



Administrative Report

J.1., File # PC25-0238

Meeting Date: 2/20/2025

TO: PLANNING COMMISSION
FROM: SEAN SCULLY, PLANNING MANAGER

TITLE

Public hearing for consideration of an Exemption Declaration, Conditional Use Permit (CUP-2024-0044), Planning Commission Design Review, and Subdivision (Vesting Tentative Tract Map No. 84401) to permit the construction of a Residential Condominium Project with 43 Units (three (3) of which are affordable to very low income households), located on three parcels (7505-010-015, 7505-010-036, and 7505-010-035) within a High Density Multiple-Family Residential (RH-2) zone and Low Density Multi-Family Residential (R-3) zone at 122 N. Pacific Coast Highway and 126 N. Pacific Coast Highway.

PROPERTY OWNER: Archdiocese of Los Angeles

APPLICANT: City Ventures

LOCATION: **122 & 126 N. Pacific Coast Highway**

CASE NO: CUP-2024-0044; VTTM No. 84401

RECOMMENDATION:

1. Open the public hearing and take testimony;
2. Close the public hearing;
3. Adopt the attached resolution by title only, waiving further reading.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH ADOPTING A CEQA EXEMPTION DECLARATION AND APPROVING THE REQUEST FOR A CONDITIONAL USE PERMIT, PLANNING COMMISSION DESIGN REVIEW, AND SUBDIVISION (VESTING TENTATIVE TRACT MAP NO. 84401) TO PERMIT THE CONSTRUCTION OF A RESIDENTIAL CONDOMINIUM PROJECT WITH 43 UNITS, THREE OF WHICH ARE AFFORDABLE TO VERY LOW INCOME HOUSEHOLDS, LOCATED ON THREE PARCELS (7505-010-015, 7505-010-036, AND 7505-010-035) WITHIN A HIGH DENSITY MULTI-FAMILY RESIDENTIAL (RH-2) ZONE AND LOW DENSITY MULTI-FAMILY RESIDENTIAL (R-3) ZONE AT 122 AND 126 N. PACIFIC COAST HIGHWAY AND 208 CENTRAL COURT (CASE NO. CUP-2024-0044)

EXECUTIVE SUMMARY

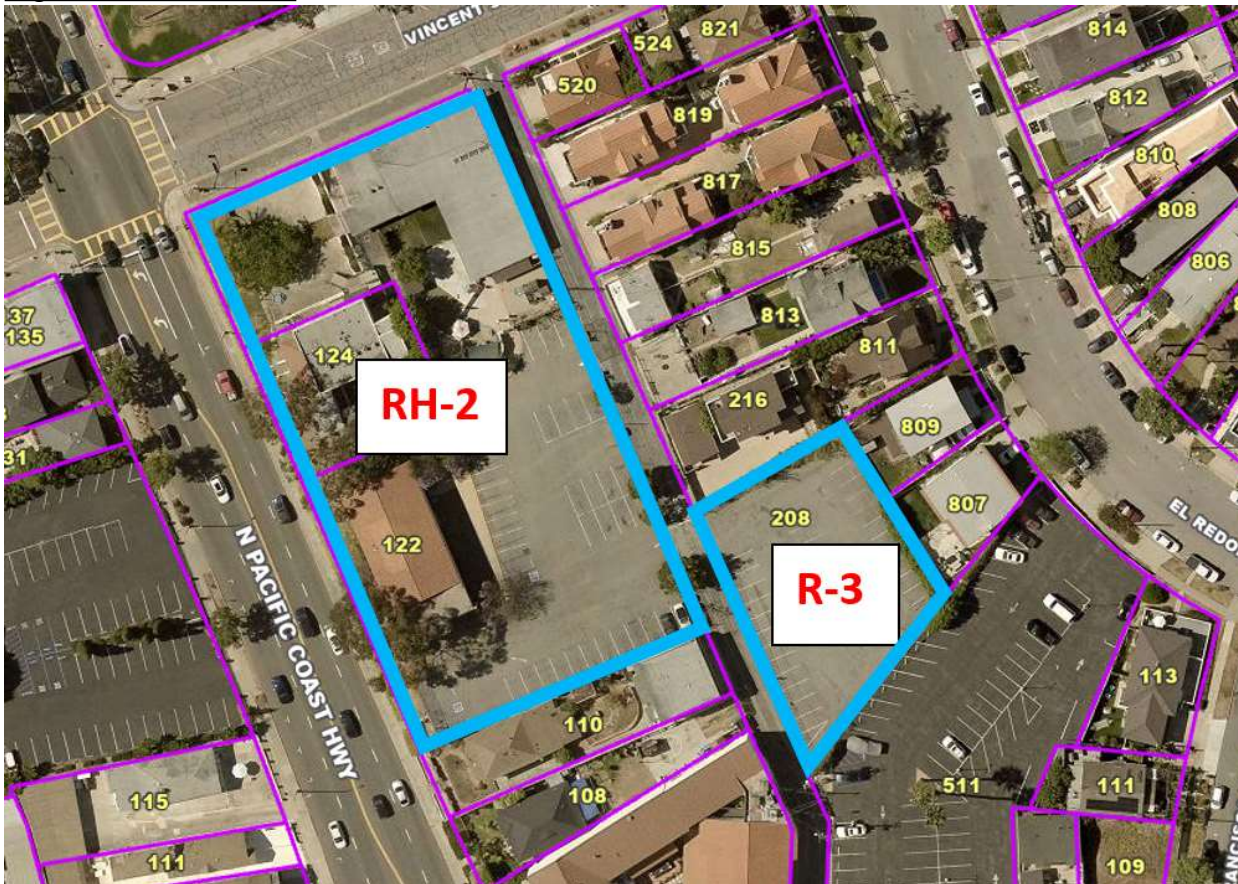
The applicant, City Ventures, is requesting approvals of Vesting Tentative Tract Map (VTTM) No. 84401, Planning Commission Design Review Permit, and Conditional Use Permit (CUP-2024-0044), which includes the demolition of the existing St. James Church support facilities, associated school

buildings, and parking lot (rear lot), and construction of a new housing development that would include 43 multi-family attached units dispersed across eight buildings. The base density for the subject property pursuant to the underlying zoning would allow for the development of 42 multi-family residential units. The proposed project includes three affordable units that will be reserved for very low income households. Pursuant to State Density Bonus Law, the proposed project is entitled to a 25% density bonus, which could permit up to a total of 52 multi-family residential units, one (1) concession, possible waivers of development standards, and reduced requirements for on-site residential parking. As described below, the allowable and requested waivers are to reduce standards associated with some setbacks, building height, and common and private open space requirements. A "concession" is not being requested by the applicant. The RBMC parking standard requires 100 parking spaces, the State Density Bonus standard requires 65 spaces, and the project proposes 93 parking spaces, which exceeds the parking required by State Density Law by 28 spaces and is 7 spaces less than City parking requirements. The proposed project is located at 122 & 126 N. Pacific Coast Highway and 208 Central Court, in the High-Density Multi-family (RH-2) and Low-Density Multi-family (R-3) zones respectively.

BACKGROUND

The project site is located on the east side of N. Pacific Coast Highway between Vincent Street and Emerald Street, at 122 & 126 N. Pacific Coast Highway and 208 Central Court. The project site encompasses three parcels, two of which are zoned High Density Multi-Family (RH-2) with frontage along Pacific Coast Highway, Vincent Street, and Central Court, and the third is zoned Low Density Multi-family (R-3) and is located on the east side of Central Court. The project site has a General Plan Land Use Designation of High-Density Multi-family (RH-2) and Low-Density Multi-family (R-3) and the properties that comprise this project area are identified in the City's Housing Element as a Housing Site with the potential for producing 12 lower income units. The surrounding zoning consists of High-Density Multi-family (RH-2) to the west across N. Pacific Coast Highway, High-Density Multi-family (RH-2) to the south across Emerald Street, Public School Facility (P-SF) zone across Vincent Street to the north, and low-density multi-family (R-3) directly adjacent to and east of the subject property.

Figure 1 - Site Aerial



The project site is currently developed with three buildings totaling approximate 15,566 square feet in size and is currently being used as a preschool, education center, and parish offices. The size of all three properties totals approximately 68,012 square feet.

Legal Background (SB 330)

On May 23, 2024, the Applicant submitted an SB 330 preliminary application for the Project, pursuant to Government Code Section 65941.1. As such, the City must adhere to the processing requirements, timelines, and public hearing requirements for a housing development project, as outlined in Senate Bill (SB) 330 and related state law provisions.

The Housing Accountability Act, as amended by SB 330, restricts the ability of jurisdictions to deny or lower the density of housing development projects that comply with the applicable objective standards in the Zoning Ordinance and General Plan. Also, projects that have submitted a statutorily compliant SB 330 preliminary application only are subject to the ordinances, policies, and standards adopted and in effect when the preliminary application was submitted. In short, SB 330 limits the Planning Commission's ability to deny or conditionally approve housing development projects that comply with the objective standards that were in place at the time the preliminary application was submitted, as outlined below.

1. No Denial or Reduction of Density based on Subjective Standards: The Commission cannot deny

or reduce the density of the project on the basis of subjective standards.

2. No Application of New Standards: The Commission cannot apply new standards that were adopted (or amended) after a statutorily compliant preliminary application was received.

3. Limited Grounds for Denial: Assuming the project complies with all applicable objective standards, the Commission can only deny the project if it identifies a specific, adverse impact on public health or safety that cannot be mitigated, or if the project conflicts with state or federal law.

PROJECT DESCRIPTION

The Applicant proposes to redevelop the project site by demolishing all existing structures on site and the associated parking lots to construct a new housing development that would include 43 attached multi-family residences, inclusive of 3 affordable units reserved for very low-income households, dispersed across eight buildings as summarized in the following table:

Table 2 - Proposed Building Summary

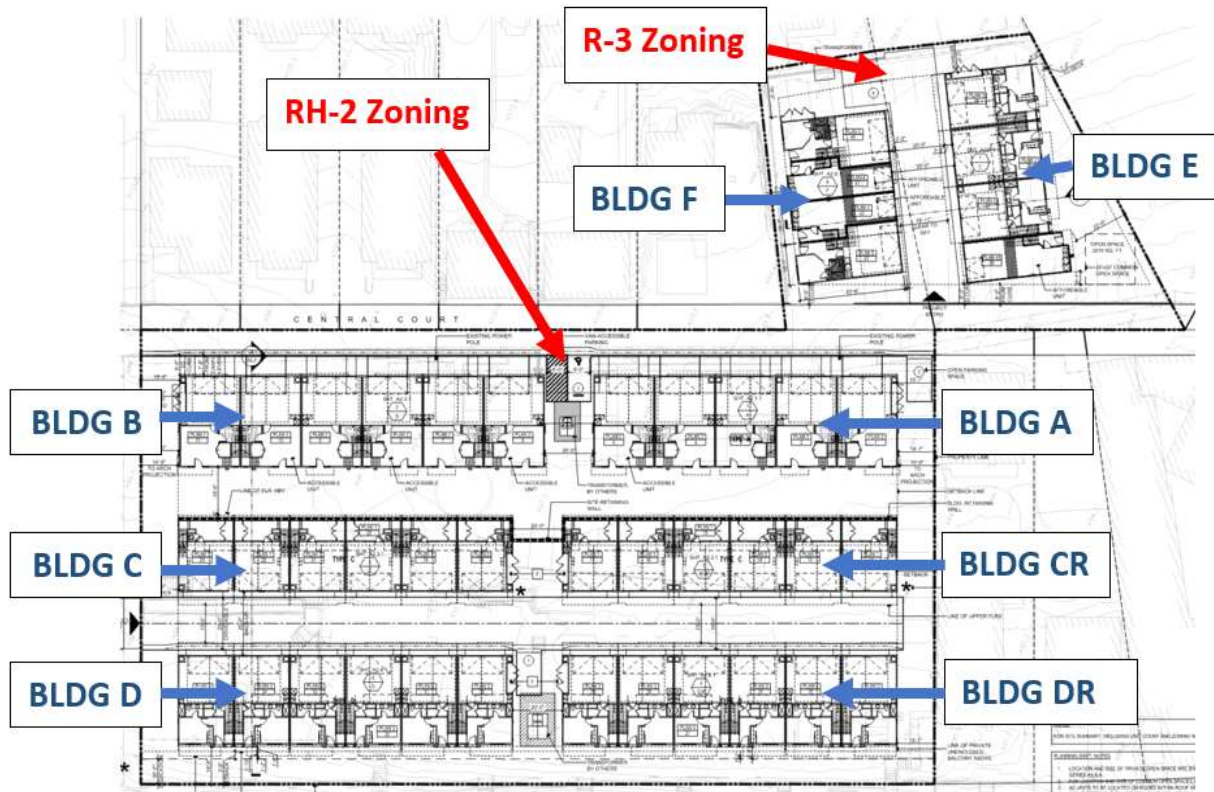
| Building No. | Description | Gross FT ² | Gross FT ² (w/ Garage) | Gross FT ² (w/ Garage + Balcony) | Max Parapet Height | Max Roof Pitch Height |
|--------------|----------------|------------------------|-----------------------------------|---|--------------------|-----------------------|
| BLDG A | 5 Plex | 10,435 ft ² | 12,845 ft ² | 13,350 ft ² | 36'-5" | 39'-3" |
| BLDG B | 6 Plex | 12,522 ft ² | 15,414 ft ² | 16,020 ft ² | 36'-7" | 39'-4" |
| BLDG CR | 6 Plex | 10,344 ft ² | 12,984 ft ² | 13,890 ft ² | 26-3" | 37" |
| BLDG C | 6 Plex | 10,344 ft ² | 12,984 ft ² | 13,890 ft ² | 25'-3" | 36-5" |
| BLDG DR | 6 Plex | 12,576 ft ² | 15,264 ft ² | 15,972 ft ² | 28'-6" | 32-9" |
| BLDG D | 6 Plex | 12,576 ft ² | 15,264 ft ² | 15,972 ft ² | 31'-8" | 36'-6" |
| BLDG E | 4 Plex | 7,754 ft ² | 9,586 ft ² | 9,940 ft ² | 34'-9" | 34'-9" |
| BLDG F | 4 Plex | 6,266 ft ² | 8,188 ft ² | 8,188 ft ² | 30'-6" | 32'-11" |
| | Total Building | 82,817 ft ² | 102,529 ft ² | 107,222 ft ² | | |

The 43 units would consist of a total of 43 three-bedroom units, inclusive of 3 affordable units for very low-income households and 5 ADA accessible units. The accessible and affordable units are separate. The buildings would feature varying heights, ranging from 26 feet to 39 feet - 4 inches. Each unit would have an attached two-car garage while the units for Building 7 and 8 will contain a mixture of one and two-car garages. Ingress and egress to the project site will be provided via Central Court (alley) which will provide access to the garages for buildings A and B. Central Court is currently a one-way alley and is proposed to remain that way. One (1) additional driveway is required off of Vincent Street for buildings C, CR, D, DR, F and E. Figure 2 below, shows the overall site plan of the project with each building labeled.

The project consists of developing three lots, two of which are zoned for High-density multi-family (RH-2) which will house a total of 35 units which is within the permitted density of the City's zoning standard of 37 units. The other parcel, which is located on a smaller lot on the southeast portion of the project site east of Central Court, is zoned for Low-density multi-family residential (R-3) and will include 8 units, 3 of which are deed-restricted very low-income affordable units, qualifying this project

for State Density Bonus laws. It should be noted that the base density of the R-3 parcel is 5 units, however, additional density is allowed under State Density Bonus Law, as explained in the following sections of this report.

Figure 2 - Proposed Site Plan



Architecture

The project is designed in a contemporary architectural style with an array of materials and details. Wall materials primarily consist of concrete/stucco painted in a warm white color with wood simulated panels and trim with complementary metal and tile accents. The project features multiple color schemes with natural palettes and tiling. The roofs will contain a mixture of gable roofs and flat roofs throughout. Along the front facades/elevations, the buildings provide varying planes and articulation by utilizing a mixture of balconies, recessed windows, and overhangs to create a softer façade when compared to a building that is completely flat along the front. The project buildings range in height from approximately 24 feet tall to 39 feet tall and provide varying levels of ridgelines and articulation.

Figure 4 - Building Renderings



Building A - Front view of structures along Central Court



Building D - N. Pacific Coast Highway Frontage



Building E - Located at Southern Portion of R-3 Lot

Landscaping and Open Space

The landscaping design for the project is primarily focused near the property lines and between the separate buildings. In order to promote sustainability, a variety of drought-tolerant and native plant materials would be incorporated into the landscape design. Two (2) areas that total approximately 3,210 square feet of common open space are provided on the southeast corner of the R-3 zoned property and along the southern property line of the RH-2 zoned property to be used as passive recreation. In addition, a range of 101 to 151 square feet of private open space which is in the form of either a balcony or ground floor patio area would be provided for each unit on the larger RH-2 zoned property which contains the majority of the proposed units for the project and some of the units on the R-3 zoned property.

Density Bonus Law Requests

Density Bonus Law is a state mandate that allows housing projects that meet the requirements of the State law to receive an increase in maximum density permitted and other benefits, such as waivers of development standards. The intent of the Density Bonus Law is to facilitate the development of more housing units and more affordable housing units. Consistent with state law, the City's recently adopted Affordable Housing Ordinance, which the Project is subject to, provides for incentives of flexible development standards, when associated with the production of affordable housing units.

The maximum allowable density for the two sites together would allow for 42 units. As the Project includes three affordable units dedicated to Very Low Income households, the project qualifies to utilize the State Density Bonus Law provisions. As proposed, the Project is eligible for a 25% increase in the maximum density, which could permit up to 52 units, and reduced parking standards, along with one concession, and waivers from development standards if those standards would physically preclude a project at the densities or with the concessions or incentives permitted by state law.

The Applicant is proposing a total of 43 units between the three properties, which is above the City's base density but below the density allowed by the 25% density bonus they could utilize under state law. The Applicant is also proposing to utilize: 1) Density bonus parking standards; and 2) waivers associated with the reduction of seven development standards, as described below. No concessions are requested by the applicant.

- Parking provisions: The Project utilizes the Density Bonus parking standards, which allows tandem parking and a reduced parking ratio. The following table shows the proposed parking breakdown:

TABLE 4: PROPOSED PARKING BREAKDOWN

| | Zoning Code Standard | Density Bonus Standard | Proposed |
|--------------------------------|--|---|--|
| Required Parking Spaces | 86 parking spaces for the residential units and an additional 14 spaces for guest parking for a total of 100 spaces | 1.5 spaces per unit totaling 65 spaces . | 93 spaces (7 space reduction from Zoning Code Standard) |

As shown in the previous table, the Project includes 93 parking spaces which exceeds the minimum parking allowed by State Density Bonus Law by 28 spaces.

- **Waivers:** The project proposes 7 waivers to reduce various development standards, as shown in Table 5 below. A concession is not requested with this application.

TABLE 5 - PROPOSED DENSITY BONUS WAIVERS

| Development Standard | Zoning Code Minimum | Proposed |
|--|----------------------------|--|
| Side Setback - (RH-2) (Western Property Line) | 15 feet | 4 feet - 8 inches* * 10 feet of dedication provided. Proposed development will be 14 feet - 8 inches from existing sidewalk. |
| Front Setback - (R-3) (Western Property Line) | 14 feet | 8 feet |
| Side Setback - (R-3) (Southern Property Line) | 7 feet | 5 feet - 2 Inches |
| Open Space Waiver (RH-2) | 200 square feet per unit | Approximately 164 square feet per unit |
| Open Space Waiver (R-3) | 350 square feet per unit | Approximately 164 square feet per unit |
| R-3 Zone Height Waiver | 30 feet | 34 feet - 9 inches |
| RH-2 Zone Height Waiver | 35 feet | 39 feet - 4 inches |

Applicant Public Outreach Efforts

The applicant has provided a summary of the neighborhood and public outreach efforts that occurred

while the project was under review by the City. Per the applicant, one community outreach flyer was distributed by the applicant and their design team. A flyer (Attachment 6) was sent to property owners within a 300 foot radius of the project site on September 13, 2024. Staff did not attend any of the outreach meetings with the public, however, the applicant is prepared to speak to it during the hearing if the Planning Commission has questions.

Over the course of the project's one (1) year review process, the applicant, with their design team and professionals, met with multiple City departments regularly and often. The existing properties' potential for soil contamination, site planning, building massing, traffic circulation and access, existing fire, sewer, and storm drain infrastructure, and the condition of the adjacent public right were all significant concerns warranting attention from multiple City departments in the planning and design of the project. City staff has proposed conditions of approval to address concerns related to the site plan, building design, and planned infrastructure.

Public Communications Received by the City

Staff received 5 public comments in response to the public notice that was published on February 6, 2025. 5 comments were received in support of the proposed project citing a need for housing and particularly affordable housing. Staff has not received formal written comments opposed to the project, however multiple inquiries and questions from the residences along Central Court and El Redondo have been received expressing opposition to the project citing concerns with overflow parking, traffic, fire department access, and height.

CONDITIONAL USE PERMIT

Pursuant to Redondo Beach Municipal Code Sections 10-2.513 and 10-2.518, the proposed multi-family residential project requires the issuance of a Conditional Use Permit with Planning Commission approval. The Conditional Use Permit serves to ensure that certain uses possessing unique characteristics will not adversely affect surrounding uses and properties, nor disrupt the orderly development of the community. For approval of the project, the Planning Commission must make the following findings in the affirmative. The following italicized text is the specific response to the individual criteria:

The site for the proposed use shall be in conformity with the General Plan, and when located within the Artesia and Aviation Corridors Area Plan area shall be consistent with the intent of the Artesia and Aviation Corridors Area Plan as adopted by resolution of the City Council, and shall be adequate in size and shape to accommodate such use and all setbacks, spaces, walls and fences, parking, loading, landscaping, and other features required by this chapter to adjust such use with the land and uses in the neighborhood.

The proposed project is not located within the Artesia and Aviation Corridors Area Plan. The proposed use is in conformity with the General Plan land use designation of High-Density Multi-family residential (RH) and low-density multi-family residential (R-3) uses and the City's Housing Element which allows for high density and low-density residential uses and affordable housing units. Additionally, the site as proposed is adequate to accommodate all required parking spaces, setbacks, and height as allowed pursuant to State Density Bonus Law provisions and all other applicable development standards per the RBMC.

a) The site for the proposed use shall have adequate access to a public street or highway of adequate width and pavement to carry the quantity and kind of traffic generated by the proposed use.

The site is directly adjacent to a signalized intersection at N. Pacific Coast Highway and Vincent Street. The access to the subject property is limited to Vincent Street and Central Court therefore limiting access to these 2 streets. The anticipated project trip generation was determined to generate 63 net fewer AM peak hour trips and 7 net new PM peak hour trips from the prior existing uses which is considered to have less than a significant impact on Vehicle Miles Traveled. Based on the traffic study provided and reviewed by the City's Traffic Engineer, the proposed project will have adequate access and the surrounding infrastructure is sufficient to carry the quantity and kind of traffic generated by the proposed use.

b) The proposed use shall have no adverse effect on abutting property or the permitted use thereof.

Based on the noise analysis that was submitted, the proposed project will have no adverse impact on the surrounding properties as it pertains to noise and vibration. Additionally, the resulting development is consistent with the existing surrounding residential density and the expected long term noise environment is compatible with the existing high density residential neighborhood as well. It is anticipated that the project as designed will further reduce existing noise impacts on the existing residential neighborhood to the east of the subject property by blocking the noise from Pacific Coast Highway.

Based upon the traffic analysis, the number of net new vehicle miles traveled and trips generated from the project will not significantly change from the existing traffic conditions in the neighborhood. As such, the proposed use will not have an adverse effect on the neighboring properties with respect to traffic.

As designed and conditioned, on-site storm water will be captured and discharged in compliance with the City's Low Impact Development (LID) standards, sewer facilities will be assessed and upgraded as required, a 10 foot dedication is required along the properties Pacific Coast Highway frontage, all proposed exterior lighting will be directed downward, shielded, and on motion detection sensors to reduce potential lighting impacts on adjacent properties, existing mature trees will be replaced at a ratio of 2 trees for every mature tree removed, the site landscaping will be designed with drought tolerant and native plant species, and accessible common open space areas are included in the project.

- a) The conditions stated in the resolution or design considerations integrated into the project shall be deemed necessary to protect the public health, safety, and general welfare. Such conditions may include, but shall not be limited to:
- a. Additional setbacks, open spaces, and buffers;
 - i. *The project qualifies for waivers related to setbacks and open space requirements pursuant to State Density Bonus law. Although the project is requesting waivers from some setbacks and open space requirements the*

project does meet and exceed the City's setback requirements between the project and the existing residential development east of the project (adequate buffers) and the project is providing public outdoor open space areas at the southwest corner of the R-3 lot and along the southern boundary of the RH-2 lot in addition to the private outdoor living space provided for nearly all of the units.

- b. Provision of fences and walls;
 - i. All proposed fences and walls, inclusive of retaining walls, will comply with fence height requirements pursuant to the applicable regulations in the City's Zoning Ordinance and have decorative concrete finishes subject to the approval of the Planning Division.*
- c. Street dedications and improvements, including service roads and alleys;
 - i. The proposed change of use will require a new 20-foot wide easement for the purposes of emergency and solid waste collection service purposes including ingress and egress rights for access purposes for the residents. Additionally, a 10-foot dedication along the projects frontage along Pacific Coast Highway is required per Caltrans. This dedication area is conditioned to be landscaped as approved by the City's Public Works Department, Planning Division, and Caltrans. Long term improvements of this 10-foot dedication will be determined by Caltrans.*

The control of vehicular ingress, egress, and circulation;

- i. The proposed two-way access driveway and existing one-way driveway (Central Court) comply with Zoning Ordinance and Public Works standards.*
- b. Sign requirements or a sign program, consistent with the Sign Regulations Criteria in Section 10-2.1802;
 - i. Signage will be required to comply with the City's signage regulations and will be processed under a separate permit.*
- c. Provision of landscaping and the maintenance thereof;
 - i. The proposed landscaping complies with the City's Zoning Ordinance and the State's Model Water Efficient Landscaping (MWELo) provisions. Additionally, the project is conditioned to utilize drought tolerant native plant species and plant 36-inch box trees at a ratio of 2 for every mature tree removed from the property. There are 12 existing mature trees that will be removed and 24 new 36-inch box trees are required as replacement trees. The project is also required to provide pedestrian pathways that that incorporate landscaping and connect to the two (2) common open space areas. Also the pedestrian pathways will include "nodes" with seating and other hardscape features as approved by the Planning Division.*
- d. The regulation of noise, vibration, odor and the like;
 - i. As indicated by the attached noise and vibration study, the proposed project will have no adverse impact on the surrounding properties. Best management practices are required of the applicant during construction to mitigate noise and dust. Additionally, the proposed use as multiple family residential project is consistent and compatible with respect to the long-term noise environment with the surrounding adjacent residential properties to the east.*
- e. Requirements for off-street loading facilities;
 - i. Not applicable, the residential project does not require off-street loading*

facilities.

- f. A time period within which the proposed use shall be developed;
 - i. The proposed project will comply with required building construction and inspections days/hours.*
- g. Hours of permitted operation and similar restrictions;
 - i. Not applicable, the residential project does not have any special provisions related to hours of operation and similar restrictions.*
- h. Removal of existing billboards on the site, subject to the findings required by Section 10-2.2006(b); and
 - i. Not applicable. No billboards are located on this property.*

Such other conditions as will make possible the development of the City in an orderly and efficient manner and in conformity with the intent and

- i. purposes set forth in this chapter, the Artesia and Aviation Corridors Area Plan as adopted by resolution of the City Council, and the General Plan.
 - i. The conditions of approval address all identified issues resulting from the review of the project by the Planning Division and other impacted City Departments, and addresses, parking, traffic and access, city infrastructure requirements, Low Impact Development (stormwater), right-of-way dedications, lighting, landscaping (inclusive of native and drought tolerant species and trees), common open spaces inclusive of pedestrian pathways and passive infrastructure (benches), noise conditions during construction, special fence and wall enhancements, fire protection, affordable housing, and the acquisition of all related certificates and licenses required by the State, County of Los Angeles, and City of Redondo Beach, resulting in a project that is in conformity with the intentions and purposes of the applicable provisions of the City's Zoning Ordinance, including State and local density bonus provisions, and its General Plan, inclusive of the City's Housing Element.*

PLANNING COMMISSION DESIGN REVIEW

Pursuant to Section 10-2.2502(1)a. of the Zoning Ordinance, any new multi-family residential development containing 16 or more units on any lot and/or any new multi-family residential development that does not require the issuance of an Administrative Design Review, requires Planning Commission Design Review. The purpose of the Design Review is to ensure the compatibility, originality, variety and innovation within the architecture, design, landscaping and site planning of the project. The purpose of the review is also to protect surrounding properties, prevent blight and deterioration of neighborhoods, promote sound land use, design excellence, and protect the overall health, safety and welfare of the City, where feasible. As noted above the City's current Planning Commission Design Review "purpose" and "criteria" within the RBMC sections 10-2.2502 (a) and (b) are largely subjective and therefore not consistent with State Housing Law. The city recently adopted Objective Residential Standards (August 15, 2023) which are consistent with State Housing Law and the project has been reviewed per the standards and is compliant. The following is a summary of the applicable Objective Residential Standards and a compliance statement.

- Site Planning:
 - Preservation of Existing Mature Trees.

- There are 12 mature trees as defined on the subject property. 24 36-inch box trees are conditioned to be included in the required landscaping plan.
- Massing and Building Orientation.
 - More than one primary building is required as the subject property exceeds 20,000 square feet in size. The project is designed with eight (8) separate buildings. *Many of the building have incorporated grading to reduce the above grade structure heights by “cutting” into the existing sloping lots to reduce the heights as much as possible as compared to the adjacent residential structures east of Central Court and fronting Pacific Coast Highway. Additionally, the separate buildings provide opportunities to create pedestrian pathways that traverse the development and connect the residences to the two common open spaces located within the project and to the Pacific Coast Highway right-of-way. The common open space is consistent with the purpose of the City’s outdoor living space requirements as it will allow for the use of passive open space areas for use by all the projects residents.*
- Open Space and Pedestrian Circulation:
 - Common Open Space, private open space, and pedestrian paths.
 - Although the project is receiving a waiver from the common and private open space development standards, the project does incorporate both and includes pathways running from Central Court to Pacific Coast Highway through the center and along the south end of the lower lot that serve to connect the residents to the common open spaces in the project.
- Parking and Access:
 - Utilizing the alley access and only one (1) private driveway along Vincent Street significantly limits new curb cuts to the development which complies with the parking and access requirements within the Objective Residential Standards.
 - *As proposed, the parking does not comply with the City’s standard parking requirements for multi-family residential development, however the parking proposed exceeds the parking rates per the State Density Bonus Law. Per the City’s Zoning Ordinance parking requirements, the parking standard for the project 100 spaces. Per the State Density Bonus Law parking standard, the project would require 65 spaces. As proposed the project is providing a total of 93 parking spaces which is 7 less than the City’s standard requirement for market rate housing and 28 parking spaces more the minimum required by State Density Bonus Law.*
 - *As designed, curb cuts for access to the project are minimized and parking spaces nearly comply with City standards for market rate housing and exceed the requirements for parking within State Density Bonus Law.*
- Architecture:
 - Variations in setbacks, height, materials on the ground floor, building entries, and architectural features are incorporated throughout the project and vary with each of the separate building types providing consistency with the “Architecture” requirements in the Objective Residential Standards.
- Lighting:
 - Parking drives and areas will include downward projecting lighting.
 - Pedestrian pathways are conditioned to provide lighting no higher than 2 feet in height.
 - All security lighting provided on buildings is required to be directed downward and

incorporate motion detection.

- Landscaping:
 - Landscape areas in required front setbacks and street-facing side setbacks, excluding driveways, walkways, stairs and any walls, shall be landscaped with at least 75% live plant materials.
 - Artificial turf is not allowed.
 - All landscaping shall be in accordance with the City's landscape regulations, including compliance with the Redondo Beach Water Efficient Landscape Ordinance.
 - All landscaping is required to be native and drought tolerant.

VESTING TENTATIVE TRACT MAP

A Vesting Tentative Tract Map is required under the California Subdivision Map Act to subdivide the lot for condominium purposes.

In accordance with Section 10-1.5502 Purpose and intent, and Section 10-5503 Consistency, of Article 5.5. Vesting Tentative Maps of the Redondo Beach Municipal Code, the applicant's request for Vesting Tentative Tract Map 84401 to allow the construction of a 43-unit residential condominium project, three of which are affordable to very low-income households, is consistent with the "purpose and intent" and complies with the "consistency" requirements set forth therein for the following reasons:

The proposed subdivision, as site planned, designed, and conditioned, has the required information and has been processed pursuant to the applicable provisions of Redondo Beach Municipal Code, Chapter 1 Subdivisions and the Subdivision Map Act to accomplish the purpose of preserving the public's health, safety, and general welfare and for the promotion of orderly growth and development by providing for the replacement of church related uses/buildings with conforming residential uses inclusive of 3 affordable units for very low income households and in doing so serving to realize a development that is more consistent with the City's Housing Element which identifies this property as a "housing site" that could provide up to 12 residential units affordable for very low

- income households.
- The proposed subdivision and development, as site planned, designed, and conditioned, has the required information and has been processed pursuant to the applicable provisions of Redondo Beach Municipal Code, Chapter 1 Subdivisions and the Subdivision Map Act and is consistent with the General Plan, applicable Zoning Ordinance provisions, including State density bonus law and the City's affordable housing ordinance, and the City's Objective Residential Standards as it fulfills the objectives of the Land Use Designation for the site by providing for the replacement of church related uses/buildings with conforming residential uses consistent with the existing surrounding multi-family residential neighborhood and the Housing Element in that the subject property is identified as a "housing site" for residential development to accommodate up to 12 affordable units for very low income households.

Overall, the project is compatible with surrounding uses, and will not impact the surrounding neighborhood. The scale and height of the buildings are reasonable in relationship to the area and are consistent with the neighborhood. The varying roof heights and the grading and location of the structures into the natural grade of the slope works to reduce visual impacts upon the surrounding

residential uses.

The proposed project along with recommended conditions meets all the applicable criteria for the approval of a Conditional Use Permit, Planning Commission Design Review, and Vesting Tentative Tract Map and is consistent with State density bonus law.

ENVIRONMENTAL STATUS

The Project is Categorically Exempt from the requirements to prepare additional environmental documentation per CEQA Guidelines Section 15332. The Class 32 exemption is applicable as the Project is an in-fill development that meets the following conditions:

(a) The Project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable designation and regulations;

The project site has a General Plan Land Use and Zoning Designation of High-Density Multi-family (RH-2) and Low-Density Multi-family (R-3) and the project complies with all applicable policies and zoning ordinance standards of these designations with the application of the City's affordable housing ordinance

(b) The proposed development occurs on a Project Site of no more than five acres substantially surrounded by urban uses;

The project site is located in the city and consists of 68,012 square feet (approximately 1.56 acres), and is surrounded by urban uses, such as multi-family residential buildings, government buildings, single-family residences, commercial offices, and churches, all of which are typical of an urban environment.

(c) The Project has no value as a habitat for endangered, rare, or threatened species;

The project site has been developed and is located in a developed urban area. There are no known habitats for endangered, rare, or threatened species on the project site.

(d) Approval of the Project would not result in any significant effects relating to traffic, noise, air quality or water quality; and

A traffic analysis confirmed low anticipated VMT and trip generation as compared to the sites existing uses. A noise study confirmed the long-term noise environment is consistent and compatible with surrounding multi-family residential uses. Based upon the confirmed low VMT and trip generation expected from the project and the residential use, an air quality memorandum confirmed no impacts related to air quality. Preliminary hydrology and low impact development reports confirmed all water quality impacts are addressed and would not result in any significant effects.

(e) the site can be adequately served by all required utilities and public services.

The site is currently served by all required utilities and public services, and no new utilities or public services will be necessary for the proposed project

CONCLUSION

For the reasons discussed above and the information attached to this report, the proposed project would conform with all the requirements of the General Plan, inclusive of the City’s 6th Cycle 2021-2029 Housing Element, RBMC, and State law. The proposed recommendation would not have an adverse effect on the public’s health or safety. Therefore, Staff recommends that the Planning Commission approve the CEQA Exemption Declaration and grant the Conditional Use Permit, Planning Commission Design Review, VTTM 84401, and the proposed waivers and parking standards as summarized below and subject to the findings and conditions contained within the attached draft resolution.

| Proposed Density Bonus Waivers | | |
|--|----------------------------|--|
| Development Standard | Zoning Code Minimum | Proposed Waivers |
| Side Setback - (RH-2) (Western Property Line) | 15 feet | 4 feet - 8 inches* * 10 feet of dedication provided. Proposed development will be 14 feet - 8 inches from existing sidewalk. |
| Front Setback - (R-3) (Western Property Line) | 14 feet | 8 feet |
| Side Setback - (R-3) (Southern Property Line) | 7 feet | 5 feet - 2 Inches |
| Open Space Waiver (RH-2) | 200 square feet per unit | Approximately 164 square feet per unit |
| Open Space Waiver (R-3) | 350 square feet per unit | Approximately 164 square feet per unit |
| R-3 Zone Height Waiver | 30 feet | 34 feet - 9 inches |
| RH-2 Zone Height Waiver | 35 feet | 39 feet - 4 inches |

| Parking Standards | | |
|--|---|---|
| Zoning Code Standard | Density Bonus Standard | Proposed Parking Standard |
| 86 parking spaces for the residential units and an additional 14 spaces for guest parking for a total of 100 spaces. | 1.5 spaces per unit totaling 65 spaces. | 93 spaces (7 space reduction from Zoning Code Standard) |

ATTACHMENTS

Attachment 1 - Draft Resolution

Attachment 2 - Plan Set

Attachment 3 - Vesting Tentative Tract Map

Attachment 4 - Noise and Vibration Monitoring Report

Attachment 5 - Level of Service and Vehicle Miles Traveled Screening Analysis

Attachment 6 - Preliminary LID and Hydrology Report

Attachment 7 - Community Outreach Flyer

Attachment 8 - Public Comments