

Exhibit A: Ballot Measure Text

RESOLUTION NO. CC-2608-057

ORDINANCE NO. CC-3316-26

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

WHEREAS, the City Council passed, approved, and adopted amendments to the Redondo Beach General Plan Land Use Element and the Coastal Land Use Plan of the City's Local Coastal Program in Resolution No. CC-2608-067 and Resolution No. CC-2608-068 respectfully on August 4, 2026, to support increased commercial activity in key areas of the City, including expanded property development potential (i.e. new floor area ratio caps, height limits, and rooftop dining) along Artesia and Aviation Boulevards, industrial properties north of Manhattan Beach Boulevard, and certain commercial properties along Pacific Coast Highway; and

WHEREAS, the City Council passed, approved, and adopted further amendments to the Zoning Ordinance and the Coastal Land Use Plan Implementing Ordinance in Ordinance No. CC-3314-26 and Ordinance No. CC-3315-26 respectfully on August 11, 2026, to support increased commercial activity in key areas of the City, including expanded property development potential (i.e. new floor area ratio caps, height limits, and rooftop dining) along Artesia and Aviation Boulevards, industrial properties north of Manhattan Beach Boulevard, and certain commercial properties along Pacific Coast Highway;; and

WHEREAS, the City Council passed, approved, and adopted amendments to the Redondo Beach General Plan Land Use Element, Zoning Ordinance, and Coastal Land Use Plan of the City's Coastal Program on November 5, 2024, that converted some residential property designations to commercial along Pacific Coast Highway, converted mixed-use properties to commercial along Artesia Boulevard, and reduced residential density at some mixed-use properties in the City; and

WHEREAS, at their duly noticed public hearings on November 5th and November 12th, 2024, City Council adopted and certified the Final Program Environmental Impact Report (State Clearinghouse Number 2023050732) inclusive of a Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the proposed amendments to the City's General Plan Land Use Element, Coastal Land Use Plan of the City's Local Coastal Program, Zoning Ordinance, and the Coastal Land Use Plan Implementing Ordinance covering actions taken by the City Council on November 5 and 12, 2024, and August 4 and 11, 2026; and

WHEREAS, some of the foregoing amendments to the General Plan Land Use Element, Coastal Land Use Plan of the City's Local Coastal Program, Zoning Ordinance,

and Coastal Land Use Plan Implementing Ordinance have been deemed to constitute a Major Change in Allowable Land Use which requires the approval of the registered voters of the City to become legally effective under Article XXVII of the City Charter; and

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

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

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

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

SECTION 1. BACKGROUND. The City of Redondo Beach is undertaking a comprehensive update to its General Plan, Zoning Ordinance, Local Coastal Program, and Coastal Land Use Plan Implementing Ordinance to modernize land use policies and comply with State housing law. Due to statutory deadlines, the City Council divided the adoption of these updates into two actions:

City Council Approved Amendments in 2024: On November 5th, and 12th, 2024, the City Council approved amendments to the City's General Plan Land Use Element, Zoning Ordinance, Local Coastal Program, and Coastal Land Use Plan Implementing Ordinance that included state-mandated Housing Element updates that re-zoned specific properties to meet regional housing needs. To offset this increased capacity and comply with State law, the City concurrently adopted "Other Residential Changes" which reduced housing capacity or downzoned certain residential and mixed-use areas (e.g., in the Galleria and

Coastal Mixed-Use areas). These “Other Residential Changes” approved by the City Council in 2024 are analyzed in a separate Article XXVII land use and traffic analysis. Any amendments associated with implementation of the City’s Housing Element that occurred with the City Council actions in November of 2024 are exempt from the provisions of Article XXVII and are not included as text amendments in this Ballot Measure.

City Council Approved Amendments in 2026: On August 4th, and 11th, 2026, the City Council approved additional amendments to the City’s General Plan Land Use Element, Zoning Ordinance, Local Coastal Program, and Coastal Land Use Plan Implementing Ordinance that implement non-residential updates affecting industrial areas north of Manhattan Beach Boulevard and commercial land use categories along Artesia and Aviation Boulevard and Pacific Coast Highway.

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

SECTION 2. INDEX OF PROPOSED AMENDMENTS. Herein is a brief summary list (Index) of each proposed amendment to the City’s General Plan Land Use Element, Zoning Ordinance, Coastal Land Use Plan, and Coastal Land Use Plan Implementing Ordinance that has been adopted by the City Council and is subject to the provisions of Article XXVII and included in this Ballot Measure. The proposed amendments are separated into two (2) “SECTIONS”. “**SECTION 3**” includes all those amendments adopted by the City Council on November 5th and 12th of 2024 (“2024 Amendments”). The “2024 Amendments” generally reduced housing capacity or down zoned certain residential and mixed-use areas to offset the significant residential upzoning required by State Housing Law that occurred with the City’s Housing Element Update. “**SECTION 4**” includes non-residential amendments adopted by the City Council on August 4th and 11th of 2026. These amendments implement non-residential updates affecting industrial areas north of Manhattan Beach Boulevard and commercial land use categories along the Artesia and Aviation Boulevard and Pacific Coast Highway corridors.

2024 Amendments (SECTION 3)	
Affected Areas	Amendment Summary
1. Artesia Boulevard	Between Blossom Lane and Aviation Way: MU-1 Zone to C-2 Zone
	Remaining MU-1 Zone Density Reduced from 35 DU/AC to 30 DU/AC

2. Galleria – Kingsdale	R-3 Zone Amended to RH High-Density Zone
2. Galleria – Mall Site	CR Zone Density Reduced from 35 DU/AC to 30 DU/AC
2. Galleria – Industrial Flex	Increased Floor Area Ratio from 0.70 to 1.0
3. Torrance Boulevard	Six Properties from R-1 Zone to C-2 Zone
4. Pacific Coast Highway	North of Diamond Street: <u>East side of PCH:</u> Three Properties from R-3 Zone to C-2 Zone <u>West side of PCH:</u> Two Properties from R-3 Zone to C-2 Zone
4. Pacific Coast Highway	Between Vincent and Garnet Streets: <u>East side of PCH:</u> Increased the Allowable Density on 20 Existing RH properties from 28 to 30 DU/AC <u>West side of PCH:</u> Increased the Allowable Density on 20 Existing RH properties from 28 to 30 DU/AC
4. Pacific Coast Highway	Between Ruby Street and Knob Hill: <u>East side of PCH:</u> 18 Properties from RH Zone to C-2 Zone <u>West side of PCH:</u> Ten Properties from RH Zone to C-2 Zone
4. Pacific Coast Highway	South of Palos Verdes Boulevard: MU-3A Zones Density Reduced from 35 to 30 DU/AC
5. Mixed Use Areas (Coastal Zone)	Density Reduced from 35 to 30 DU/AC at Salvation Army (MU-2) and Avenue I (MU-3) Mixed-Use sites
2026 Amendments (SECTION 4)	
Affected Areas	Amendment Summary
1. Industrial Areas – North of Manhattan Beach Boulevard	Increased Floor Area Ratio (FAR) from 0.70 to 1.0
2. Artesia and Aviation Boulevards (AACAP)	Increased Floor Area Ratio (FAR) from 0.60 to 1.5 and Roof Top Dining
3. Segments along Pacific Coast Highway	Increased Floor Area Ratio (FAR) from 0.5 to 1.0 (Pacific Coast Highway)

SECTION 3. NOVEMBER 5th, AND 12th, 2024 AMENDMENTS. The “2024 Amendments” to the General Plan Land Use Element, Zoning Ordinance, Coastal Land Use Plan, and Coastal Land Use Plan Implementing Ordinance Described Below are Hereby Approved.

New text amendments are shown with **bold italics underlined text**; deletions are shown in ~~stricken text~~. Map changes are illustrated as “Current General Plan/Proposed General Plan” and “Current Zoning” and “Proposed Zoning”.

The “2024 Amendments” are clustered in 5 general areas of the city: Artesia Boulevard, the Galleria, Torrance Boulevard, Pacific Coast Highway, and some mixed-use areas of the Coastal Zone. Before identifying the specific amendments to various maps and documents a brief identification of each “Affected Area” and a “City Council Summary of Adopted Amendments” is presented.

1. Artesia Boulevard.

Artesia Boulevard | Affected Area

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

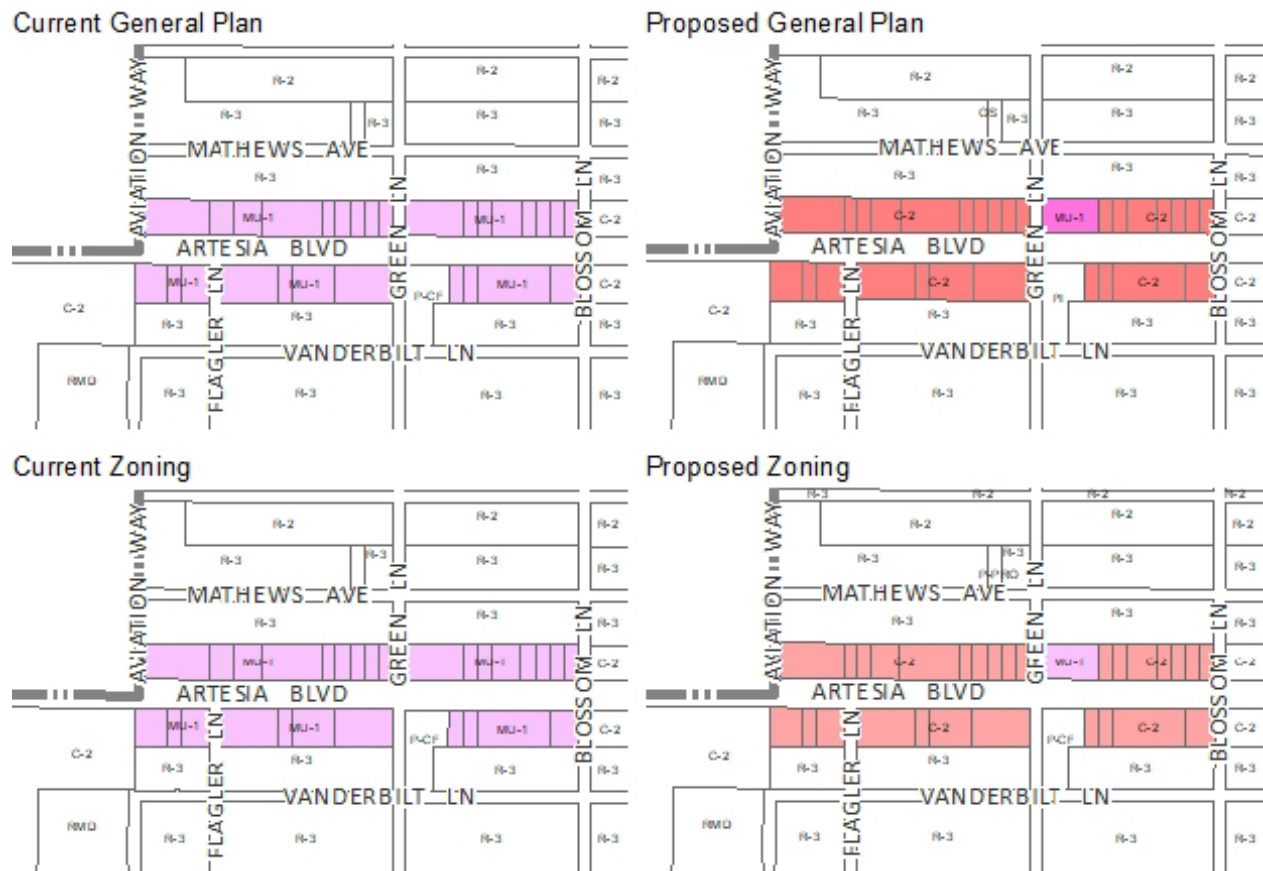
Artesia Boulevard | City Council Summary of Adopted Amendments (November 2024)

The 2024 Amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

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

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

Figure 1.1 Artesia Boulevard | General Plan and Zoning Map Changes



ARTESIA BOULEVARD – GENERAL PLAN AMENDED TEXT

TABLE 2 Land Use Plan Classifications: MU-1 Mixed-Use Land Use Category shall be revised (deleted text shown as ~~strike-through~~ and new text shown as **bold italics underlined text**) as follows:

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
MU-1	a. All uses permitted in C-2, except large-scale single use food sales and retail facilities "footprints" exceeding 30,000 square feet.	Floor area ratio 0.5.
	b. Residential units on the second floor and higher integrated with commercial; provided that impacts are mitigated.	Floor area ratio: 1.5; provided that all density exceeding 0.7 is developed for residential units to a maximum density of 35 <u>30</u> units per net acre.
	c. Single-family residential, duplexes, townhomes, condominiums, apartments.	35 <u>30</u> units per net acre; minimum development site is the entire block face.

ARTESIA BOULEVARD – ZONING ORDINANCE AMENDED TEXT

Section 10-2.913 Development standards: MU-1 mixed-use zone shall be revised (deleted text shown as ~~strike-through~~ and new text shown as **bold italics underlined text**) as follows:

Subsection (b) shall be amended to read:

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

2. Galleria.

Galleria | Affected Area

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

Galleria | City Council Adopted Amendments (November 2024)

The 2024 Amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

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

Mall Site. City Council renamed the General Plan designation from Regional Commercial (CR) to mixed-use Transit Center (MU-TC), reducing the permissible housing density allowed from 35 to 30 du/ac. The Zoning designation will remain Regional Commercial (CR), but the development standards were amended to reduce the maximum density allowed from 35 to 30 dwelling units per acre (du/ac). This change impacts five properties.

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

[illegible]

GALLERIA – GENERAL PLAN AMENDED TEXT

TABLE 2 Land Use Plan Classifications: The RH Land Use Category (Kingsdale) shall be revised to increase density (deleted text shown as ~~strike through~~ and new text shown as ***bold italics underlined text***) as follows:

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
RH	Single-family residential, duplexes, townhomes, condominiums, apartments.	28 <i><u>30</u></i> units per net acre.

TABLE 2 Land Use Plan Classifications: The CR Land Use Category (Mall Site) shall be replaced with the Mixed-Use Transit Center (MU-TC) Land Use Category (deleted text shown as ~~strike through~~ and new text shown as **bold italics underlined text**) as follows:

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
CR	a. Regional serving commercial and ancillary uses; department stores, promotional/discount retail, eating and drinking establishments, entertainment, movie theaters, financial institutions, and professional offices. b. Residential units on the second floor and higher integrated with commercial; provided that impacts are mitigated.	Floor area ratio: 1.0; provided that impacts are mitigated, architectural and site design amenities, economic benefits to the City, and public review and input. Floor area ratio: 1.5; provided that all density exceeding 1.0 is developed for residential units to a maximum density of 35 units per net acre.
<u>Mixed-Use Transit Center (MU-TC)</u>	<u>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. Mixed-use transit center development should be of high quality and designed to be pedestrian-oriented and integrated with existing surrounding uses. This designation also allows for public uses such as libraries, parks, museums, and cultural facilities. Configurations include ground floor commercial with residential units on upper floors or stand-alone commercial, office and residential development. It is recommended that residential projects in this designation include an affordable component. Maximum FAR 1.50 and density up to and including 30 dwelling units per acre, density may increase consistent with state law for affordable units.</u>	<u>Max. FAR 1.50 Up to and including 30 du/ac</u>

TABLE 2 Land Use Plan Classifications: Establish a new Industrial Flex (IF) Land Use Category (deleted text shown as strike-through and new text shown as **bold italics underlined text**) as follows:

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
<u>Industrial Flex (IF)</u>	<u>Provides for an integrated mix of light industrial and commercial and/or office uses such as: commercial, research and development, incubator space, creative or technology-based businesses, offices, hotel, and supporting commercial uses. The overall character in this designation is intended to create a creative/tech incubator district with supporting uses.</u>	<u>Max FAR 1.00</u>

GALLERIA – ZONING ORDINANCE AMENDED TEXT

Increased Density in RH Zones (Inland):

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

Subsection (a) shall be amended to read:

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

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

Subsection (a) shall be amended to read:

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

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

Subsection (a) shall be amended to read:

- (a) Lot area per dwelling unit.

- (1) The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,556~~ **1,452** square feet of lot area.
- (2) **Minimum lot area per dwelling unit. The minimum number of dwelling units permitted on a lot that is listed in Table B-2 in the 2021-2029 Housing Element shall be no less than one unit for each 2,179 square feet of lot area.**

Decreased Density in CR zones (Inland) (Implements MU-TC on the Mall Site)

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

Subsection (b) shall be amended to read:

- (b) Residential Density. The maximum number of dwelling units on a lot shall be one unit for each ~~4,245~~ **1,452** square feet of lot area.

Establish/Implements Industrial Flex Overlay Zone (IF)

The area boundary for the Industrial Flex (IF) Overlay Zone (and underlying zoning designations) are depicted below.



Section 10-2.1454 Industrial Flex Overlay Zoning Regulations shall be added (deleted text shown as ~~strike through~~ and new text shown as **bold italics underlined text**) as follows:

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

- (a) **The (IF) Industrial Flex overlay zone may be implemented by the application of one of three zones: CR, I-2 and IC-1 in locations as shown on the map in §10-2.1452.**
- (b) **Where imposed, the (IF) industrial flex overlay zone designation shall be added to the underlying zone designation to establish a new zone designation. The zone of the affected properties shall thereafter be designated on the Zoning Map by the symbol of the underlying zone, followed by the parenthetically enclosed letters "IF" or (IF).**
- (c) **Where the (IF) Industrial Flex overlay zone has been imposed, the land use regulations and development standards of the existing land use zone (herein referred to as the "underlying" zone) shall remain in full force, except as follows:**

- (1) **A maximum 1.0 FAR shall apply to all commercial and industrial zones within the IF overlay.**

Regional Commercial (CR)

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

Industrial (I-2)

- (4) **"Manufacturing and fabrication" uses with a conditional use permit.**
 - (5) **"Construction-related uses" are prohibited.**
 - (6) **"Wholesaling/distribution/storage" are prohibited.**
 - (7) **"Motor vehicle-related uses" are prohibited**
 - (8) **"Recycling facilities" are prohibited.**
 - (9) **"Truck terminals" are prohibited.**
 - (10) **"Other industrial uses" are prohibited with the exception of the following:**
 - a. **Beverage manufacturing with ancillary retail sales and/or tasting facilities for the public (i.e. craft brewing) with a conditional use permit.**
 - b. **Communications facilities with a conditional use permit.**

- c. Warehouse retail with a conditional use permit.
- (11) “Commercial Uses” are prohibited with the exception of the following:
 - a. Ancillary commercial uses per Section 10-2.1011.
 - b. Hotels and motels with a Conditional Use Permit.
- (12) Industrial uses that support smaller, technology and incubator spaces, are permitted.
- Industrial (IC-1)**
- (13) “Manufacturing and fabrication” uses with a conditional use permit.
- (14) “Construction-related uses” are prohibited.
- (15) “Wholesaling/distribution/storage” are prohibited.
- (16) “Motor vehicle-related uses” are prohibited.
- (17) “Recycling facilities” are prohibited.
- (18) “Truck terminals” are prohibited.
- (19) “Other industrial uses” are prohibited with the exception of the following:
 - a. Beverage manufacturing with ancillary retail sales and/or tasting facilities for the public (i.e. craft brewing) with a conditional use permit.
 - b. Communications facilities with a conditional use permit.
 - c. Warehouse retail and warehouse retail, specialty with a conditional use permit.
- (20) “Vehicle sales and services” uses are prohibited.
- (21) Industrial uses that support smaller, technology and incubator spaces, are permitted.

Section 10-2.1456 Development standards: (IF) overlay zone.

Development standards shall be those of the underlying base zone, except as follows:

- (a) Development standards contained in the Zoning Ordinance, other than for floor area ratio, may be varied as desirable or essential to accomplish the objectives of this section, pursuant to Planning Commission Design Review (Section 10-2.2502), further provided that such standards are consistent with all applicable requirements of the General Plan.**

3. Torrance Boulevard.

Torrance | Affected Area

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

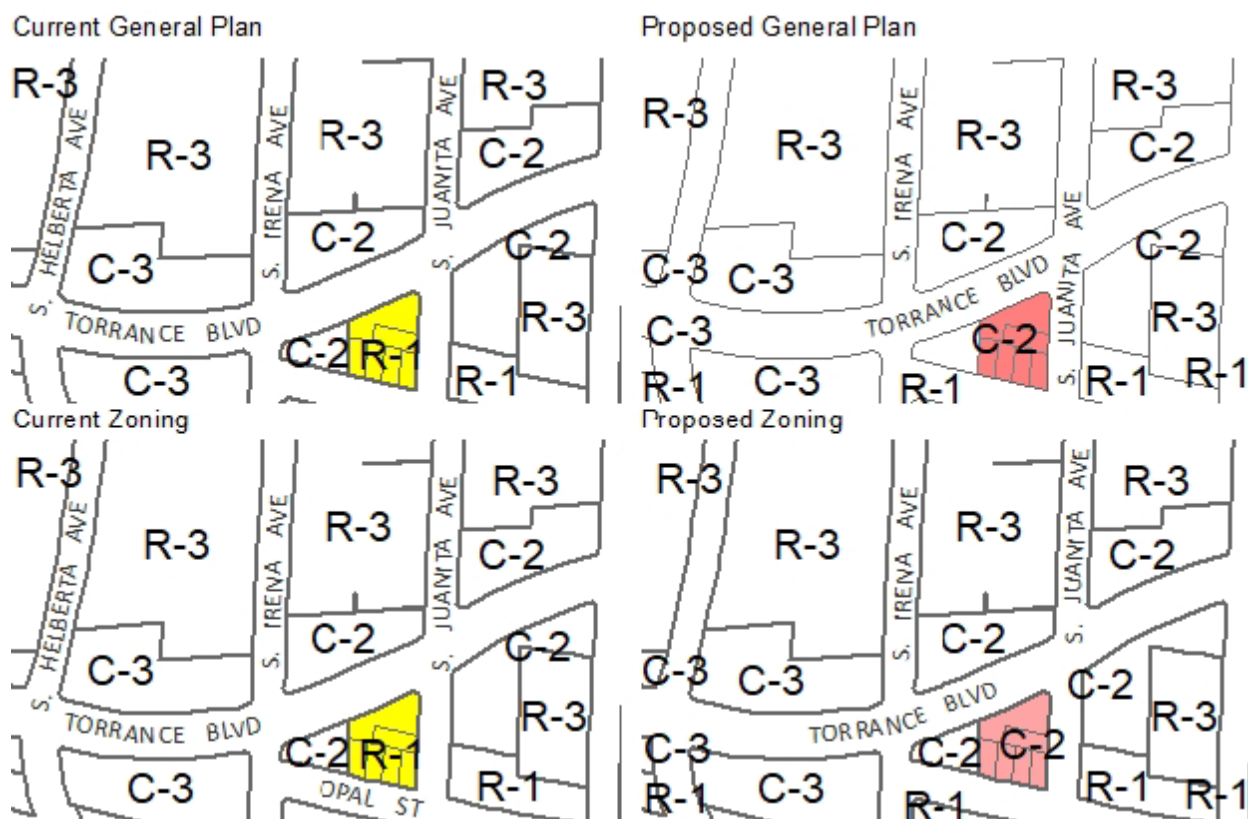
Torrance | City Council Adopted Amendments (November 2024)

The 2024 Amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

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

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

Figure 3.1a PCH and Torrance Boulevard | Current General Plan



4. PCH.

PCH | Affected Area

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

PCH | City Council Adopted Amendments (November 2024)

The 2024 Amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

North of Diamond Street.

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

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

Between Diamond and Ruby Streets.

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

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

Between Ruby Street and Knob Hill Avenue.

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

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

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

Figure 4.1a PCH - North of Diamond Street | General Plan, Zoning Map, and Coastal Land Use Plan Changes

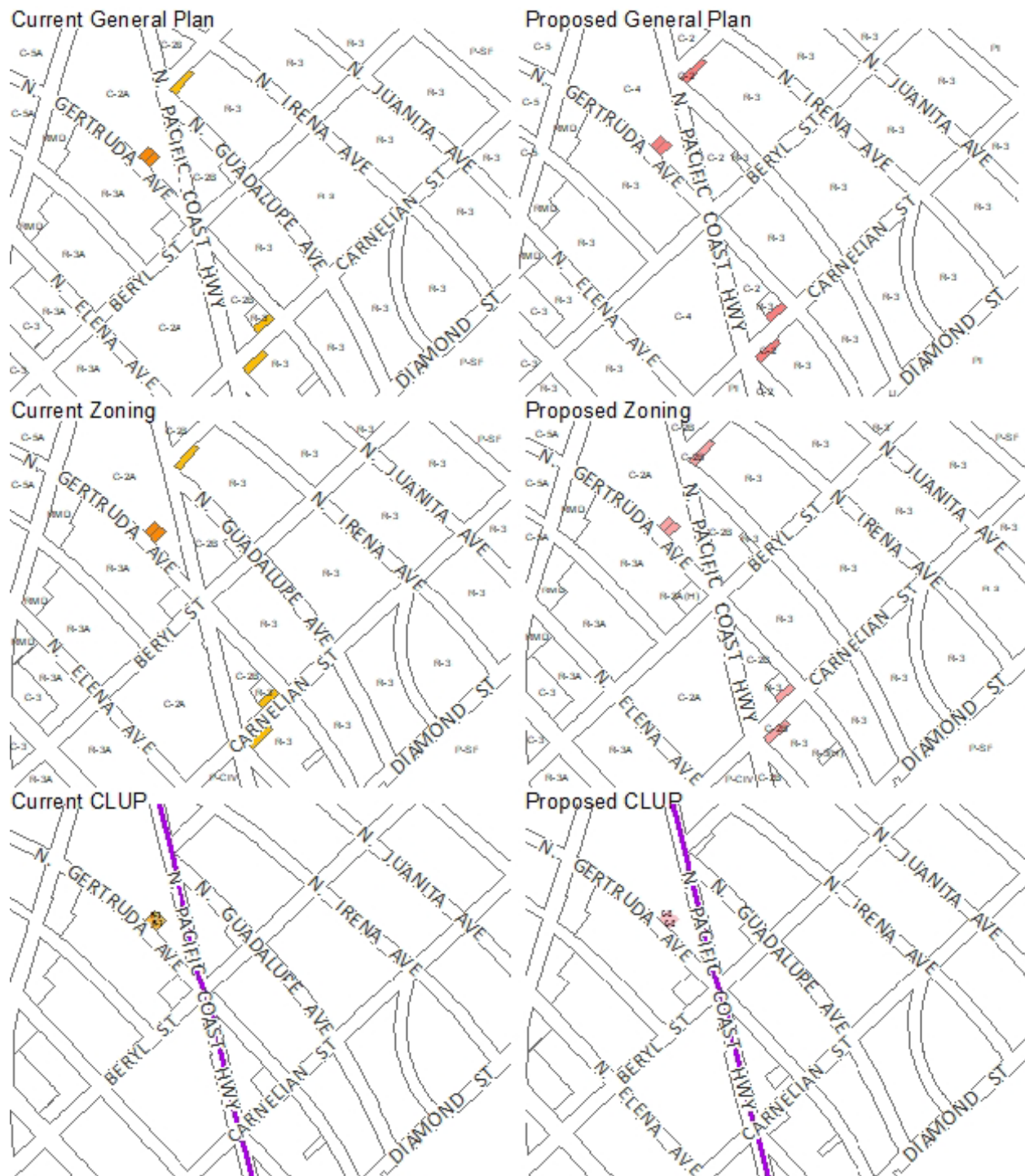


Figure 4.1b PCH - Between Diamond and Ruby Streets | General Plan, Zoning Map, and Coastal Land Use Plan Changes

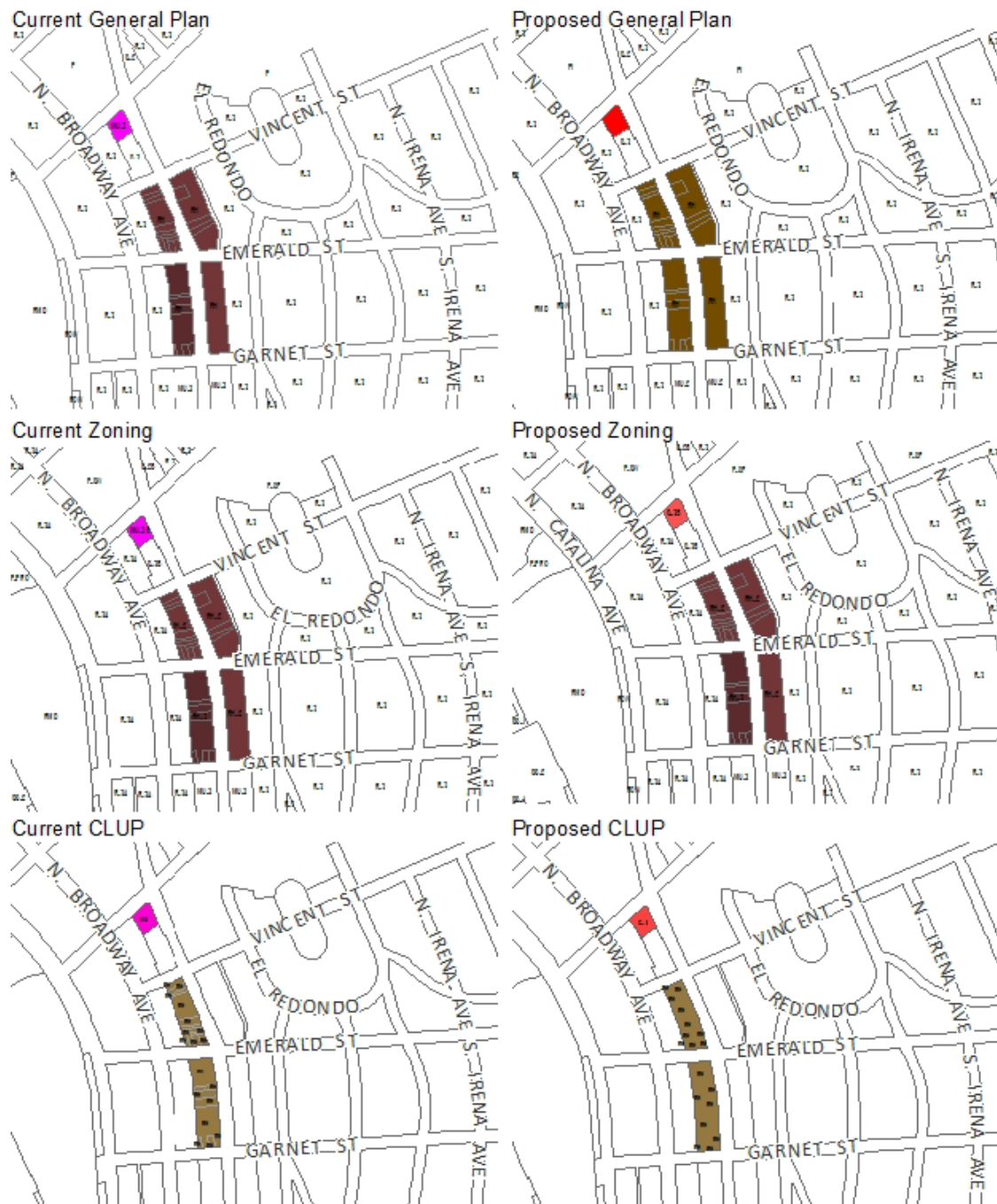


Figure 4.1c PCH - Between Ruby Street and Knob Hill Avenue | General Plan, Zoning Map, and Coastal Land Use Plan Changes



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



PACIFIC COAST HIGHWAY (PCH) – GENERAL PLAN AMENDED TEXT

TABLE 2 Land Use Plan Classifications: The RH Land Use Category (PCH – Between Vincent and Garnet – East and West Side) shall be revised to increase density (deleted text shown as ~~strike through~~ and new text shown as ***bold italics underlined text***) as follows:

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
RH	Single-family residential, duplexes, townhomes, condominiums, apartments.	28 <i><u>30</u></i> units per net acre.

TABLE 2 Land Use Plan Classifications: MU-3 Mixed Use Land Use Category shall be revised to decrease density (deleted text shown as ~~strike-through~~ and new text shown as **bold italics underlined text**) as follows:

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

PACIFIC COAST HIGHWAY – ZONING ORDINANCE AMENDED TEXT

Increased Density in RH Zones (Inland):

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

Subsection (a) shall be amended to read:

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

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

Subsection (a) shall be amended to read:

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

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

Subsection (a) shall be amended to read:

(a) Lot area per dwelling unit.

- (1) The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,556~~ **1,452** square feet of lot area.
- (2) **Minimum lot area per dwelling unit. The minimum number of dwelling units permitted on a lot that is listed in Table B-2 in the 2021-2029 Housing Element shall be no less than one unit for each 2,179 square feet of lot area.**

Increased Density in MU-3A Zone (Inland)

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

Subsection (b) shall be amended to read:

1. Residential Density.

- (1) **Maximum lot area per dwelling unit.** The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,245~~ **1,452** square feet of lot area.

PACIFIC COAST HIGHWAY – COASTAL ZONING ORDINANCE AMENDED TEXT

Increased Density in RH Zone (Coastal Zone):

Section 10-5.517 Development standards: RH-1 high density multiple-family residential zone shall be amended (deleted text shown as ~~strike through~~ and new text shown as **bold italics underlined text**) as follows:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,556~~ **1,452** square feet of lot area, not to exceed ~~28~~ **30** dwelling units per net acre except one unit may be constructed on any legal lot as defined in Section 10-5.402 and Section 10-5.1528 of this chapter.

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

Subsection (a) shall be amended to read:

- (a) Lot area per dwelling unit. The maximum number of dwelling units permitted on a lot shall be not more than one dwelling unit for each ~~4,556~~ **1,452** square feet of lot area, not to exceed ~~28~~ **30** dwelling units per net acre except one unit may be constructed on any legal lot as defined in Section 10-5.402 and Section 10-5.1528 of this chapter.

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

Subsection (a) shall be amended to read:

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

PACIFIC COAST HIGHWAY – COASTAL LAND USE PLAN AMENDED TEXT

Increased Density in RH Designation (CLUP)

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

4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of ~~28~~ ***30*** units per net acre. The maximum height is limited to ~~30 feet (2 stories) along the west side of Pacific Coast Highway between Ruby Street and Topaz Street and 35 feet (3 stories) along the west side of Pacific Coast Highway between Vincent Street and Garnet Street, except that heights up to 45 feet may be granted between Emerald Street and Garnet Street in conjunction with the granting of a density bonus for the purpose of providing low- and moderate-income housing.~~

5. Coastal Mixed-Use.

Coastal Mixed-Use | Affected Area

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

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

The 2024 Amendments approved by the City Council include changes to the General Plan and Zoning Ordinance:

Salvation Army Mixed-Use Site. One property reduced the permissible housing density from 35 to 30 du/ac. The General Plan designation remained mixed-use (MU-2). The Coastal Land Use Plan was amended to distinguish the Salvation Army mixed-use site from other mixed-use properties and reduce the density from 35 to 30 du/ac. The Zoning

Code for the Coastal Zone regulates zoning on this property. The Zoning designation remained MU-2, but the maximum density allowed was reduced from 35 to 30 dwelling units per acre (du/ac).

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

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

COASTAL MIXED-USE AREAS – GENERAL PLAN AMENDED TEXT

TABLE 2 Land Use Plan Classifications: MU-3* Mixed Use Land Use Category shall be revised to decrease density (deleted text shown as ~~strike-through~~ and new text shown as **bold italics underlined text**) as follows:

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

COASTAL MIXED-USE AREAS – COASTAL ZONING ORDINANCE AMENDED TEXT

Reduced Density in MU-2 Zone (Coastal Zone)

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

Subsection (b) shall be amended to read:

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

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

Subsection (b) shall be amended to read:

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

COASTAL MIXED-USE AREAS – COASTAL LAND USE PLAN AMENDED TEXT

Reduced Density in Mixed Use Commercial/Residential (MU) Designation (CLUP)

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

The Mixed-Use Commercial/Residential (MU) district encourages the development of pedestrian active commercial areas and is intended to accommodate a mix of retail and service commercial uses, restaurants, art and cultural facilities, professional offices, and similar uses which serve community residents and visitors to the coastal zone. The district also permits mixed use developments integrating residential uses on the second floor or higher of structures developed with commercial uses on the lower levels. This district includes the following sites:

1. ***Salvation Army site. At the northwest corner of Beryl Street and Catalina Avenue, the Salvation Army site permits*** ~~In addition, community services or non-profit service uses (including religious worship, assembly, and group kitchen/cafeteria facilities) in addition to the uses described above.~~ ***may be permitted on the Salvation Army site. This site permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 0.7 for commercial only***

projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is 30 units per net acre.

2. **Riviera Village site. Along Avenue I, midblock between Catalina Avenue and Elena Avenue, the Riviera Village site permits the same uses noted above with** This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.00 for commercial only projects and a maximum floor area ratio of 1.5 for mixed use commercial/residential developments. The maximum residential density is ~~35~~ **30** units per net acre.

SECTION 4. AUGUST 4th, AND 11th, 2026 Amendments. The “Major Changes in Allowable Land Use” approved by City Council on August 4th, and August 11th, 2026, consist of updates to the City’s General Plan, Zoning Ordinance, Coastal Land Use Plan, and Coastal Land Use Plan Implementing Ordinance (the Implementing Plan (IP) of the City’s Local Coastal Program (LCP)) regarding amendments to industrial areas north of Manhattan Beach Boulevard, commercial corridors along Artesia and Aviation Boulevards, and Pacific Coast Highway “2026 Amendments”. The 2026 Amendments described below are Hereby Approved.

New text amendments are show with **bold italics underlined text**; deletions are shown in ~~stricken text~~. Map changes are illustrated as “Current General Plan/Proposed General Plan” and “Current Zoning” and “Proposed Zoning”.

The “2026 Amendments” are clustered in 3 general areas of the city: Industrial areas north of Manhattan Beach Boulevard, the Artesia and Aviation Boulevard commercial corridors, and segments along Pacific Coast Highway.

1. Industrial Intensity

Industrial Intensity | Affected Area

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

Industrial Intensity | City Council Adopted Amendments (August 2026)

The 2026 Amendments to these industrial areas include revisions to the General Plan Land Use Designations and Zoning Ordinance:

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

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

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

Figure 1.1a Industrial Intensity | Current General Plan

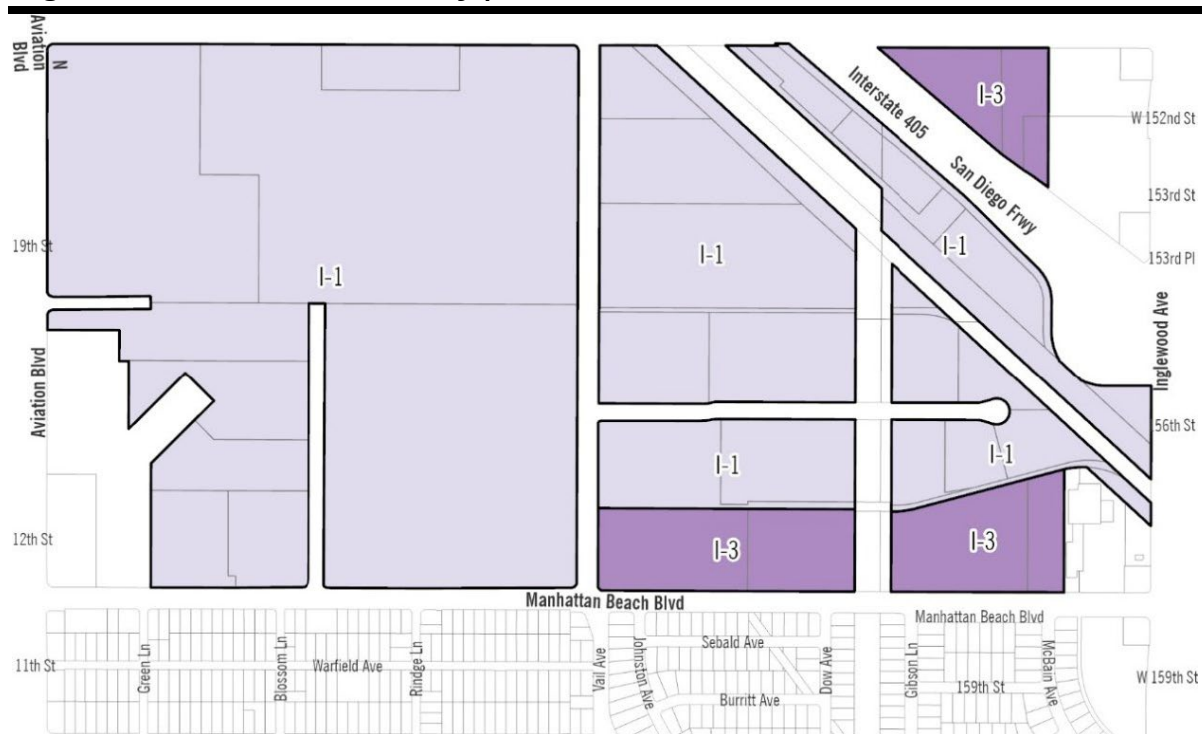


Figure 1.1b Industrial Intensity | Proposed General Plan



Figure 1.1c Industrial Intensity | Current Zoning Map

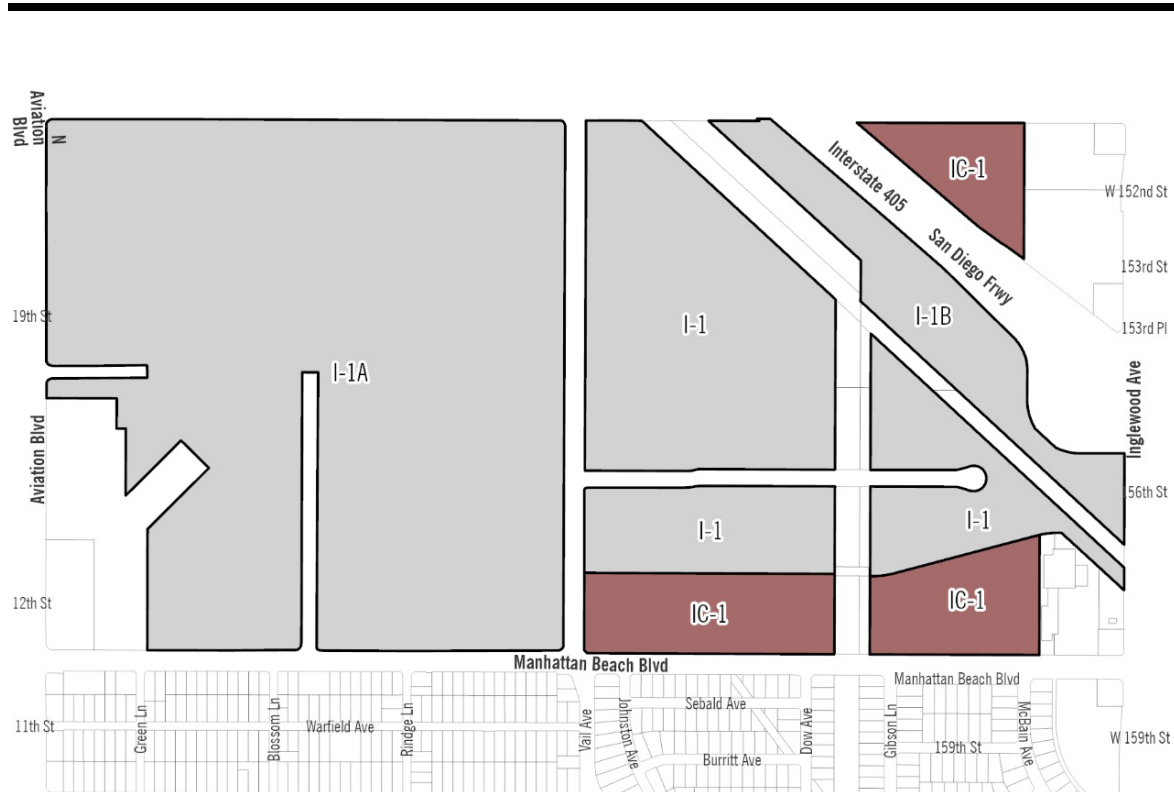
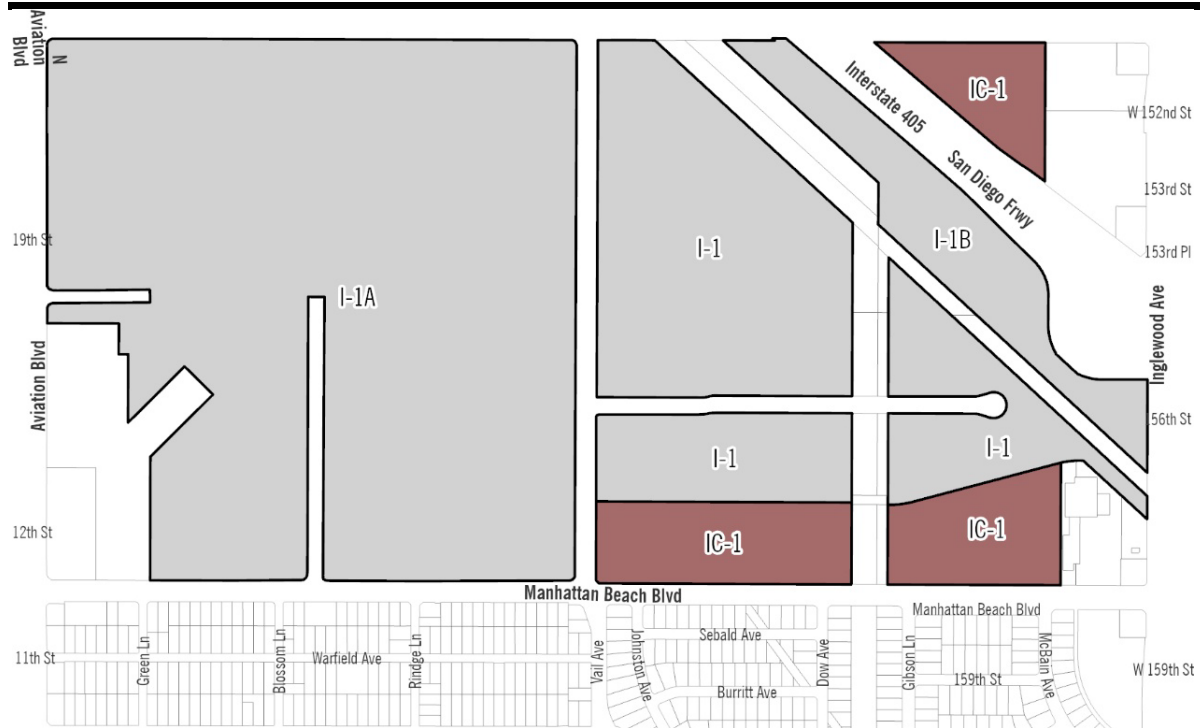


Figure 1.1d Industrial Intensity | Proposed Zoning Map



INDUSTRIAL INTENSITY – GENERAL PLAN AMENDED TEXT

TABLE 2 Land Use Plan Classifications: The Industrial Land Use Categories shall be revised to increase intensity (deleted text shown as ~~strike through~~ and new text shown as ***bold italics underlined text***) as follows:

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

INDUSTRIAL INTENSITY – ZONING ORDINANCE AMENDMENT TEXT

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

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

Subsection (a) shall be amended to read:

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

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

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

Subsection (a) shall be amended to read:

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

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

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

Subsection (b) shall be amended to read:

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

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

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

Subsection (c) shall be amended to read:

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

2. Artesia and Aviation Boulevards.

Artesia and Aviation Boulevards | Affected Area

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

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

2026 Amendments include changes to the General Plan and Zoning Ordinance:

Properties changing from C-2 to CN (AACAP). 2026 Amendments amended the General Plan designation for all C-2 properties facing Artesia and Aviation Blvds within the AACAP Area to CN (AACAP). This designation allows for the same types of uses as C-2, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the adopted General Plan. These updates to the zoning ordinance reflect the change in FAR in section 10-2.622 of the Zoning Ordinance, but no updates to the zoning map are needed. The General Plan land use designation for 115 properties (28.2 acres) would change from C-2 to CN (AACAP). These properties are located along three specific corridor segments:

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

Properties changing from C-2-PD to CN (AACAP). The 2026 Amendments amended the General Plan land use designation for C-2-PD to CN(AACAP) on properties fronting

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

Properties with adopted 2024 Amendments and adopted 2026 Amendments. On November 5, 2024 City Council approved changing 28 properties between Blossom Lane and Aviation Way from mixed use (MU-1) to Commercial (C-2) with a maximum FAR of 0.60. The 2026 Amendments further amended these 28 properties from C-2 to CN(AACAP), which allows the same types of uses as C-2, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the adopted General Plan Land Use Element. These updates to the zoning ordinance reflect the change in FAR in section 10-2.622 of the Zoning Ordinance. The General Plan land use designation for these 28 properties would change from C-2 to CN (AACAP), while the Zoning designations would remain C-2 consistent with the “2024 Amended” map changes already adopted City Council.

Development Standards. Consistent with City Council’s approval (inclusive of some recommendations by the Planning Commission), the 2026 Amendments amended the C-2 and C-2-PD zoning development standards specifically for properties within the AACAP boundary. In addition to the FAR increase to 1.50, the amendments raise the maximum building height to 45 feet and allow up to three stories. To ensure a walkable, visually engaging streetscape, the amendments also introduce rigorous pedestrian-oriented architectural and design standards. These include requiring a minimum 12-foot floor-to-ceiling dimension for first-floor commercial spaces, a minimum of 70 percent transparent materials (such as glass or windows) for ground-floor retail frontages, upper-story step-backs (a minimum average 5-foot setback above the second floor), and specific high-quality facade material and shade structure requirements.

Rooftop Dining. The City Council approved 2026 Amendments introduce a new Rooftop Dining Ordinance that will apply to C-2 and C-2-PD zoned properties along Artesia and Aviation Boulevards. Rooftop dining areas will be permitted subject to an Administrative Use Permit and must be operated as an integral part of an associated restaurant. The ordinance mandates strict operational, design, and noise mitigation standards to ensure compatibility with adjacent uses, including a maximum structure height of 10 feet above the roof surface, downward-facing lighting, and a 20-foot setback from any contiguous residential zone. To incentivize placemaking within the Artesia and Aviation Corridors Area Plan (AACAP) boundary, no additional parking is required for rooftop dining. Additionally, all rooftop dining square footage will count toward the total adopted 1.50 FAR requirement.

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

The map displays the following streets and unit assignments:

- Vertical Streets (from left to right):** S Peck Ave, S Herrin St, S Redondo Ave, S Aviation Blvd, 173rd St, Condon Ave.
- Horizontal Streets (from top to bottom):** Mathews Ave, Artesia Blvd, Vanderbilt Ln, Carnegie Ln, Slauson Ln, Mackay Ln, Rockefeller Ln, Felton Ln, Perkins Ln, Ruxton Ave, Grant Ave, Ingleswood Ave, 182nd St, Firmina Ave.
- Other Streets:** Reed St, Dixon St, Carrer St, Wollacott St, Axenti Wy, Ormond Ln, Harkness Ln, Flagler Ln, Green Ln, Blossom Ln, Rindge Ln, Huntington Ln, Harriman Ln, Clark Ln, Marshallfield Ln, Lilienthal Ln.

Unit Assignments:

- MU-1 (Pink):** Located along Artesia Blvd and S Aviation Blvd.
- C-2 (Red):** Located along S Aviation Blvd, S Redondo Ave, and 173rd St.
- C-2-PD (Red with black outline):** Located along S Aviation Blvd, S Redondo Ave, and 173rd St.

Figure 2.1c Artesia and Aviation Boulevards | Current Zoning Map (Prior to “2024 Amendments”)

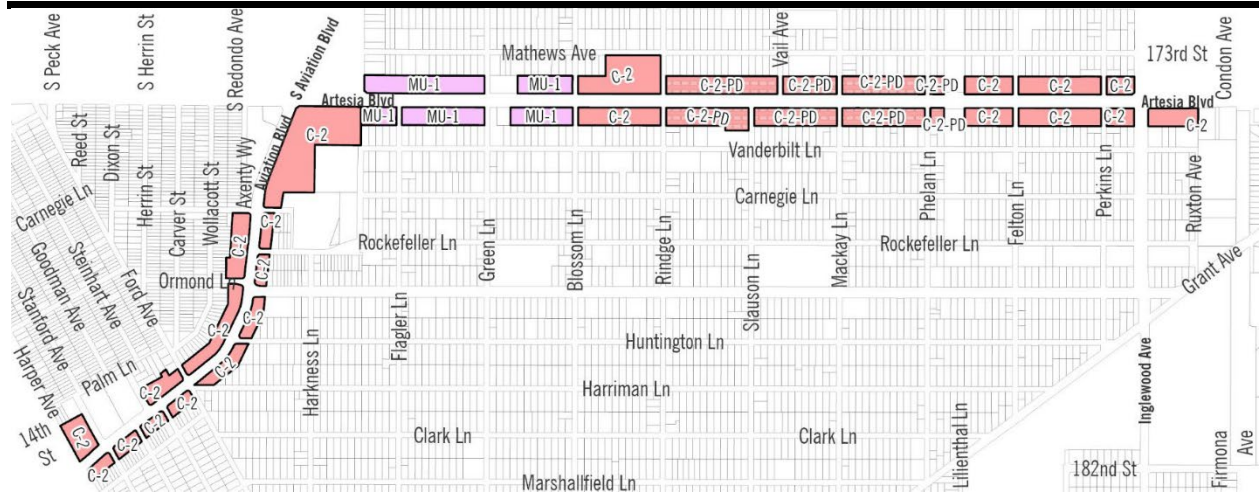
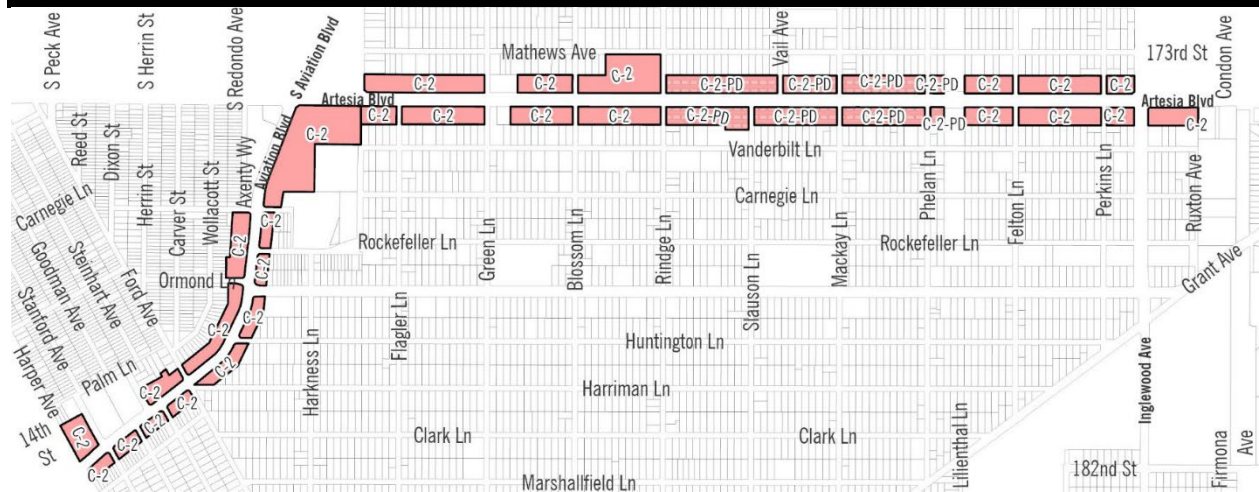


Figure 2.1d Artesia and Aviation Boulevards | Proposed Zoning Map (“2026 Amendments”)



ARTESIA AND AVIATION BOULEVARDS – GENERAL PLAN AMENDED TEXT

TABLE 2 Land Use Plan Classifications: The C-2 Land Use Category shall be amended to a Commercial Neighborhood (CN) Land Use Category to better support surrounding adjacent residential neighborhoods and for the C-2 Zones along Artesia and Aviation Boulevards increase the floor area ratio (deleted text shown as ~~strike-through~~ and new text shown as **bold italics underlined text**) as follows:

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
C-2	Same uses as C-1 and movie theaters, and overnight accommodations; except Riviera Village where no "footprint" exceeding 30,000 square feet is permitted for a single use for food sales, retail goods, or other large volume use.	Floor area ratio: 0.50
<u>Neighborhood Commercial (CN)</u>	<u>Provides for commercial districts with uses that complement adjacent residential neighborhoods. Allowed uses include retail, restaurants, personal services, office, hotel*, and similar uses. The intent of this designation is to provide goods and services that meet the needs of residents and businesses Buildings in the CN districts should front the street with rear, alley loaded parking where feasible. Where CN designations contain existing residential uses, they shall be allowed to remain and shall be considered conforming; however, no new residential units are permitted.</u> <u>Maximum FAR 0.50 (except for the Artesia and Aviation Boulevards Special Policy Areas, where the Maximum FAR is 1.50)</u> <u>*Conditionally permitted subject to zoning code</u>	<u>Max. FAR 0.50</u> <u>Max FAR 1.50 for Artesia and Aviation Boulevards Special Policy Areas</u>

ARTESIA AND AVIATION BOULEVARDS – ZONING ORDINANCE AMENDED TEXT

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

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

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

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

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

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

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

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

(1) Front setback. There shall be a minimum front setback of five feet the full width of the lot, except where a lot is contiguous to a residentially zoned lot fronting on the same street, in which case the required front setback shall be the same as required for the contiguous residential lot.

(2) Side setback.

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.

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:

There shall be a minimum side setback of 20 feet the full length of the lot;

The required side setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).

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

- a. There shall be a minimum rear setback of 20 feet the full width of the lot;
- b. The required rear setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).
- ~~(e) Usable public open space within the Artesia and Aviation Corridors Area Plan area as adopted by resolution of the City Council. For projects of 15,000 square feet of lot area or greater, spaces such as public plazas, public walkways and other public spaces of at least 10% of the F.A.R. shall be provided.~~
 - ~~(1) Public open space shall be accessible to the public and not be fenced or gated so as to prevent public access.~~
 - ~~(2) Public open space shall be contiguous to the maximum extent feasible.~~
 - ~~(3) Areas less than 10 feet in width may not count as public open space.~~
 - ~~(4) The requirement of 10% public open space may be modified by the Community Development Director or assigned for projects developed on lots less than 20,000 square feet in size.~~
- (f) General regulations. See Article 3 of this chapter.
- (g) Parking regulations. See Article 5 of this chapter.
- (h) Sign regulations. See Article 6 of this chapter.
- (i) Landscaping regulations. See Article 7 of this chapter.
- (j) Procedures. See Article 12 of this chapter.

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

- (1) Purpose: The purpose of this subsection is to establish development standards specific to C-2 zoned properties located within the Artesia and Aviation Corridors Area Plan. The intention of these development standards is to foster and support the development of a vibrant, pedestrian-oriented corridor that balances commercial vitality with neighborhood compatibility, consistent with the adopted Artesia and Aviation Corridors Area Plan objectives. The Artesia and Aviation Corridors Area Plan includes properties along Artesia and Aviation Boulevard from the transportation easement (rail line) east of Inglewood Avenue to the western City boundary at Aviation Boulevard.**
- (2) Applicability: The development standards in this subsection apply only to properties located within the boundaries of the Artesia and Aviation Corridors Area Plan. All other areas outside the Artesia and Aviation Corridors Area Plan zoned C-2 shall continue to be regulated by subsections (a) through (j) above.**
- (3) Development Standards for the Artesia and Aviation Corridors Area Plan:**

- a. Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5 (see definition of floor area ratio in Section 10-2.402).
- b. Building height. No building or structure shall exceed a height of 45 feet (see definition of building height in Section 10-2.402).
- c. Stories. No building shall exceed three stories (see definition of story in Section 10-2.402).
- d. Setbacks.

1. Front setback

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

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

ii. The placement of off-street parking in the front of the building may be authorized through approval of an Administrative Use Permit (AUP) as determined by the Community Development Director as identified in Municipal Code Section 10-2.1707(b)(2)(b)(1)

Side setback.

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.

No side setback shall be required along the interior lot lines.

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:

There shall be a minimum rear setback of 20 feet the full width of the lot;

(ii) The required rear setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).

4. Third story setback. Within the first 30 feet of property depth, all building elevations above the second floor along Artesia and Aviation Boulevard shall have a minimum average setback of five feet from the second floor building face.

- e. To promote a pedestrian-oriented and visually engaging streetscape, all first-floor commercial spaces shall have a minimum floor-to-ceiling dimension of 12 feet.

(4) The following design standards and guidelines are required in addition to Artesia and Aviation Corridors Area Plan Guidelines for new structures and any addition of gross floor area of 1,000 square feet or more, whether attached or detached, to an existing commercial structure:

a. Architecture and design:

1. 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:
 - (i) Storefronts and Entrances:
 - i. The storefront shall enhance the visual quality and character of the street and reflect the architectural style of the building while maintaining individuality.
 - ii. Provide continuous variety and make buildings appear unique while contributing to a cohesive, vibrant, and human-scaled environment.
 - iii. Provide incremental shifts in the wall plane, building material variation, and window patterns to create small shadows that give an impression of depth and texture.
 - iv. For retail uses a minimum of 70 percent of the first-floor fronting Artesia Boulevard or Aviation Boulevard shall consist of transparent materials such as glass or windows. Display windows should provide visual interest and pedestrian engagement (e.g., merchandise, art, interior activity) and encourage pedestrian activity through transparent, inviting facades.
 - v. Building entries should be at or near grade and oriented toward the street and clearly defined.

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

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

Section 10-2.625 Development Standards, C-2-PD 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.**

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

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

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

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

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

(1) Front setback.

- 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-PD shall continue to be regulated by subsections (a) through (j) above.**
- (3) Development Standards for the Artesia and Aviation Corridors Area Plan:**
- a. Floor Area Ratio: The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5 (see definition of floor area ratio in Section 10-2.402).**

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

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

d. Setbacks.

1. Front setback

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

(ii) Maximum permitted. The front setback shall not exceed 10 feet for 50% of the linear frontage of the building, except areas contiguous with the structure and used for outdoor dining or courtyards shall be exempt from this requirement. This setback area shall not be used for parking.

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

2. Side setback.

(i) There shall be a minimum side setback of five feet the full length of the lot on the street side of a corner or reverse corner lot.

(ii) No side setback shall be required along the interior lot lines.

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:

There shall be a minimum rear setback of 20 feet the full width of the lot;

(ii) The required rear setback may be modified pursuant to Planning Commission Design Review (Section 10-2.2502).

4. Third story setback. Within the first 30 feet of property depth, all building elevations above the second floor shall have a minimum average setback of five feet from the second floor building face.

e. To promote a pedestrian-oriented and visually engaging streetscape, all first-floor commercial spaces shall have a minimum floor-to-ceiling dimension of 12 feet.

(4) The following design standards and guidelines are required in addition to Artesia and Aviation Corridors Area Plan Guidelines for new structures and any addition of gross floor area of 1,000 square feet or more, whether attached or detached, to an existing commercial structure:

a. Architecture and design:

- 1. 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:**
 - (i) Storefronts and Entrances:**
 - i. Provide continuous variety and make buildings appear unique while contributing to a cohesive, vibrant, and human-scaled environment.**
 - ii. Provide incremental shifts in the wall plane, building material variation, and window patterns to create small shadows that give an impression of depth and texture.**
 - iii. For retail uses a minimum of 70 percent of the first-floor fronting Artesia Boulevard or Aviation Boulevards shall consist of transparent materials such as glass or windows. Display windows should provide visual interest and pedestrian engagement (e.g., merchandise, art, interior activity) and encourage pedestrian activity through transparent, inviting facades.**
 - iv. Building entries should be at or near grade and oriented toward the street and clearly defined. Pedestrian entrances and windows should be the dominant elements on the public street 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.

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

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

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

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

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

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

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

3. PCH and Torrance Boulevard.

PCH and Torrance Boulevard | Affected Area

The 2026 Amendments change select commercial properties along PCH from C-2 to C-4, which allows for a higher maximum intensity, changing the allowed intensity from 0.50 FAR to 1.00 FAR. The 2026 Amendments also increasing the maximum intensity allowed from 0.50 FAR to 0.75 FAR. The affected properties are divided between the coastal zone and inland areas.

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

The 2026 Amendments adopted changes include revisions to the General Plan, Zoning Ordinance, Coastal Land Use Plan (CLUP), and Zoning Map:

Properties changing from C-2 to C-4. 2026 Amendments amended the General Plan designation for 40 properties (18.4 acres) along Pacific Coast Highway from Commercial (C-2) to Commercial (C-4). This designation allows for commercial uses but increases the

maximum allowable building intensity from 0.50 FAR to 1.00 FAR. This change is identified in Figures 3.1a-3.1f and Table 2.1 of the proposed General Plan Land Use Element. These properties are divided between the Coastal Zone and inland areas across four specific corridor segments:

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

Inland (East Side of Pacific Coast Highway). This area includes 9 properties along PCH between Pearl Street and Ruby Street. For these properties, the General Plan designation will change from C-2 to C-4, and the Zoning designation will change from C-2 to C-4. This area is outside of the coastal zone, so there are no changes to the Coastal Land Use Plan or Coastal Land Use Plan Implementing Ordinance for this segment.

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Figure 3.1b PCH and Torrance Boulevard | Proposed General Plan



**Figure 3.1e PCH and Torrance
Boulevard | Current Coastal Land Use
Plan**

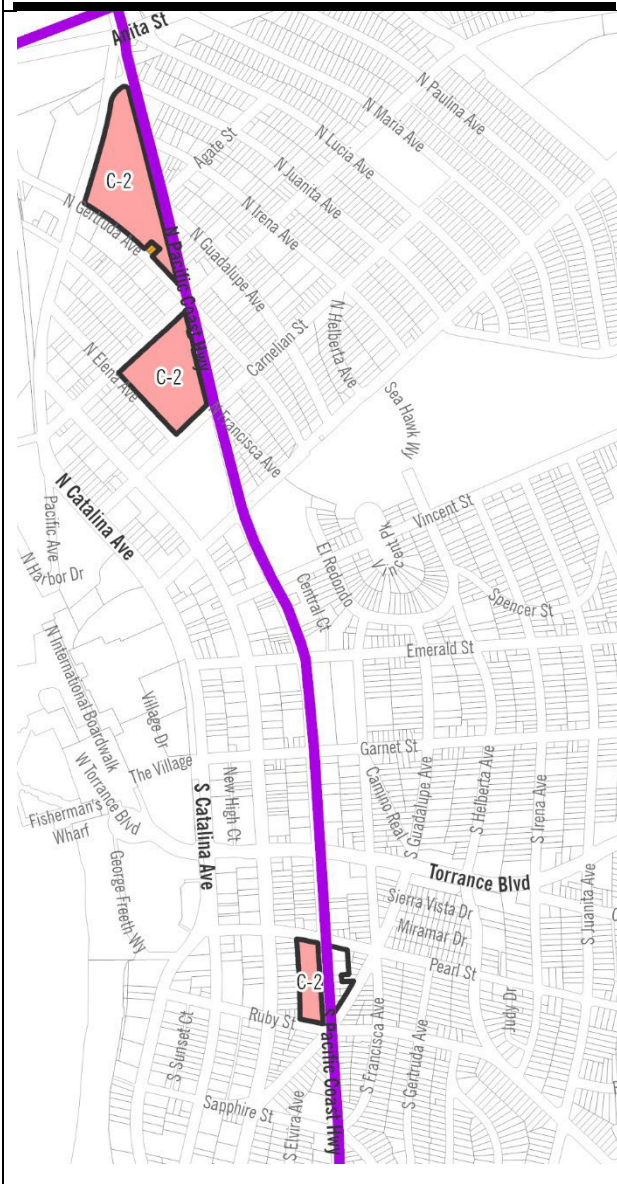


Figure 3.1f PCH and Torrance Boulevard | Proposed Coastal Land Use Plan

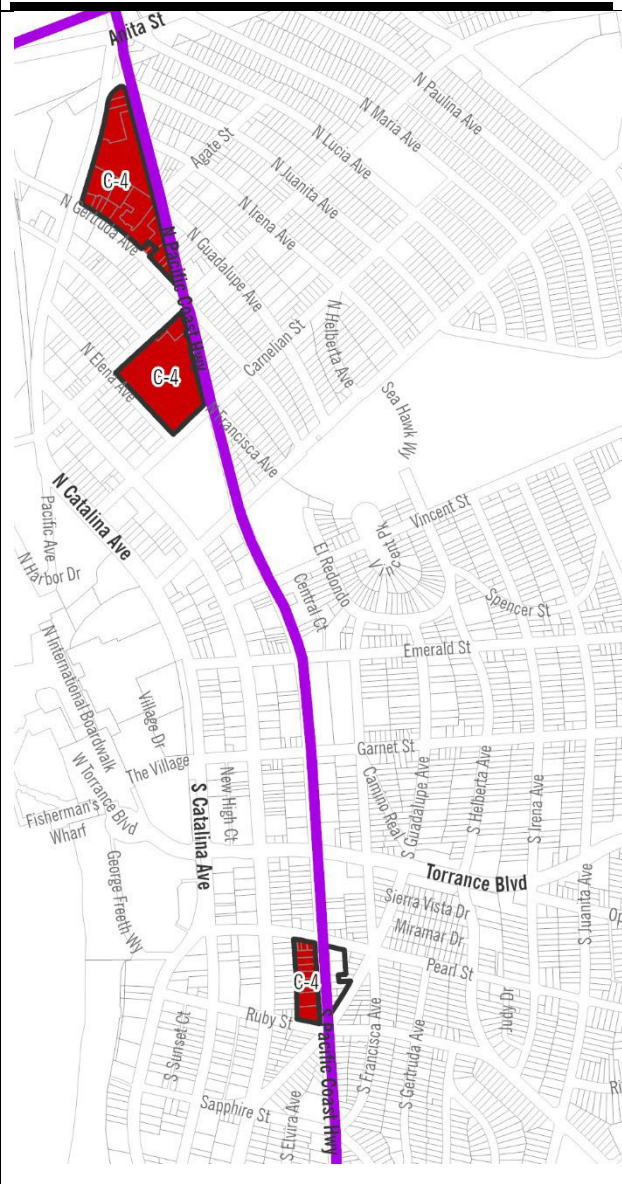


Figure 3.2 PCH and Torrance Boulevard | Current and Proposed General Plan Text

Note: There are no proposed changes to the General Plan Text associated with these changes.

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

Note: There are no proposed changes to the General Plan Text associated with these changes.

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

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

SECTION 5. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid, unconstitutional or unenforceable by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The people hereby declare that they would have passed this Ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared invalid, unconstitutional or unenforceable.

SECTION 6. AMENDMENTS. This Ordinance shall not be construed as having been enacted by initiative and shall therefore be exempt from the subsequent voter approval requirements contained in the third sentence of California Elections Code 9217.

SECTION 7. EFFECTIVE DATE. This Ordinance shall be considered as adopted upon the date that the vote is declared by the City Council, and shall go into effect 10 days after that date. The City Clerk shall certify to the passage and adoption of this Ordinance and enter it into the book of original measure. Certain portions of this Ordinance shall not be effective until Coastal Commission has certified the amendments. In the event that Coastal Commission suggests or requires modifications to the amendments, this requirement can be fulfilled through compliance with Title 14, Cal. Code of Regulations, Section 13544 (or similar acknowledgment from the Coastal Commission that the City has complied with the Coastal Commission's modifications).

SECTION 8. CERTIFICATION BY MAYOR.

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

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

YES: _____

NO: _____

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

James A. Light, Mayor

APPROVED AS TO FORM:

ATTEST:

Joy A. Ford, City Attorney

Eleanor Manzano, CMC, City Clerk