // Commercial and Residential together: Max. FAR 1.50 (all density exceeding 0.70 FAR must be residential units) Up to and including 30 du/ac. | 22.6           | 0.6%          | 701            | -                 | 1,565                   | 607,663                 | 1,215         |
| MU-3: Mixed-Use                             | Commercial Only: 1.00 FAR // Commercial and Residential together: Max. FAR 1.50 (all density exceeding 0.70 FAR must be residential units) Up to and including 35 du/ac.      | 9.1            | 0.2%          | 321            | -                 | 741                     | 278,678                 | 557           |
| MU-TC: Mixed-Use Transit Center             | Max. FAR 1.50 // Up to and including 30 du/ac   | 29.8           | 0.8%          | 650            | -                 | 1,502                   | 1,846,689               | 3,693         |
| <b>Housing Element Residential Overlays</b> |   |                |               |                |                   |                         |                         |               |
| A: North Tech                               | 55.0 du/ac  | 8.0            | 0.2%          | 180            | -                 | 416                     | 106,747                 | -             |
| B: Kingsdale                                | 55.0 du/ac  | 2.4            | 0.1%          | 126            | -                 | 291                     | 58,504                  | -             |
| C: South of Transit Center                  | 55.0 du/ac  | 6.2            | 0.2%          | 273            | -                 | 631                     | 40,006                  | -             |
| D: 190th Street                             | 55.0 du/ac  | 7.9            | 0.2%          | 331            | -                 | 765                     | 158,201                 | -             |
| E: South Bay Marketplace                    | 55.0 du/ac  | 17.2           | 0.4%          | 486            | -                 | 1,123                   | 246,147                 | -             |
| F: FedEx                                    | 55.0 du/ac  | 1.8            | 0.0%          | 80             | -                 | 185                     | 20,756                  | -             |
| <b>Commercial</b>                           |   |                |               |                |                   |                         |                         |               |
| CN: Neighborhood Commercial                 | FAR 0.50<br>(FAR 1.50 in Artesia Blvd. Focus Area)  | 80.5           | 2.0%          | 243            | -                 | -                       | 985,237                 | 2,815         |
| C-1: Commercial                             | FAR 0.35  | 6.2            | 0.2%          | -              | -                 | -                       | 88,349                  | 252           |
| C-2: Commercial                             | FAR 0.50  | 17.4           | 0.4%          | 20             | -                 | -                       | 307,037                 | 877           |
| C-3: Commercial                             | FAR 0.70  | 16.4           | 0.4%          | 1              | -                 | -                       | 398,618                 | 1,139         |
| C-4: Commercial                             | FAR 1.00  | 39.3           | 1.0%          | 17             | -                 | -                       | 1,114,704               | 3,185         |
| C-5: Commercial                             | Max FAR 1.50  | 12.2           | 0.3%          | -              | -                 | -                       | 292,293                 | 835           |
| CC: Coastal Commercial                      | Per Harbor/Civic Center Specific Plan and LCP   | 55.0           | 1.4%          | 229            | -                 | -                       | 656,639                 | 1,876         |
| <b>Industrial</b>                           |   |                |               |                |                   |                         |                         |               |
| I-1: Industrial                             | FAR 1.00  | 206.0          | 5.2%          | -              | -                 | -                       | 6,925,087               | 11,542        |
| I-2: Industrial                             | FAR 1.00  | 2.7            | 0.1%          | -              | -                 | -                       | 115,961                 | 193           |
| I-3: Industrial                             | FAR 1.00  | 25.6           | 0.6%          | -              | -                 | -                       | 835,611                 | 1,393         |
| IF: Industrial Flex                         | FAR 1.00+   | 29.4           | 0.7%          | -              | -                 | -                       | 961,596                 | 2,747         |
| <b>Public / Open Space</b>                  |   |                |               |                |                   |                         |                         |               |
| PI: Public/Institutional                    | FAR 0.75  | 160.1          | 4.0%          | 157            | -                 | 187                     | 116,150                 | 581           |
| UI: Utility                                 | FAR 0.10  | 131.5          | 3.3%          | -              | -                 | -                       | 212,577                 | 354           |
| OS1: Parks and Open Space                   | FAR 0.20  | 156.8          | 3.9%          | -              | -                 | -                       | -                       | 13            |
| ROW: Right of Way                           | -   | 886.4          | 22.3%         | -              | -                 | -                       | -                       | -             |
|   |   | <b>3,973.0</b> | <b>100.0%</b> | <b>34,614</b>  | <b>624</b>        | <b>79,680</b>           | <b>17,060,595</b>       | <b>33,269</b> |

- Notes:
- 1) In some cases land uses were assumed to build out to their maximum potential and in other cases they were assumed at a lower density or intensity based on local trends or Housing Element estimates. Please see Appendix A, Buildout Methodology Memo for more information related to specific assumptions.
  - 2) Accessory Dwelling Units
  - 3) Residential dwelling units are assumed to have a 95% occupancy rate (5% vacancy rate); accessory dwelling units utilized an 86% occupancy rate. In addition, population was calculated using a 2.43 persons per household (pph) estimate for single family units in accordance with the 2021-2029 Housing Element, 1.98 pph for ADU's and 1.25 pph for institutional housing (assisted living, etc.)
  - 4) Where residential designations identify building square footage, these cases reflect parcels where existing, non-conforming commercial land uses exist in current residential designations and are not expected to transition over the General Plan horizon.

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## GOAL LU-1 BALANCE

A sustainable community with a range of land uses that meet the diverse needs of Redondo Beach residents, offer a variety of employment, commercial, recreational, and housing opportunities that make it possible for people of all ages and abilities to live, work, recreate, and maintain a high quality of life in Redondo Beach.

- Policy LU-1.1 Balanced Land Use Pattern.** Preserve existing residential neighborhoods, while balancing development trends and state mandates, and provide for enhancement of focused planning areas to improve community activity and identity.
- Policy LU -1.2 Inclusivity.** We provide for a mix of land uses to create a complete community where residents of all ages and abilities, employers, workers, and visitors have a broad range of choices of where they can live, work, shop and recreate within Redondo Beach.
- Policy LU -1.3 Diversity of Housing.** Collaborate with residents, housing providers and the development community to provide housing opportunities for every stage of life, and to plan for a variety of housing types and price points to support the local workforce and foster a balanced community.
- Policy LU -1.4 Jobs-Housing Balance.** A place to live and a place to work that seeks to match its residents to jobs and promotes a workforce/ jobs balance. (see overlap with Balance section, can leave here or there, perhaps focusing more on jobs creation here
- Policy LU -1.5 Education and Life-Long Learning.** Sustain and support a quality educational system for all ages and career paths, including coordination of new development with the provision of adequate schools. Also work with local partners, including but not limited to the Redondo Beach Unified School District (RBUSD), who provide life-long learning opportunities to ensure that the City's residents and workforce have access to education at all stages of life.
- Policy LU -1.6 Housing Incentives.** Incentivize quality infill residential development that provides a diversity of housing types and accommodates all income levels and age groups.
- Policy LU-1.7 Homeownership Opportunities.** Support innovative development policies to expand homeownership opportunities at all income levels.
- Policy LU-1.8 Housing Affordability.** Protect existing affordable units from being converted into market rate housing or other uses.
- Policy LU -1.9 Employment Opportunities.** Provide a broad spectrum of land uses and development that offer employment opportunities for current and future Redondo Beach residents.
- Policy LU -1.10 Transit Oriented Development.** ~~Encourage residential mixed use development, within the City's District Centers, Urban Neighborhoods, and adjacent to high quality transit.~~Encourage job centers with a potential affordable workforce

housing component in close proximity (within ¼ mile) to the bus transit center and current and future light rail stations.

**Policy LU -1.11 Equitable—Creation And Distribution of ~~Open Space~~parkland.** Promote the creation of new open space and community serving amenities throughout Redondo Beach to achieve a minimum standard of 3 acres of parkland per 1000 residents and to achieve the goal of 5 acres of parkland per 1000 residents and to keep pace with the increase in multi-unit housing development. This policy includes specific prioritization of opportunities at the current power plant site and powerline right of ways. Additionally, the City will prioritize opportunities for parkland expansion in park-deficient areas~~that keeps pace with the increase in multi-unit housing development.~~

**Policy LU -1.12 Coastal Community.** Provide land uses which reflect and capitalize on the City's location along the Southern California coastline. Accommodate coastal-related recreation and commercial uses which serve the needs of residents and visitors and are attractive and compatible with adjacent residential neighborhoods and commercial districts.

**Policy LU -1.13 Public and Institutional Uses.** Provide for the continuation of existing and expansion of governmental and public facilities, recreation, public safety, human service, cultural and educational, infrastructure, and other public land uses and facilities to support the existing and future population and development of the City.

**Policy LU -1.14 Incentivize maintenance and expansion of neighborhood serving commercial and institutional uses.** Provide for the continuation of, investment in, and expansion of existing neighborhood serving business and institutions within residential neighborhoods.

## GOAL LU-2 IDENTITY

A dynamic, progressive city containing self-sufficient, health-oriented, neighborhoods and commercial districts that foster a positive sense of identity and belonging among residents, visitors, and businesses.

**Policy LU -2.1 Beach Culture.** Ensure that new development and reuse projects protect existing Redondo Beach culture and identity and preserve and recognize unique neighborhoods and areas as the building blocks and character defining elements of the community.

**Policy LU -2.2 Design Quality.** Establish the expectation that new projects will exhibit a high level of design quality that is sensitive to and compatible with its adjacent neighborhoods and results in public spaces, outdoor dining, streetscapes, and developments that are attractive, safe, functional, distinct, respectful of the

## Land Use Element

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architectural history of Redondo, and integrated with adjacent and nearby uses.

- Policy LU -2.3 Context-sensitive Development.** Design new projects to be compatible with adjacent residential structures and other areas designated for other categories of use provided that no substantial adverse impacts will occur.
- Policy LU -2.4 City Image.** Encourage land uses, development projects (public and private), and public art installations that promote the city's image, identity, and history as a cultural, governmental, and business-friendly regional center.
- Policy LU-2.5 Unique gateways.** Celebrate the unique gateways to Redondo Beach by enhancing them with landscape treatments, signage, art or specialized roadway treatments.
- Policy LU-2.6 Unique architectural design.** Encourage the use of unique architectural features, facades, and outdoor spaces within Special Policy Areas to create distinctive districts in Redondo Beach
- Policy LU-2.7 Streetscape enhancements.** Facilitate streetscape improvements, add pedestrian amenities that attract new uses, and revitalize the corridors.
- Policy LU-2.8 Pedestrian access.** For new development, encourage pedestrian access and create strong building entries that are primarily oriented to the street.

### GOAL LU-3 COMPATIBILITY

Preserve and improve the character and integrity of existing neighborhoods and districts.

- Policy LU-3.1 Compatible Uses.** Foster compatibility between land uses to enhance livability and promote healthy lifestyles.
- Policy LU-3.2 Context-Aware and Appropriate Building Design.** We require appropriate building and site design that complements existing development and provides appropriate transitions and connections between adjacent uses to ensure compatibility of scale, maintain an appropriate level of privacy for each use, and minimize potential conflicts. For mixed-use (commercial and residential) require structures be designed to mitigate potential conflicts between the commercial and residential uses and provide adequate amenities for residential occupants.
- Policy LU-3.3 Neighborhood Buffers.** Encourage all commercial property owners bordering residential areas to mitigate impacts and use appropriate landscaping and buffering of residential neighborhoods, while considering the potential to provide access in the form of pass-throughs between the commercial corridors and adjacent residential neighborhoods.
- Policy LU-3.4 Industrial Impacts.** Mitigate the impacts that industrial and other non-residential uses which use, store, produce, or transport toxics, generate unacceptable levels



#### Residential Design Guidelines (RDG)

The City initiated (2022) an update to its Residential Design Guidelines in response to State mandates to address housing affordability and streamlined processes for residential projects. RDG's seek to: achieve locally compatible design through objective design standards; eliminate uncertainties for residential applicants by removing subjectivity; and encourage better projects by providing clear illustrative

of noise, air emissions, or contribute other pollutants have on the surrounding community.

**Policy LU-3.5 Quality Design.** Ensure new single and multi-family residential projects are consistent with the provisions outlined in City's Residential Design Standards and Guidelines and non-residential development along Artesia and Aviation Blvds. is consistent with the design guidance and policies within the AACAP.

**Policy LU -3.6 Active Transportation.** Invest in active transportation connectivity between commercial corridors/job centers and residential neighborhoods to encourage healthy lifestyles.

**Policy LU-3.7 Access to Transit.** Support the location of transit stations and enhanced stops near the Galleria and North Tech District to facilitate and take advantage of transit service, reduce vehicle trips and allow residents without private vehicles to access services.

**Policy LU-3.8 Corridor Connectivity.** Recognize corridors as important cross-town thoroughfares that connect Redondo Beach, serve as transitions between neighborhoods, provide opportunities for local-serving retail and balance the needs of multiple transportation modes. Consider mid-block pass through between parking areas within the corridors and between the corridors and adjacent residential neighborhoods. Specifically target power line and transportation rights of way as pedestrian and bicycle corridors to connect amenities across the city and in nearby communities. Work with neighboring communities to integrate and connect these pedestrian and bicycle corridors across city boundaries.

**Policy LU -3.9 Adequate Infrastructure.** Evaluate individual new development proposals to determine if the proposals are consistent with the General Plan and the existing and planned capacities of public facilities and infrastructure improvements. Where appropriate, require developers to pay the cost of studies needed to determine infrastructure capacity in conjunction with a proposed project and if there is a rational nexus that project impacts require additional capacity or upgrades of impacted infrastructure, require the physical improvements or their fair share contribution of necessary infrastructure.

**Policy LU-3.10 Utility Corridors.** Develop plans and programs for the reuse of infrastructure and utility properties and easements as they are currently managed and should they no longer be required for their currently intended primary use and operations. In particular, the City shall target these corridors to provide bicycle and pedestrian paths for connectivity between amenities across the city and in neighboring cities.

**Policy LU-3.11 Civic engagement.** Increase the amount and quality of community engagement throughout the planning, development, and operation of our developments throughout the cities varied communities.



### Open Space and Conservation and Circulation Elements

Additional policies related to new open space opportunities and connectivity can be found in the Open Space and Conservation and Circulation Elements. Policies in these sections explore connectivity to amenities as well as the different types of connections (i.e. pedestrian, bicycle, transit) that should be

## GOAL LU-4 HEALTH AND VITALITY

A vibrant community that supports the healthy and active lifestyles of residents and visitors

## Land Use Element

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- Policy LU-4.1 Quality of Life and Livability.** Create an active, health-oriented community, that benefits from outdoor living amenities and activities residents and visitors can enjoy due to the proximity to the coast.
- Policy LU-4.2 Health and land use.** Seek to incorporate health considerations into land use planning decisions in a manner that improves health and well-being.
- Policy LU -4.3 Coastal Amenities.** Promote and enhance the City's coastal amenities such as its beaches, King Harbor and the Redondo Beach Pier that serve as landmarks and distinguishing features unique to the City and also provide coastal access and coastal recreational opportunities for the community at large.
- Policy LU-4.4 New Open and Parkland Space Opportunities.** Preserve, invest in, and expand parkland and open space opportunities for active and passive recreational public and private open spaces. Work with future developments along commercial corridors and other nonresidential developments to create useable public open spaces to enhance the commercial neighborhood experience for residents and visitors alike.
- Policy LU-4.5 Increase physical activity.** Establish new opportunities for outdoor and indoor recreation as part of a comprehensive, ~~and~~ integrated, and interconnected network of spaces and facilities, with a focus on underserved areas.
- Policy LU-4.6 Connectivity.** Facilitate bicycling and pedestrian linkages to parks, beaches, tourist destinations, recreational amenities, open spaces and parks, and commercial destinations via the City's street, pedestrian, bicycle, and transit networks in a way that is visually appealing and safe to encourage local residents and visitors to minimize the use of automobiles. Focus on expanding connectivity through the addition of pedestrian and bike paths on public utility and transportation rights of way.
- Policy LU-4.7 Health partnerships.** Build and maintain partnerships with the Beach Cities Health District, health care providers, and community-based organizations to evaluate and implement land use projects in a manner that improves community health.
- Policy LU-4.8 Health and the built environment.** Look for opportunities to map and analyze the equal distribution of parks, open space and recreational activities to encourage physical activity and to ensure that people have equitable access to parks and open spaces within walking or biking distances.

## GOAL LU-5 ENVIRONMENTAL SUSTAINABILITY

An environmentally aware community that utilizes tools, strategies and approaches that protect and minimizes the impacts to the City's environmental resources.

- Policy LU-5.1 Environmental Sustainability.** Ensure that new development is sensitive to the City's stewardship of the environment. Provide measures to minimize the impacts of future development on air quality, runoff, trash generation (and its impacts on



### Energy and Water Use

Policies related to energy and water use can be found in the Open Space and Conservation Element.



### Redondo Beach Climate Action Plan

Adopted in 2017, the  
City of Redondo

the ocean), noise, and traffic (including things such as exhaust generated from underperforming intersections).

**Policy LU-5.2 Renewable energy facilities.** To reduce or avoid conflicts, communicate and collaborate with affected ocean users, coastal residents and businesses, and applicants seeking state or federal authorization for the siting, development, and operation of renewable energy facilities.

**Policy LU-5.3 Reclamation.** Require renewable energy facility operators to restore the natural characteristics of a site when a project is decommissioned and removed.

**Policy LU-5.4 Reduce Air Pollution.** Require the siting of new industrial and sensitive land uses to follow buffer distances, to the extent feasible, recommended in the California Air Resource Board's *Air Quality and Land Use Handbook*.

**Policy LU5.5 Reduce Greenhouse Gas Emissions.** Apply the strategies and approaches identified in the City's Climate Action Plan to help reduce Greenhouse Gas Emissions.

**Policy LU5.6 Preserve and expand native habitat and encourage use of native plants for landscaping.** Continue to support the expansion of native bluff habitat along the waterfront. Continue to support reestablishment of native habitat in Wildeness Park. Continue to pursue wetlands and native habitat restoration at the power plant site and the adjacent powerline corridor. Ensure connectivity of native habitat, particularly habitat for the endangered El Segundo blue butterfly, with Torrance and Hermosa Beach. Redefine city plant and tree pallets to prioritize native plants. Apply the strategies and approaches to fund and incentivize expansion of native habitat and plants throughout the city on both public and private property.

**Policy LU5.7 Expand urban forest.** Develop a specific urban forest policy and related ordinances to ensure net expansion of tree canopy in the city. Define a tree pallet that prioritizes use of native trees and shrubbery.

**Policy LU5.8 Prioritize bioswales and other strategies to recapture storm water and sequester it in the aquifer.** Develop policies and ordinance that requires the implementation of bioswales and similar strategies to capture and sequester storm water from streets and development.

## GOAL LU-6 ECONOMIC SUSTAINABILITY

A financially healthy city with a balanced mix of land uses and special funding and financing districts that increase resources to invest in public facilities and services.

**Policy LU-6.1 Responsible Development.** Pursue responsible economic development opportunities that balance needs of residents and businesses investing in our community, and are fiscally sustainable.

**Policy LU-6.2 Prioritized Uses.** Prioritize attraction of jobs generating office, institutional, and tech jobs in areas outside of the Coastal Zone. In Coastal Zone areas, prioritize visitor serving uses.

- Policy LU-6.3 Business Incubator.** ~~Support~~ Develop and implement land use ~~decisions~~ strategies that ~~encourage~~ facilitate the creation and development of new businesses, capture of current businesses searching for new facilities, and retention of existing businesses in Redondo Beach. Specifically target businesses and uses that would reduce the workforce/jobs imbalance. Identify and take advantage of new business trends in surrounding communities such as the Silicon Beach expansion.
- Policy LU-6.4 Rehabilitate properties.** Promote rehabilitation of properties and encourage increased levels of capital investment to create a safe and attractive environment.
- Policy LU-6.5 Tourism.** Support opportunities for coastal tourism and events such as the Beachlife Festival and Superbowl 10K Run that can draw additional visitors and infuse outside investment to Redondo Beach.
- Policy LU-6.6 Hospitality Uses.** Encourage expansion of the range and location of available lodging for both tourist and business visitors.
- Policy LU-6.7 Service Industry Support.** Identify opportunities to improve the availability of affordable housing and accessible transportation options for service workers that support the City's hospitality and tourism trades.
- Policy LU-6.8 Retail Goods and Services.** Ensure a mix of retail businesses that provide the full continuum of goods and services for the community, and attract a regional customer base to generate revenue for the City
- Policy LU-6.9 Desired Development.** Establish, review, and update standards as necessary to ensure desired development in *Special Policy Areas* is economically viable, reflects community desires, addresses Redondo's jobs/workforce imbalance, and maintains or enhances the fiscal well-being of the City.
- Policy LU-6.10 Cost And Benefit Of Development.** Balance the benefits of development with its fiscal impacts on the city and on quality of life for the community.
- Policy LU -6.11 Fair Share of Costs.** Require that new development pay its pro rata share of the costs of services and/or infrastructure required to support that development.
- Policy LU-6.12 Business Retention and Expansion.** Continuously improve two-way communication with the Redondo Beach business community and emphasize customer service to existing businesses, entrepreneurial enterprises, and desired types of uses.
- Policy LU-6.13 Socioeconomic Trends.** Continuously monitor, plan for, and respond to changing socioeconomic trends.
- Policy LU-6.14 Development Projects.** Require new development and redevelopment to create unique, high-quality places that add value to and are complimentary with the community.
- Policy LU-6.15 Development Review.** Require those proposing new development and redevelopment to demonstrate how their projects will create appropriately

unique, functional and sustainable places that will compete well with their competition within the region.

**Policy LU-6.16 Protection of Investment.** Require that new development and redevelopment protect existing investment by providing architecture and urban design of equal or greater quality.

**Policy LU-6.17 Private Maintenance.** Require adequate maintenance, upkeep, and investment in private property because proper maintenance on private property protects property values.

**Policy LU-6.17 Impact Fees.** Require new development to pay its proportionate share of the cost of providing and/or upgrading public facilities and services impacted by new development through impact fees.

**Policy LU-6.18 Assessment Districts.** Encourage the use of special assessments as a way to address public improvements (i.e., parks, undergrounding utilities, landscape, lighting, signage, street furniture, or other public improvements) in concert with new development.

**Policy LU-6.19 Prioritize institutional uses.** Develop program to attract new institutional uses in close proximity to Redondo business districts. The goal is to develop a weekday customer base for local businesses while developing the city reputation as a high tech center and incubator for coastal LA County.

**Policy LU-6.20 Job centers, corporate campuses, and transit oriented job centers.** Address jobs/workforce imbalance by creating opportunities and an environment that attracts new high end business campuses and job centers. The goal is reduce the amount of Redondo workforce who commute to other cities to work and to provide weekday customers to Redondo business corridors.

## GOAL LU-7 HISTORIC PRESERVATION

Historic buildings, streets, landscapes and neighborhoods, as well as the story of Redondo Beach's people, businesses, and social and community organizations, are preserved and serve as a point of civic pride and identity for the community.

**Policy LU-7.1 Historic landmarks and districts.** Encourage the voluntary designation of potentially historic resources as landmarks or historic districts.

**Policy LU-7.2 Protect designated landmarks and districts.** Continue to use the Certificate of Appropriateness process for reviewing applications to demolish or alter designated landmarks and for projects within designated historic districts and in proximity to landmark properties.

**Policy LU-7.3 Public and institutional facilities.** Consider the designation of potentially historic public or institutional resources under threat of demolition or deterioration.



- Policy LU-7.4 Adaptive reuse and sustainable development.** Promote historic preservation as sustainable development and encourage adaptive reuse of historic or older properties.
- Policy LU-7.5 Historic resources as cultural tourism.** Promote historic places and cultural tourism as an economic development strategy.
- Policy LU-7.6 History and cultural heritage.** Support and encourage efforts to document and share the cultural heritage and history of Redondo Beach.
- Policy LU-7.7 Culturally inclusive planning.** Ensure that historic preservation planning is culturally inclusive and reflective of the unique background and diversity of neighborhoods in the city.
- Policy LU-7.8 Incentives and technical assistance.** Provide assistance to owners of potentially eligible and designated historic properties with tools and incentives to maintain historic resources. Consider providing restoration assistance to owners of historic sites and/or structures in return for agreements or deed restrictions prohibiting their destruction or alteration inconsistent with their historic character. Continue to provide Mills Act Agreements to owners of historic sites to maintain, rehabilitate, and preserve the character defining features of historic properties.
- Policy LU-7.9 Salvage architectural features or materials.** Encourage the preservation or reuse of historic architectural features on site or within the community.

## 9.3 Special Policy Areas

The Land Use Element has identified seven areas of the City that warrant special policy direction due to the special role they play in the City either as a gateway, corridor, district or activity center. The purpose of identifying these areas is to create additional policy direction to preserve or enhance the special character of these areas. The following sections provide unique guidance for the following areas:

- North Redondo Tech District (SPA-1)
- Artesia Boulevard (SPA-2)
- Aviation Boulevard (SPA-3)
- Galleria (SPA-4)
- North PCH (SPA-5a)
- Central PCH (SPA-5b)
- Torrance Boulevard (SPA-5c)
- South PCH (SPA-6)
- Riviera Village (SP-7)

### *A Note on AES and the Waterfront*

At the time of the General Plan update, the future and potential land use changes at the Waterfront and existing AES site were uncertain.

While the General Plan was in the process of being updated, it was determined that operations at AES would continue until 2023, although the general sentiment from the community is that they would like to see operations end much earlier.

Consistent with the direction provided in the Open Space and Conservation Element, no changes to either area are proposed at this time. As such, neither site has been included in the General Plan as a Special Policy Area and the City will maintain the current zoning standards for each location. In addition, the City will continue to maintain communications with property owners, and in the case of AES, state energy regulators, regarding the status of activities related to both sites. When timing is appropriate, the City will identify a strategy and process for reuse or preservation of each area.



Source: Daily Breeze

## NORTH REDONDO TECH DISTRICT (SPA-1)

Home to some of the City’s largest employers, the North Redondo Tech District is envisioned as a transit-oriented employment-generating industrial center of innovation in a campus-like atmosphere that also incorporates supportive retail and hospitality uses adjacent to the freeway. On the north side of the freeway, south of Marine Ave., approximately 8.03 acres of the commercial area also allows for the possibility of new residential uses as it also is designated as a Residential Overlay area, giving the property owner the option of how to develop the property.

The Green Line Transit Station at Marine Avenue (at the northern edge of this SPA) provides a connection to a growing regional light rail network that is planned to be extended further south adjacent to the Galleria and onto a terminus near Torrance City Hall.

### Policy Direction

**Goal.** A thriving jobs center of innovation that has regional transit connectivity.

- **Jobs Center.** Maintain existing employers and attract new innovative industrial, manufacturing and commercial uses to bolster the jobs available to local residents.
- **Retail Nodes.** Create commercial nodes at key intersections and adjacent to the freeway to provide retail uses that are complementary to the jobs generating uses in the area.
- **Residential Flexibility.** Allow for the flexibility to utilize limited commercial spaces in the SPA with the Residential Overlay designation for higher density residential uses.



### North Redondo Jobs Generators

Northrop Grumman is a global aerospace, defense and security company located in Redondo Beach that provides support to the with the U.S. government, principally the Department of Defense and intelligence community.



Photo: CivicCouch.com

## ARTESIA BOULEVARD (SPA-2)

The Artesia Corridor will be the “Main Street” of North Redondo, providing an identifiable, safe, attractive, and inviting place to serve residents’ and visitors’ unique needs, while also fostering prosperous small businesses. As the primary corridor that serves North Redondo, the uses in this area are predominantly commercial. Existing residential uses may remain, but no new residential or mixed-use (residential over retail) development will be permitted along the corridor. Artesia Boulevard corridor allows up to 1.50 FAR within the AACAP. Prioritization of uses on Artesia Boulevard is envisioned as:

**West End - Aviation Boulevard to SCE Easement.** A mix of retail and office with an emphasis on retail (should be priority).

**East End - SCE Easement toward Galleria.** Office uses will be strongly encouraged and prioritized in this segment to help transition auto-oriented uses from the Galleria to pedestrian-oriented uses along Artesia.

## Policy Direction

**Goal:** An active and revitalized corridor that serves at the “main street” of North Redondo through the thoughtful implementation of placemaking, mobility, parking, land use and economic development strategies.

- **Mix of Uses.** Attract and retain a mix of retail, restaurant and office businesses that serve the community and attract visitors.
- **Placemaking.** Activate, reenergize and revitalize the corridor through thoughtful placemaking efforts that create active streetscapes and enjoyable pedestrian experiences with creative public spaces, outdoor dining, landscaping, and an active public arts program.
- **Connected Identity.** Identify storefront, sidewalk, signage, façade improvements, and public art to create a defined and connected design character along the corridor. Identify the gateways into the Artesia corridor and transition and connect the corridor to the Galleria at South Bay.
- **Increased Access.** Enhance walking, bicycle and transit access, with improved bus shelters and recessed access points, to the area to provide improved access, and when feasible, mid-block pass throughs, to local residents by improving connectivity and the travel experience through the corridor with safer, more convenient facilities.
- **Parking.** Integrate creative parking solutions including shared parking, parking structures, flexible parking development standards, and other strategies to incentivize investment and



## Artesia & Aviation Corridors Area Plan (AACAP)

The City adopted the Artesia & Aviation Corridors Area Plan (AACAP), on December 8, 2021, that further details the programs and design guidelines to guide future development along Artesia and Aviation Boulevards, including architectural and streetscape design guidelines, parking strategies, options for new bike lanes, public art programs and outdoor dining strategies. The document serves as a series of actionable “next steps” that the City is pursuing to stimulate economic investment and activity in the corridor.



remove impedments in the corridor. Encourage pedestrian access between currently separated onsite parking lots.

- **Economic development.** Facilitate and encourage redevelopment and reinvestment in private property through activities such as expedited permitting, flexible development standards for targeted uses, low-cost loans, or establishment of a Business/Parking Improvement District.

## AVIATION BOULEVARD (SPA-3)

Aviation Boulevard includes a mix of unique and varied small businesses that provide service, office, retail, and restaurant uses. It is connected to the Artesia Corridor (separated by a neighborhood commercial shopping center at the intersection of Aviation and Artesia Boulevards) and contains two medium density multi-family (RMD) areas fronting the corridor: one at the corner of Artesia Boulevard and the other between Goodman and Stanford Avenues.

As part of the Artesia & Aviation Corridors Area Plan (AACAP), it was determined that the character of Aviation Blvd should remain as a primarily small-scale neighborhood serving commercial district and that the multi-family residential was also an appropriate mix of uses for the area. As future development and revitalization occurs, the adopted AACAP will provide more detailed guidance to visually improve and activate the corridor and to link uses to the surrounding residential areas, similar to Artesia Boulevard.

## Policy Direction

**Goal:** An active and revitalized corridor that provides local serving commercial and office uses and prioritizes improvements that generate connectivity to the surrounding neighborhoods through thoughtful implementation of placemaking, mobility, parking, land use and economic development strategies.

- **Local business center.** Attract and support local serving businesses that facilitate connections to the surrounding neighborhoods.
- **Neighborhood connectivity.** Actively create physical and visual connections to the neighborhoods adjacent to Aviation Blvd. through design, streetscape or mobility improvements to generate local activity and minimize vehicular trips.
- **Cohesive identity.** Identify storefront, sidewalk, signage, public art and façade improvements to create a connected design character along the corridor.
- **Increased Access.** Enhance walking, bicycle and transit access to the area for local residents by improving connectivity and the travel experience through the corridor with safer, more convenient facilities.
- **Parking.** Integrate creative parking solutions including shared parking, parking structures, pedestrian access between separate onsite parking lots, and other strategies to incentivize investment in the corridor.
- **Economic development.** Facilitate and encourage redevelopment and reinvestment in private property through activities such as expedited permitting, low-cost loans, or establishment of a Business/Parking Improvement District.



### Relationship to Artesia Blvd. and AACAP

The Aviation Blvd. corridor is smaller and less centrally located in the City, than Artesia Blvd. As such, the aspirations for Aviation Blvd. are very similar to Artesia Blvd. from a connectivity, placemaking and activity center perspective, but are scaled back to be consistent with its secondary role in the corridors. It is intended to create a pleasant and safe pedestrian realm that prioritizes access to local businesses for nearby residents. The AACAP document outlines several implementation actions to achieve this.



### Artesia & Aviation Corridors Area Plan

Adopted December 8, 2020

## GALLERIA (SPA-4)

The Galleria Special Policy Area is envisioned as a transit-oriented center of commerce and creativity with a focus on regional commercial and residential uses on the Galleria site, an industrial flex uses south of the Galleria Mall, and higher-density housing throughout in areas identified with a Residential Overlay designation. The Industrial Flex area is envisioned 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.

A planned extension southward of the Green Line from Manhattan Beach Blvd. is anticipated to include a future Transit Station either within or adjacent to this SPA, which will provide a connection ultimately planned to extend further south with a terminus near Torrance City Hall. The area west of the Galleria Mall allows for a limited amount of high density residential, with more limited commercial uses fronting Artesia Blvd. Approximately 10.72 acres of the Industrial Flex area south of the Galleria Mall is also designated as a Residential Overlay Area, allowing for the option of developing the properties with residential uses.

## Policy Direction

**Goal.** A mixed-use transit node that serves as a regional draw for commercial uses and a center for new innovative jobs and high density housing.

- **Regional Hub.** Create a regional hub of commercial activity and an innovative jobs center supported by limited high density residential opportunities.
- **Connectivity to Transit.** Link future development to the future Metro Station stop to foster regional connectivity and alternative transportation options.
- **Transmission corridors** Facilitate and enhance east west connections through the transmission easement, especially to schools and other public facilities.



### Projects Approved in the Galleria SPA

The City approved revitalization of the Galleria in January of 2019 which included 300 residential units and XXXXX sf of retail space. This SPA folds in that project and identifies additional opportunities for development in the area.

## PCH NORTH (SPA-5A), PCH CENTRAL (SPA-5B) AND TORRANCE BLVD. (SPA-5C)

### *PCH North*

PCH North will foster a mix of office and neighborhood commercial uses on both sides of PCH to in support of the adjacent residential neighborhoods.

### *PCH Central*

PCH Central is the Spine of South Redondo, projecting “Beach Town Vibes” with lower-profile buildings, identifiable, safe, attractive, and inviting places to serve residents’ and visitors’ unique needs, while also fostering prosperous small businesses.

### *Torrance Blvd.*

Torrance Boulevard provides an eastern gateway into the City and serves as the entryway to the City’s pier and waterfront. A mix of smaller scale neighborhood serving commercial uses are proposed at the eastern end of this corridor with larger scale medical office and a mix of general commercial uses approaching Pacific Coast Hwy.

In doing so, it will help to maintain the lower scale commercial adjacent to the residential uses near Torrance Blvd in the eastern area (reflecting the existing scale of commercial) and allow for increases in commercial development where the larger medical offices exist approaching the higher density residential and more intense commercial uses near PCH.

## Policy Direction

**Goal.** Corridors that are neighborhood serving and provide visual gateways, connectivity and access into the City.

- **Gateways.** Create gateways, that include public art, to demark the east-west entry into Redondo Beach and the entries into the “districts” created by PCH North and PCH Central. Gateways should help define the greater Redondo Beach brand as well as create distinctive areas along the PCH corridor.
- **Neighborhood Character.** Maintain and revitalize/redevelop the small scale “unique” commercial uses that define the “Beach Town” character and support both the visitor and nearby residential neighborhoods, especially in PCH Central.
- **Housing Opportunities & Religious Facilities.** Allow for the redevelopment of existing religious uses into high density residential consistent with established housing policies (Housing Element). Create safe connections between the corridor and adjacent residential.
- **Neighborhood Connectivity.** Seek opportunities to create connections, including pedestrian pass-throughs and safe bicycle





access, from the adjacent high density residential neighborhoods into the corridor.

- **Pedestrian Improvements.** Identify opportunities to enhance the pedestrian experience through creative storefronts, signage, and landscaping.

## PCH SOUTH (SPA-6)

PCH South is the southern gateway into the City and the entryway into the Riviera Village. PCH South projects a more urban version of the City's "Beach Town Vibes" with higher-profile buildings, and attractive visitor serving hotels, restaurants, offices and adjacent higher density residential that combine into identifiable, safe, attractive, and inviting places to serve residents' and visitors' unique needs, while also fostering prosperous small businesses.

### Policy Direction

#### Goal.

Maintain the South PCH corridor as a neighborhood serving commercial district and the primary visitor-serving hospitality location in south Redondo with safe pedestrian and bicycle access to the Riviera Village and beaches.

- **Mix of Uses.** Encourage a variety of uses: Hospitality, commercial service, retail and restaurant, office, and high density residential (MU-1 only) that will support the visitor and high density residential neighborhoods within and adjacent to the corridor.
- **Gateways.** Create gateways, that include public art, to demark the southern entry into Redondo Beach and the entries from the corridor into Riviera Village. Gateways should help define the greater Redondo Beach brand as well as the distinct Riviera Village.
- **Visitor Support.** Encourage the development of hospitality and enhance pedestrian and bicycle access along the corridor and to the Riviera Village and beaches.
- **Neighborhood Connectivity.** Seek opportunities to create connections, including pedestrian pass-throughs and safe bicycle access, from the adjacent high density residential neighborhoods into the corridor.
- **Quality of Design.** Develop design guidelines that will provide direction for building design, outdoor spaces, public signage, streetscape, public art and landscape improvements consistent with the character of the area and the transitions from the corridor into the Riviera Village and adjacent high density residential neighborhoods.



## RIVIERA VILLAGE (SPA-7)

Riviera Village has long been one of Redondo Beach’s most neighborhood-oriented and walkable mixed use districts. Its pedestrian orientation, collection of small shops, restaurants and offices and low rise buildings with sidewalk frontage all serve to create an active village character.

At its core, Riviera Village has a small town “main street” feel with a continuous line of shops fronting sidewalks and diagonal on-street parking. As the activity center of south Redondo Beach, the intent is to preserve and enhance the mix of community-serving uses, scale of development and overall character of Riviera Village to ensure it will be an appealing local gathering space in the future.

### Policy Direction

#### Goal:

Maintain Riviera Village as a low-density, local serving commercial district, that is identifiable as a distinct “Village like” environment characterized by a high level of pedestrian activity.

- **Mix of Uses.** Encourage a variety of uses: commercial, office, and limited residential (MU-1 only) that will provide ongoing activity during various hours of the day and that reinforces the notion of a central gathering space in south Redondo.
- **Pedestrian Activity.** Encourage the development of outdoor dining and other sidewalk-oriented uses. Allow for parkettes as determined consistent with enhancing the “Village like” environment and supporting pedestrian activities.
- **Quality of Design.** Develop design guidelines that will provide direction for building design, outdoor spaces, public signage, streetscape, public art and landscape improvements consistent with the character of the area.
- **Parking.** Seek opportunities to develop centralized and flexible parking solutions including use of public spaces for businesses, as well as shared and subterranean parking.



### Examples of Village Character

- Siting of structures fronting pedestrian walkways, courtyards, and other open spaces;
- Use of arcades and other setbacks along street frontage;
- Use of building articulation and fenestration to break up long expanses walls;
- Use of varying roofline and height variations to create visual interest
- Use of public art to enhance the character defining element of the “village”
- Use of design detailing, unified architectural elements and landscaping to create a character that is unique to Riviera Village.

## **SPECIAL NOTE ON WATERFRONT DISTRICT AND POWERPLANT SITE**

King Harbor, the historic “endless” pier, and the historic Old Salt Lake wetlands make Redondo Beach unique amongst the South Bay Beach Cities. We enjoy the only harbor in the 26 miles of coast line between Marina Del Rey and LA Harbor. Our historic “endless” or “horseshoe” pier is unique on the California coast. And the historic Old Salt Lake that was filled in for the current power plant has recently been identified as an active wetlands with over 100 species of migratory birds using the wetlands. The California Coastal Commission has documented approximately 6 acres of the site as active wetlands. Additionally, the power plant property and the adjacent power line corridor provide a critical missing link required to connect populations of the endangered El Segundo blue butterfly on the Esplanade Bluff to the south and the Chevron refinery to the North. The power plant property and adjacent powerline corridor would directly connect to a habitat corridor being developed on the Hermosa Greenbelt.

Furthermore, in 2011 the California Coastal Conservancy conducted a study that concluded that the powerplant area is the only major opportunity to add parkland to our park poor region. Redondo residents have demonstrated their commitment to major parkland and open space expansion in this area in a referendum against the 2002 Heart of the City plan, in a second referendum against creating a “redevelopment area” out of the harbor area, in a 2005 land use vote between parkland and mixed use development of the site, in the 2010 Measure G vote which added park as the only “permitted use” of the power plant parcels, and in the 2015 vote against AES’s Measure B which attempted to rezone the power plant property to zoning for 650 residential units and commercial development with no commitment to any public parkland.

Similarly, the public successfully resisted development of commercial uses in the harbor that would have negatively impacted recreational and coastal dependent uses of the harbor. The public efforts included a resident funded lawsuit, an appeal to the Coastal Commission and the development and voter approval of Measure C, the King Harbo CARE Act. Measure C was certified without change by the Coastal Commission in 2018.

The history of this site both long term and more recent combined with King Harbor being the only harbor in the 26 miles of coastline between Marina Del Rey and LA Harbor demand special focus on the redevelopment of the area, particularly in light of the upcoming permanent shut down of the power plant.

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Policy Direction

Goal.

Take advantage of the opportunity to revitalize the harbor area including the powerplant site and adjacent powerline corridor to:

- 1) substantially expand public parkland,
- 2) reestablish an active wetlands at the Old Salt Lake site,
- 3) provide connectivity with the Hermosa Greenbelt;
- 4) protect, revitalize and expand recreational and coastal dependent uses of the harbor and pier
- 5) establish the state required boat ramp in the harbor
- 6) revitalize and where practical expand commercial and institutional uses in the harbor/pier/power plant property to the extent that such development has no substantive negative impact on recreational, environmental, and coastal dependent uses
- 7) expand native habitat and provide a connective corridor for endangered blue butterfly habitat.
- 8) Include high tech business/institutional facilities and campus to address Redondo workforce/jobs imbalance and to provide weekday customers for harbor area retail, restaurant, and hotel businesses
- 9) Reflect and honor the history of the pier as the first LA harbor, the resort attraction for Los Angeles residents, the Old Salt Lake, the legacy of George Freeth, the pioneering efforts of the Meistrell brothers, and the ancestral home for the Tongva natives who lived here before European's arrived.

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