



City of

Redondo Beach

www.redondo.org

SPECIAL MUNICIPAL ELECTION

Consolidated with the
Los Angeles County Election
TUESDAY, NOVEMBER 2, 2010

**Measure G
Ballot Text &
Supplemental Ballot Pamphlet**

POLLS OPEN at 7 A.M. and CLOSE at 8 P.M.

Attention Voters:

This "Supplemental Ballot Pamphlet" is being mailed to you separately, as its contents are too large to be included in the Sample Ballot/Voter Information Pamphlet being sent to you by the Los Angeles County Registrar-Record's Office (LA County).

MATERIALS FOR MEASURE G

“Supplemental Ballot Pamphlet” from the City of Redondo Beach includes:

Part A

- Ballot Text

Part B

- Analysis of Proposed Major Change in Allowable Land Use, as required by the Redondo Beach City Charter Section 27.4

Section 1. Introduction

Section 2. Description of Proposed Coastal Land Use Plan and Coastal Zoning Ordinance Amendments.

Section 3. Comparison to “As-Built” Conditions

Section 4. Comparison with Existing Land Use Designations and Zoning Classifications

Section 5. Project Traffic Analysis

Section 6. Comparative Traffic Analysis - Buildout Under Existing Land Use Regulations

Section 7. Maps

NOTE: The full text of the traffic study may be viewed at www.redondo.org/trafficstudy

“Sample Ballot” from the County of Los Angeles Registrar-Recorder, includes:

- Ballot Title
- City Attorney’s Impartial Analysis
- Argument in Favor of Measure G
- Rebuttal to Argument in Favor of Measure G
- Argument Against Measure G
- Rebuttal to Argument Against Measure G
- Vote by Mail Application
- Polling location

BALLOT TEXT

MEASURE G

RESOLUTION NO. CC-1008-356

A RESOLUTION OF THE PEOPLE OF THE CITY OF REDONDO BEACH, CALIFORNIA APPROVING AMENDMENTS TO THE COASTAL LAND USE PLAN AND ZONING ORDINANCE FOR THE COASTAL ZONE

WHEREAS, the City Council passed, approved, and adopted amendments to the Redondo Beach Coastal Land Use Plan ("Coastal LUP") and to the Zoning Ordinance for the Coastal Zone ("Coastal Zoning Ordinance") for the AES Power Plant site and Catalina Avenue corridor areas of the City in Resolution No. CC-0508-83 and Ordinance Nos. 2971-05 and 2972-05 on August 2, 2005; and

WHEREAS, the City Council passed, approved, and adopted amendments to the Coastal LUP and to the Coastal Zoning Ordinance for the Harbor/Pier area of the City in Resolution No. CC-0805-46-CC and Ordinance No. 3013-08 on May 6, 2008; and

WHEREAS, certain further modifications to the Coastal LUP amendments and Coastal Zoning Ordinance amendments were approved by the City Council in Resolution No. 1004-306 on April 6, 2010 and in Ordinance No. 3050-10 on April 20, 2010, and said modifications have been incorporated into the text of the Coastal LUP amendments and Coastal Zoning amendments being submitted to the voters; and

WHEREAS, the foregoing Coastal LUP amendments and Coastal Zoning Ordinance amendments have been deemed to constitute a Major Change in Allowable Land Use as defined in Article XXVII of the City Charter; and

WHEREAS, Section 27.4(a) of Article XXVII of the City Charter provides that no Major Change in Allowable Land Use 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 resolution intend to approve the foregoing Coastal LUP amendments and Coastal Zoning Ordinance amendments approved by the City Council in accordance with Section 27.4(a) of Article XXVII of the City Charter, so that these Coastal LUP amendments and Coastal Zoning Ordinance amendments may 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

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

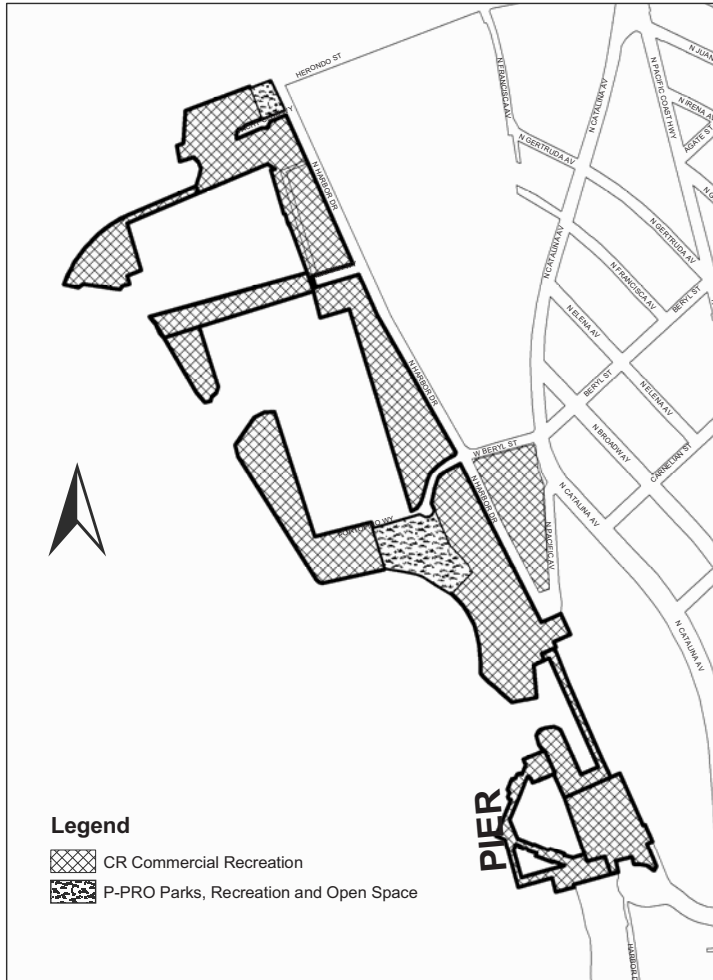
SECTION 1:

The repeal of City Council Resolution No. CC-0203-21, which amended the Coastal Land Use Plan in conjunction with adoption of the Heart of the City Specific Plan, is hereby approved.

SECTION 2:

The amendment of Exhibit H of the Coastal Land Use Plan Map, as shown in the following map applicable to the properties west of Harbor Drive, International Boardwalk, the Pier, Pier Plaza, and the Crowne Plaza site, is hereby approved.

**Amendments to Exhibit H
Coastal Land Use Plan Map**



SECTION 3:

The amendment of Exhibit H of the Coastal Land Use Plan Map, as shown in the following map and listed on the property table below applicable to the properties bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street, is hereby approved.

Amendments to Exhibit H, the Coastal Land Use Plan Map (applicable to properties shown)

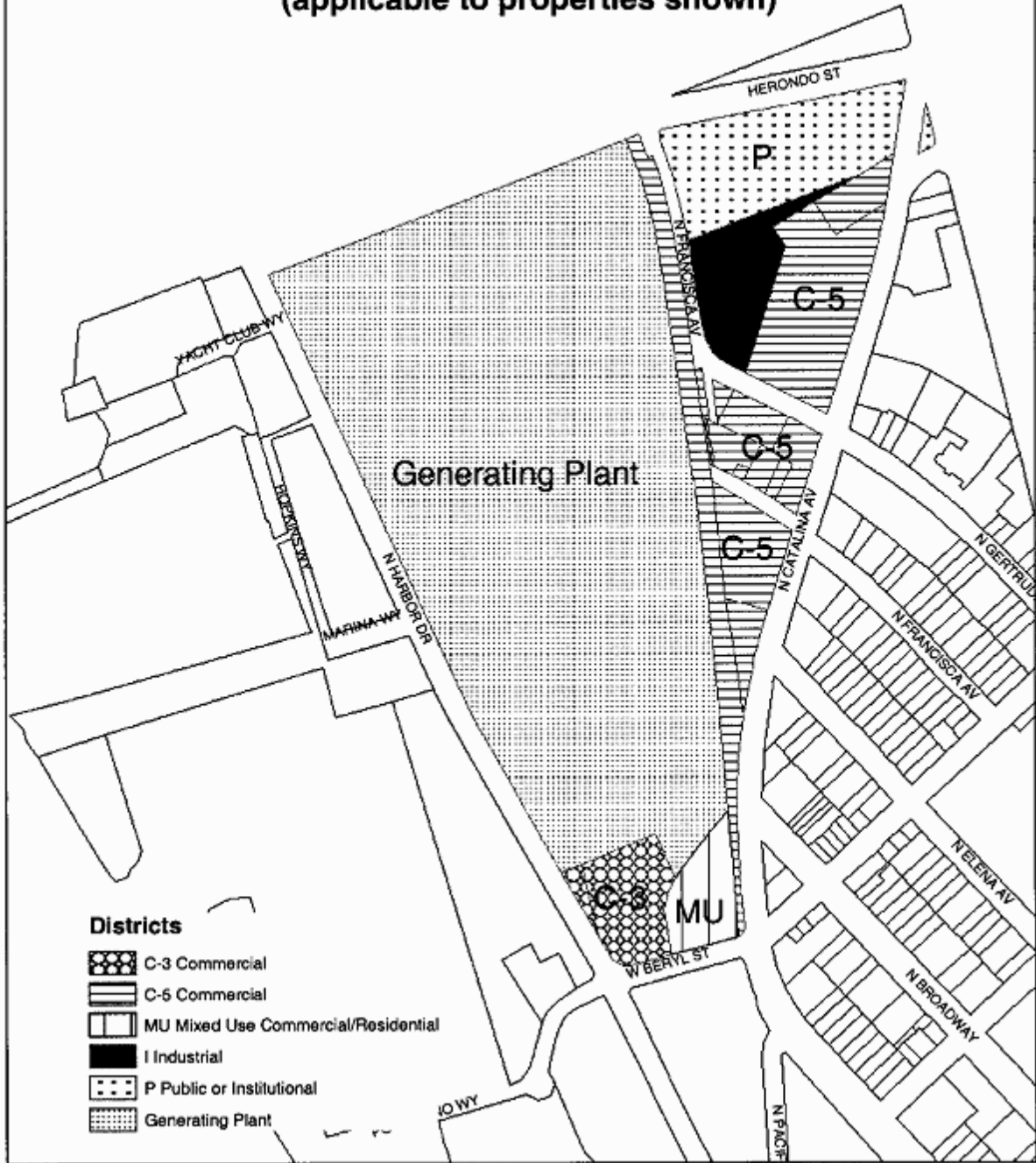


TABLE 1 AMENDMENTS TO THE COASTAL LAND USE PLAN MAP					
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	LUP CLASSIFICATION AS AMENDED BY THIS RESOLUTION	LUP CLASSIFICATION AS CERTIFIED BY THE COASTAL COMMISSION IN 2001	EXISTING CLASSIFICATION (adopted in March 2002 with the Heart of the City Specific Plan and never certified by the Coastal Commission)
7503001800			P PUBLIC OR INSTITUTIONAL	NO DESIGNATION	CATALINA CORRIDOR
7503013003	125	W BERYL ST	MIXED USE COMMERCIAL/RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	WATERFRONT
7503013011			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503013013			C-3 COMMERCIAL	COMMERCIAL RECREATION	WATERFRONT
7503013014			GENERATING PLANT	INDUSTRIAL	CATALINA CORRIDOR
7503013015	1100	N HARBOR DR	GENERATING PLANT	INDUSTRIAL	WATERFRONT/CATALINA CORRIDOR
7503013815			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503013819	1100	N HARBOR DR	GENERATING PLANT	INDUSTRIAL	WATERFRONT/CATALINA CORRIDOR
7503013820			GENERATING PLANT	INDUSTRIAL	CATALINA CORRIDOR
7503013901	400	N HARBOR DR	C-3 COMMERCIAL	COMMERCIAL RECREATION	WATERFRONT
7503014010			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014011	1217	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503014013			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014014			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014015			INDUSTRIAL	INDUSTRIAL	CATALINA CORRIDOR
7503014803			P PUBLIC OR INSTITUTIONAL	PARKS, RECREATION, OPEN SPACE	CATALINA CORRIDOR
7503014805			P PUBLIC OR INSTITUTIONAL	PARKS, RECREATION, OPEN SPACE	CATALINA CORRIDOR
7503014902	1231	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021019			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021020			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021021	612	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021022	610	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021023	606	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021024	604	N FRANCISCA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021028			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021029			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021030			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021035	811	N CATALINA AVE	C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR
7503021036			C-5 COMMERCIAL	COMMERCIAL	CATALINA CORRIDOR

SECTION 4:

The amendment of Subsection C of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows is hereby approved:

C. Proposed Land Use Classifications

The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H) and the policies as set forth in this Coastal Plan will guide the future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards.

Upon effective certification of City of Redondo Beach LCPA No. 2-08, the segmentation of the coastal zone within the City of Redondo Beach into two geographic units shall expire.

Thereafter, the entire coastal zone within the City of Redondo Beach shall be treated as one geographic unit.

Residential

The R-1, R-2, R-3, RMD, and RH residential districts allow for the continuation of existing neighborhoods and new development of housing to meet the diverse economic and physical needs of the City's residents. The residential districts also allow for consideration of uses such as religious institutions, day care centers, private schools, and public utility facilities. The minimum lot size for new lots in all residential districts is 5,000 square feet.

1. Single Family: The primary use in this district (R-1) is residential at a ratio of one detached dwelling unit per lot, not to exceed 8.8 dwelling units per net acre. Building height will be limited to two stories (30 feet).
2. Low Density Multiple-Family: The primary use in this district (R-2 and R-3) is multiple-family residential with a maximum density of 14.6 dwelling units per net acre in the R-2 district and a maximum density of 17.5 dwelling units per net acre in the R-3 district. No more than one dwelling unit is permitted on lots less than 6,000 square feet in the R-2 district and on lots less than 5,000 square feet in the R-3 district. Building height will be limited to two stories (30 feet).
3. Medium Density Multiple-Family: The primary use in this district (RMD) is multiple family residential with a maximum density of 23.3 dwelling units per net acre. No more than one dwelling unit is permitted on lots less than 5,000 square feet in this district. The maximum building height will be limited to two stories (30 feet).
4. High Density Multiple-Family: The primary use in this district (RH) is multiple family residential with a maximum density of 28 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.

Commercial

The C-2, C-3, C-4, and C-5 commercial districts allow for the development of a wide range of retail and service commercial uses, eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services, and similar uses serving both the local community and visitors to the Coastal Zone.

In addition to the above commercial uses, the C-5 district shall permit parks and open space. In this district, light industrial uses, automobile and marine-related repair, boat storage, and wholesale uses may be permitted subject to standards in the zoning ordinance to prevent adverse visual impacts along the street frontage.

The development intensity in each district is limited by a maximum floor area ratio, determined by dividing the building floor area by the area of the lot, and a maximum height as follows:

1. C-2 Commercial: The maximum floor area ratio is 0.5 and the maximum building height is two stories (30 feet).
2. C-3 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet).
3. C-4 Commercial: The maximum floor area ratio is 1.0 and the maximum building height is three stories (45 feet).
4. C-5 Commercial: The maximum floor area ratio is 0.7 and the maximum building height is two stories (30 feet) except as follows: the maximum floor area ratio for portions of a site devoted to storage or self storage facilities shall be 1.5, and the maximum floor area ratio for portions of a site devoted to other light industrial uses shall be 1.0. West of Catalina Avenue between Francisca Avenue and Beryl Street, buildings up to 4 stories and 65 feet may be permitted subject to Planning Commission Design Review where it is determined that the drop in grade and/or distance from the street adequately mitigates impacts on the character of the frontage along Catalina Avenue.

Mixed Use Commercial/Residential

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. In addition, community services or non-profit service uses (including religious worship, assembly, and group kitchen/cafeteria facilities) may be permitted on the Salvation Army site.

This district permits a maximum height of 45 feet (3 stories), a maximum floor area ratio of 1.0 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 units per net acre.

Industrial

This is a relatively light industrial district intended to accommodate small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts. The land use and development standards of the LCP implementation ordinance will be designed to encourage and ensure quality industrial developments on the limited amount of land within the Coastal Zone suitable for industrial development. Adequate buffering-between the industrial districts and the surrounding land uses will be included in the development standards.

Parks and open space shall be permitted uses in the industrial district.

Generating Plant

The AES Redondo Generating Plant is located in this district. The district permits continued operation of the Generating Plant and related facilities and structures with additions or changes subject to a Conditional Use Permit to the extent legally permissible. Parks and open space shall be permitted uses in this district.

Public or Institutional

The Public or Institutional (P) district includes the following sites and uses:

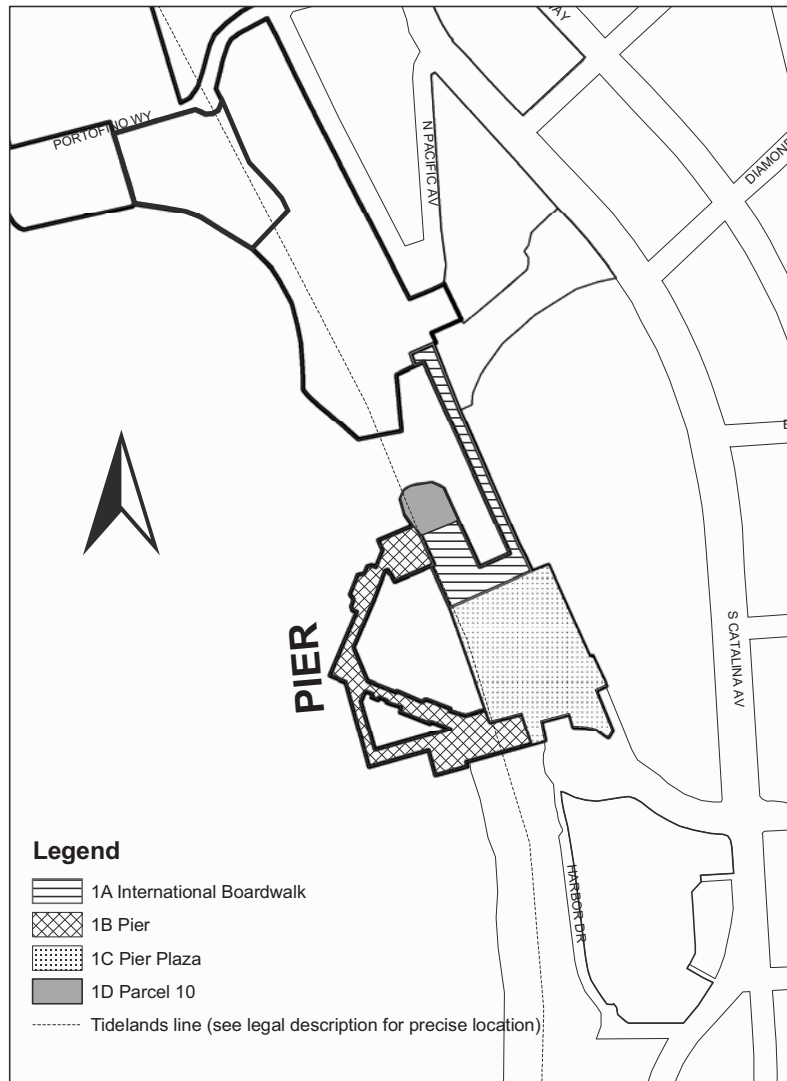
1. Public beach: The beach and coastal bluffs south of Torrance Boulevard west of Esplanade shall be maintained and preserved for public open space and public recreational use.
2. Parks and open space: Parks and open space include Veteran's Park (at the southwest corner of Torrance Boulevard and South Catalina Avenue) and Czuleger Park (within the "Village" west of the intersection of North Catalina Avenue and Carnelian Street), and Seaside Lagoon (near the waterfront south of Portofino Way). The primary permitted use is parks, open space, and recreational facilities, and accessory uses such as rest rooms, storage sheds, concession stands, recreational rentals, etc. Public buildings, community centers, public safety facilities, parking lots, public utility facilities, and similar uses may be considered subject to a Conditional Use Permit. The maximum floor area ratio of all buildings on a site is 0.25 and the maximum height is two stories, 30 feet.
3. Community facilities, governmental facilities, and public safety facilities: These include the Civic Center (City Hall, Public Library, and Police Station) at Diamond Street and Pacific Coast Highway, the fire station at S. Broadway and Pearl Street, and the Recreation and Community Services Center at Knob Hill and Pacific Coast Highway. Permitted uses include parks and open space, and uses which may be considered subject to a Conditional Use Permit include cultural uses (libraries, museums, etc.), institutional uses (governmental, police, fire, etc.), community centers, public athletic clubs, performance art facilities, educational facilities, child day care centers, schools, parking lots, and similar public uses. For the Civic Center, the maximum floor area ratio of all buildings on the site is 1.25 and the maximum height is three stories, 45 feet. The floor area ratio and height of buildings at other community facility/governmental facility/public safety facility sites will be determined as part of the required public hearing process for any proposed new building.
4. Riviera Village Public Parking: The triangular public parking site in Riviera Village is bounded by Via del Prado, Avenida del Norte, and South Elena Avenue. Expanded parking facilities may be considered on this site subject to a Conditional Use Permit, provided that additional parking is located in a fully subterranean structure.
5. Public Utility Transmission Corridor: The public utility transmission corridor abuts the south side of Herondo Street between N. Francisca Avenue and N. Pacific Coast Highway. Public utility facilities, parking lots, nurseries, and agricultural uses may be considered subject to a Conditional Use Permit. Parks, open space, and passive type recreational uses are permitted in this area. It is understood that land uses and structures are also subject to approval of the in-fee owner (Southern California Edison Company) in accordance with their standards, policies and procedures for use of the transmission corridor.

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities, providing regional-serving recreational facilities for all income groups. This district is divided into sub-areas with the following general land use and development

requirements. The implementing ordinance will establish which uses are permitted and which uses are subject to a Conditional Use Permit. The implementing ordinance may permit other uses not included in the general use categories listed below.

Commercial Recreation Sub-area 1



Primary Land Uses

- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Hotels including Limited Use Overnight Visitor Accommodations (Sub-area 1C only)
- Entertainment Clubs
- Public Open Space/Recreational Uses

Additional Land Uses

- Marina-Related and Boating Facilities
- Amusement and Arcade Facilities
- Commercial Office Uses (Sub-area 1C only)
- Offices for the management and operation of on-site facilities (on the second floor of structures) [Sub-area 1B]
- Structured and Surface Parking (Sub-area 1C only)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

Maximum Building Density

- (Sub-area 1B, Municipal Pier); Equivalent to the total amount of leasable space provided for under the terms of the Pier Reconstruction Plan, as approved by the City of Redondo Beach City Council on September 3, 1991. Additional ancillary public facilities necessary for the continuing operation and maintenance of the pier facility may be allowed, as approved by the City of Redondo Beach City Council.
- (Sub-areas 1A and 1D, International Boardwalk); The International Boardwalk is limited by consistency with the height standards and other development standards in the implementing ordinance.
- (Sub-area 1C, Pier Plaza: The floor area ratio (FAR) of all buildings on the top deck shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground floor and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height

- Two Stories, 30 Feet, except two stories, 40 feet for Zone 1 D (measured above the pier deck, or sidewalk grade of International Boardwalk, or sidewalk grade of Pier Plaza), as applicable.
- New development shall not obstruct views from Czuleger Park to the ocean.

- Yachting and Boating Clubs
- Public Open Space/Recreational Uses

Additional Land Uses

- Structured and Surface Parking Facilities
- Commercial Office Land Uses (marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands)

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities. Limited Use Overnight Visitor Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.

Maximum Building Density

- The floor area ratio (FAR) of all buildings in sub-area 2 shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400, 000 square feet of floor area based on existing land use on April 22, 2008.
- New development projects shall include view corridors to the water from N. Harbor Drive.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Sub-area 2a: Height is limited to a maximum of two stories, 37 feet and no more than 50% of the cumulative building footprint area shall exceed one story and 24 feet.
- Sub-area 2b: Height is limited to a maximum of three stories, 45 feet.

- Marina and Marina-Related Facilities
- Yacht or Boating Clubs
- Public Open Space/Recreational Uses

Additional Land Uses (sub-areas 3a and 3c)

- Entertainment Clubs
- Commercial Office Land Uses (Sub-area 3a, marina-related offices, visitor serving offices and offices for management and operation of on-site facilities may be permitted on ground floor and on State Tidelands, all other commercial office uses shall be located above the ground floor and shall not be allowed on State Tidelands)
- Parking Facilities

Primary Land Uses, sub-area 3b (Mole B)

- Minimum of 33% of sub-area 3b (Mole B) shall be maintained as contiguous passive park and public open space
- Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities
- Public Open Space/Recreational Uses

Additional Land Uses, sub-area 3b (Mole B)

- Other public uses supporting the primary permitted uses

Tidelands (lands west of the mean high tide line). Permitted uses shall be limited to those uses dedicated to the public trust purposes consistent with state law. Office uses shall not be permitted except for the management of on-site facilities. Limited Use Overnight Visitor Accommodations (including but not limited to Condominium Hotels, Timeshares, Fractional Ownership Hotels) shall not be permitted on State Tidelands.

Maximum Building Density

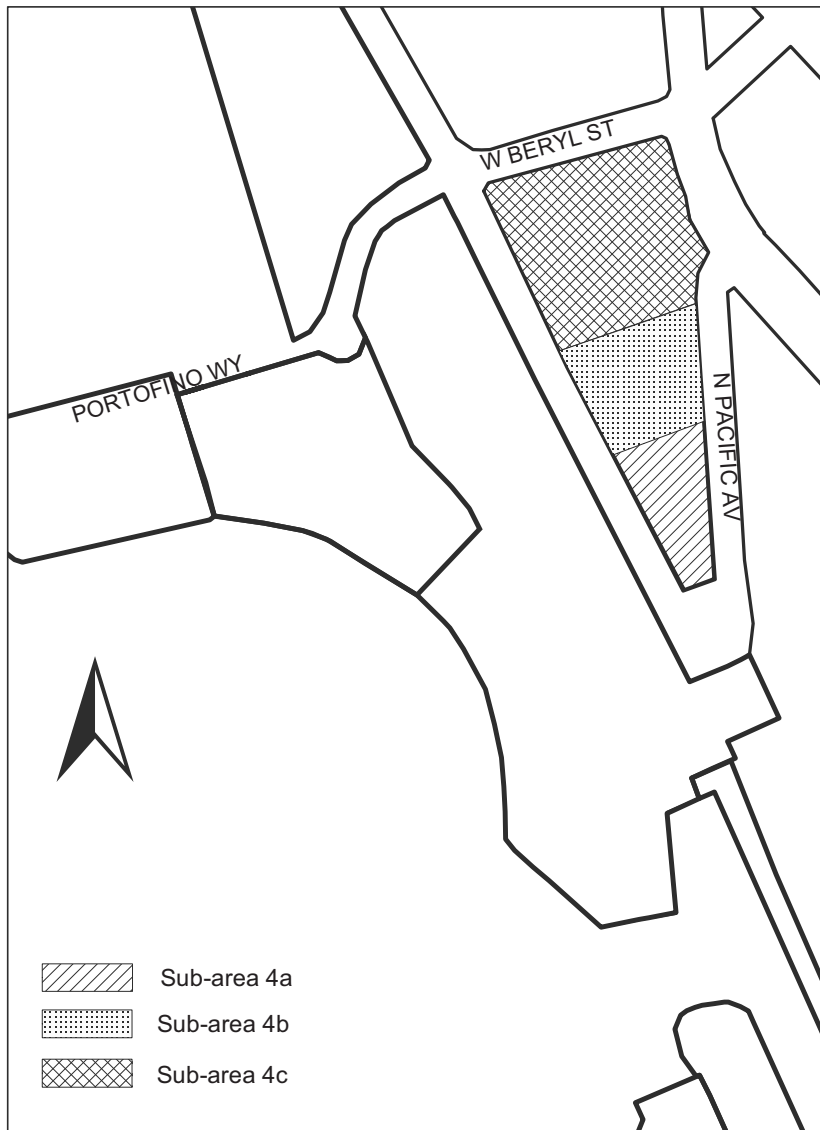
- The floor area ratio (FAR) on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in sub-areas 3a and 3c shall not exceed 0.35, except that FAR bonuses may be permitted as allowed in the Zoning Ordinance for inclusion of hotels and/or offices above the ground level and/or for the provision of substantial and high quality public amenities, public spaces, and public improvements. Maximum FAR with bonuses shall not exceed 0.65. The future intensity of new development which may be allowed to occur within the area will be determined on a case-by-case review basis, through the established public review process, as individual proposals are received. Notwithstanding the above, FAR shall not exceed 0.25 in sub-area 3c.
- The floor area ratio (FAR) shall not exceed 0.25 in sub-area 3b (Mole B)
- Cumulative development for Commercial Recreation district sub-areas 1 – 4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

- New development projects shall include view corridors to the water from N. Harbor Drive.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- Three Stories, 45 Feet (Sub-area 3a)
- Two Stories, 30 feet (Sub-areas 3b and 3c)

Commercial Recreation Sub-area 4



Primary Land Uses

- Hotels
- Local Serving and Visitor-Serving Retail Uses
- Restaurants and Other Food and Beverage Uses
- Personal Services Commercial Uses (including Health/Athletic Clubs)

Additional Land Uses

- Entertainment Clubs
- Commercial Office Land Uses
- Marina-Related Facilities
- Parking Facilities

Maximum Building Density

- The floor area ratio (F.A.R.) of all buildings on the site shall not exceed 2.25.
- Cumulative development for Commercial Recreation district sub-areas 1-4 shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

Maximum Building Height (measured from existing sidewalk grade at Harbor Drive at the point nearest to the building or structure)

- One story, fifteen (15) feet (Sub-area 4a)
- Three (3) stories, forty (40) feet (Sub-area 4b)
- Five (5) Stories, Sixty (60) feet (Sub-area 4c)

SECTION 5:

The amendment of Land Use Policy 1 of Subsection D of Section VI (“Land Use Policies”) of the Coastal Land Use Plan to read as follows is hereby approved:

1. Coastal dependent land uses will be encouraged within the Harbor-Pier area. The City will preserve and enhance these existing facilities and encourage further expansion of coastal dependent land uses, where feasible. Removal of existing coastal dependent land uses shall be strongly discouraged unless such uses are determined to no longer be necessary for the functional operation and utility of the Harbor. A public boat launch ramp shall be constructed in association with future development projects within the Harbor area.

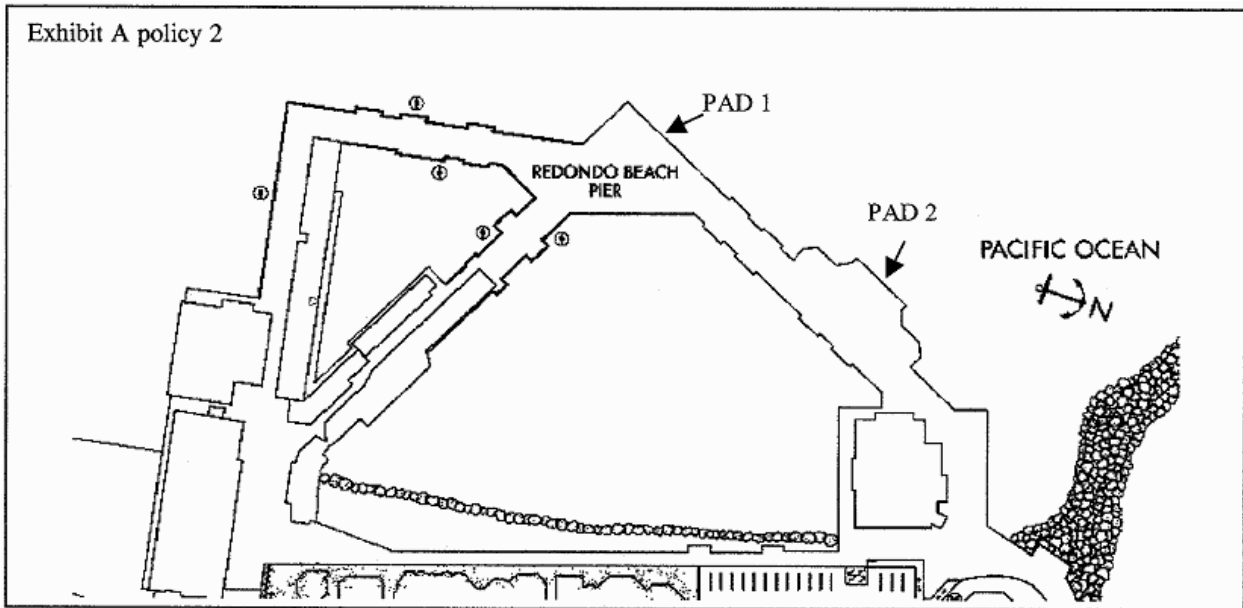
SECTION 6:

The amendment of Land Use Policy 2 of Subsection D of Section VI (“Land Use Policies”) of the Coastal Land Use Plan to read as follows is hereby approved:

2. New development, additions or major rehabilitation projects within the Harbor-Pier area shall be sited and designed to:
- a) Preserve and enhance public views of the water from the moles, pier decks, publicly accessible open space and Harbor Drive;
 - b) Provide continuous public access to and along the seaward side of the piers and moles, with the exception of “Pad 2” on the Pier (see Exhibit A, Policy 2 illustration below);
 - c) Be consistent and harmonious with the scale of existing development;
 - d) Provide appropriate public serving amenities such as benches and pedestrian walkways adjacent to the water’s edge or the edge of the pier, landscaped rest and viewing areas, and;
 - e) Signage shall be erected to identify the public parking and public amenities located on Mole A and Mole B. The signs shall be sufficiently visible to the public, shall be located on the corner of North Harbor Drive at Marina Way and Yacht Club Way, and in front of the existing guardhouse/gate structures located at the entrances to the Moles. Signs shall identify that vehicular access is available to the Moles and that public parking and coastal public amenities are located seaward of the signs.

Public Esplanade. A minimum of (12) foot wide paved public esplanade adjacent to the water’s edge shall be provided in conjunction with new development or major reconstruction projects, completing the California Coastal Trail through Redondo Beach. On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water’s edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width may be considered through the City’s discretionary review process. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

Consistent with the objectives and policies in a-e above, no permanent building shall be developed on “Pad 1” of the Pier



SECTION 7:

The amendment of Policy 9 of subsection D of Section VI of the Coastal Land Use Plan to read as follows is hereby approved.

9. Allow the reduction in size and modernizing of the AES Redondo Beach Generating Plant on a portion of the existing plant site, subject to applicable conditional use permit procedures and public utilities facility requirements under the Coastal Land Use Plan implementing ordinance, and subject to the California Energy Commission application process for power plants and related facilities. Permit the AES Redondo Beach Generating Plant site to be converted to parks, open space, and recreational facilities if the site is acquired for such purposes in the future by a public, non-profit or private agency.

SECTION 8:

The amendment of Land Use Policy 13 of Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan to read as follows is hereby approved:

13. Hazards

Development in Redondo Beach shall be sited and designed to minimize hazards from wave uprush and from geologic hazards including seismic hazards such as liquefaction.

- a) New development shall minimize risks to life and property in areas of high geologic, flood, and fire hazard. Development shall assure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability or destruction of the site or the surrounding areas or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. Development shall proceed only if the Director of the Department of Building and Safety determines that there is sufficient evidence that the structure may be constructed and

maintained safely. All development shall employ earthquake resistant construction and engineering practices.

- b) Development in the Pier and Harbor area shall provide, in advance of approval, erosion and wave uprush studies, based upon projections of the range of sea level rise that can be expected (at rates ranging from 5 to 15 mm/yr) within the reasonable economic life of the structure (normally 75 years). The Director may waive such studies on the basis of information contained in a certified EIR for the Pier and Harbor area, if such EIR includes maps of all areas in the City potentially impacted by storm waves and sea level rise and such maps include elevations of such impacts and estimation of likelihood of such events. All structures shall be sited and designed to minimize destruction of life and property during likely inundation events.
- c) If the development proposed is located on an existing slope greater than 2:1 or on artificial fill, new construction may be permitted only on the basis of detailed, site specific geologic and soil studies.
- d) All structures located on fill or on alluvial deposits shall provide analysis of potential for seismic hazards including liquefaction. The design of such structures shall include measures to minimize damage and loss of property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Geological Survey and the Seismic Safety Commission and shall adhere to all applicable building codes.
- e) All development located within the tsunami inundation zone as identified by the most recent state or local California Emergency Management maps or, below elevation 15 feet above mean sea level shall provide information concerning the height and force of likely tsunami run-up on the property. The Director may waive this requirement if he or she determines that accurate maps concerning the extent, velocity and depth of likely tsunami run-up is available in a certified EIR that addresses all pier, harbor, and beach areas of the City. The Director shall require all development located within a possible tsunami run-up zone to install, as appropriate, warning systems and other measures to minimize loss of life due to a tsunami.
- f) With the exception of structures on the moles, new or substantially reconstructed structures on ocean fronting parcels shall be permitted only if they are sited and designed so that no future shorelines protective devices will be necessary to protect them from storm waves and bluff erosion. The City shall require as an enforceable condition of any permit for such a structure that no shoreline protective structure shall be allowed in the future to protect the development from foreseeable or unexpected bluff erosion or wave uprush.

SECTION 9:

The addition on the following Policy 15, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

15. Limited Use Overnight Visitor Accommodations including Condominium-hotels, fractional ownership hotels and timeshares.

a) Definitions.

“Condominium-Hotel” means a facility providing overnight visitor accommodations where ownership of at least some of the individual guestrooms (units) within the larger building or complex is in the form of separate condominium ownership interests, as defined in California Civil Code section 1351(f). The primary function of the Condominium-Hotel is to provide overnight transient visitor accommodations within every unit that is available to the general public on a daily basis year-round, while providing both general public availability and limited owner occupancy of those units that are in the form of separate condominium ownership interests.

“Fractional Ownership Hotel” means a facility providing overnight visitor accommodations where at least some of the guestrooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for an interval of not less than two (2) months and not more than three (3) months per year and each unit available for fractional ownership will have multiple owners.

“Hotel Owner/Operator” means the entity that owns and operates a hotel. If the hotel operator is separate from the hotel owner both are jointly and severally responsible for ensuring compliance with the requirements described in this LCP and/or recorded against the property, as well as jointly and severally liable for violations of said requirements and restrictions.

“Limited Use Overnight Visitor Accommodations” means any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of a similar nature.

“Timeshare” means any facility wherein a purchaser receives ownership rights in or the right to use accommodations for intervals not exceeding two (2) weeks per interval during any given year, on a recurring basis for more than one year, but not necessarily for consecutive years.

- b) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.
- c) Limited Use Overnight Visitor Accommodations within the Commercial Recreation district shall be limited to no more than 25% of total new guestrooms (units) developed within a leasehold after the effective date of adoption of this Section. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

- d) Fractional Ownership Hotels:
- a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month ($\frac{1}{4}$) intervals within any one-year period.
 - b. The hotel owner/operator shall retain control and ownership of all land, structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.
 - c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.
 - d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.
 - e. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.
 - f. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.
 - g. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.
 - h. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)
- e) Condominium-Hotels:
- a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities. When the Condominium-Hotel is located on land owned by the City, the hotel owner/operator shall be a leaseholder of the land upon which the Condominium-Hotel exists.
 - b. The Condominium-Hotel facility shall have an on-site hotel operator to manage rental/booking of all guestrooms units.
 - c. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.
 - d. Owners of individual units shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)
 - e. When not occupied by the individual owner, each unit shall be available to the general public in the same manner as the traditional guestrooms/units.
- f) Timeshares
- a. At least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer

- season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).
- b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.
 - c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).
- g) Lower cost visitor accommodations shall be protected, encouraged, and where feasible, provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, except for units that are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.

SECTION 10:

The addition of the following Land Use Policy 16, to be added to Subsection D of Section VI (Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

16. Employment, retail, and entertainment districts and coastal recreational areas shall be well served by public transit and easily accessible to pedestrians and bicyclists. Streets, sidewalks, bicycle paths, and recreational trails (including the California Coastal Trail) should be designed and regulated to encourage walking, bicycling, and transit ridership.

Large commercial and residential developments shall be located and designed to be served by transit and provide non-automobile circulation to serve new development to the greatest extent feasible.

SECTION 11:

The addition of the following Land Use Policy 17, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

17. The Coastal Act definition set forth below is incorporated herein as a definition of the Land Use Plan: "Environmentally sensitive habitat area (ESHA)" means any area in which plant or animal life or their habitats are either rare or especially valuable because of the special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.
 - a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.
 - b) Development within and adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with continuance of those habitat and recreation areas

SECTION 12:

The addition of the following Land Use Policy 18, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

18. Ensure the protection of bird nesting habitat protected by the Migratory Bird Treaty Act and the long-term protection of breeding, roosting and nesting habitat of bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets). The trimming and/or removal of any trees that have been used for breeding and nesting by the above identified species within the past (5) years, as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.

SECTION 13:

The addition of the following Land Use Policy 19, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

19. Marine resources shall be maintained, enhanced and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

SECTION 14:

The addition of the following Land Use Policy 20, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

20. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

SECTION 15:

The addition of the following Land Use Policy 21, to be added to Subsection D of Section VI ("Land Use Policies") of the Coastal Land Use Plan, is hereby approved:

21. The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall only be permitted in accordance with other applicable provisions of this division, where there is no feasible alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
 - a) New or expanded port, energy, and coastal dependent industrial facilities, including commercial fishing facilities.
 - b) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - c) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreation piers that provide public access and recreational opportunities.
 - d) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - e) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive habitat areas.

f) Restoration purposes.

g) Nature study, aquaculture, or similar resource dependent uses.

Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.

In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

SECTION 16:

The amendment of the Zoning Map for the Harbor and Pier area as shown in the following map is hereby approved. (Note: Seaside Lagoon is not part of the proposed amendments and will remain with the existing P-PRO zoning).

SECTION 17:

The amendment of Section 10-5.800, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved:

10-5.800 Specific purposes, CC coastal commercial zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the CC coastal commercial zone regulations are to:

(a) Provide for the continued evolution and use of the City's coastal-related commercial-recreational facilities and resources for the residents of Redondo Beach and surrounding communities, while ensuring that uses and development are compatible with adjacent residential neighborhoods and commercial areas;

(b) Provide for the development of coastal-dependent land uses and uses designed to enhance public opportunities for coastal recreation, including commercial retail and service facilities supporting recreational boating and fishing, and to encourage uses which:

(1) Are primarily oriented toward meeting the service and recreational needs of coastal visitors, boat users, and coastal residents seeking recreation,

(2) Are active and pedestrian-oriented while meeting the need for safe and efficient automobile access and parking,

(3) Have a balanced diversity of uses providing for both public and commercial recreational facilities,

(4) Provide regional-serving recreational facilities for all income groups by including general commercial and recreational use categories,

(5) Provide public access to nearby coastal areas, and

(6) Protect coastal resources;

(c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City.

SECTION 18:

The amendment of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to delete the former uncertified Section 10-5.802 set forth below is hereby approved.

~~10-5.802 CC Catalina Corridor zone.~~

~~All development and uses in the CC Catalina Corridor zone are subject to the applicable standards and requirements of the Heart of the City Specific Plan (attachment B to this Coastal LUP Implementing Ordinance). All regulations of Title 10, Chapter 5 of the Municipal Code (Zoning Ordinance) shall also be applied to property in the CC Catalina Corridor zone, except that where any conflict exists between the Zoning Ordinance for the Coastal Zone and the~~

~~requirements of the Heart of the City Specific Plan as contained in attachment B, the requirements of attachment B shall take precedence.~~

SECTION 19:

The amendment of 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to add the following new Sections 10-5.810 through 10-5.816, as set forth below, is hereby approved.

10-5.810 Land use regulations, CC coastal commercial zones.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-2.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>CC-1</u>	<u>CC-2</u>	<u>CC-3</u>	<u>CC-4</u>	<u>CC-5</u>	<u>Additional Regulations</u> <u>See Section:</u>
Commercial Uses						
Banks (no drive-up service)	C	C	C	C	P	10-5.811
Bars and nightclubs	C	C	C	C	C	10-5.811; 10-5.1600
Commercial recreation	C	C	C	C	C	10-5.811; 10-5.1600
Food and beverage sales	C	C	C	C	C	10-5.811
Hotels (including Limited Use Overnight Visitor Accommodations)	C	C	C	C	C	10-5.811
Marinas	C	---	C	C	---	10-5.811
Marina-related facilities:						10-5.811
Boating facilities	C	---	C	C	C	
Marine sales and services	C	C	C	C	C	
Yacht and boating clubs	---	---	C	C	C	

<u>Use Classifications</u>	<u>CC-1</u>	<u>CC-2</u>	<u>CC-3</u>	<u>CC-4</u>	<u>CC-5</u>	<u>Additional Regulations</u> <u>See Section:</u>
Offices	C	C	C	C	P	10-5.811
Personal convenience services	C	C	C	C	P	10-5.811
Personal improvement services	---	C	C	C	C	10-5.811
Restaurants	C	C	C	C	C	10-5.811
Recreational equipment rentals	---	C	C	C	---	10-5.811
Retail sales (any tenant space not exceeding 5,000 sq. ft. floor area)	P	P	P	P	P	10-5.811
Retail sales (any tenant space exceeding 5,000 sq. ft. floor area)	C	C	C	C	C	10-5.811
Snack shops	P	P	P	P	P	10-5.811
Other Uses						
Adult day care centers	---	C	C	C	C	10-5.811
Antennae for public communications	C	C	C	C	C	10-5.811
Child day care centers	---	C	C	C	C	10-5.811
Cultural institutions	C	C	C	C	C	10-5.811
Government offices	C	C	---	---	P	10-5.811
Parks, Recreation and Open Space	P	P	P	P	P	10-5.811
Parking lots	---	C	C	C	C	10-5.811
Public safety facilities	C	C	C	C	C	10-5.811
Public utility facilities	C	C	C	C	C	10-5.1614

<u>Use Classifications</u>	<u>CC-1</u>	<u>CC-2</u>	<u>CC-3</u>	<u>CC-4</u>	<u>CC-5</u>	<u>Additional Regulations</u> <u>See Section:</u>
Recreation facilities	C	C	C	C	C	10-5.811
Schools, public or private	---	C	C	C	C	10-5.811

10-5.811 Additional land use regulations, CC coastal commercial zones.

(a) Offices.

(1) CC-1 zone. Offices are prohibited on International Boardwalk and on the Pier, except that offices for the management and operation of on-site facilities may be permitted on the Pier above the ground floor.

(2) CC-3 and CC-4 zones. Offices shall be located above the ground floor, except that marine-related offices, visitor-serving offices, and offices for management and operation of on-site facilities may be permitted on the ground floor. Offices shall not be the primary use within a master leasehold area or on sites that are not master leasehold areas.

(b) Hotels. Limited Use Overnight Visitor Accommodations (such as Timeshares, Condominium Hotels, and Fractional Ownership Hotels) shall be subject to conditions as determined through the Conditional Use Permit process and to the following requirements to ensure that the hotels are a visitor-serving use and that a broad range of visitor accommodations including lower cost accommodations is available in the Coastal Zone.

(1) Any hotel rooms for which a certificate of occupancy has been issued at the effective date of adoption of this Section shall not be permitted to be converted to a Limited Use Overnight Visitor Accommodation.

(2) Limited Use Overnight Visitor Accommodations shall be limited to no more than 25% of total new guestrooms (units) developed within a master leasehold area or on sites that are not master leasehold areas. All other guestrooms (units) shall be available to the general public on a daily, year-round basis.

(3) Fractional Ownership Hotel. Fractional ownership hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. A minimum of 25% of the total number of guestrooms (units) within the Fractional Ownership Hotel facility shall be available to the general public as traditional use hotel rooms year-round. A maximum of 75% of the total number of units within the facility may be owned by separate individual entities on a fractional time basis. Fractional interests sold shall not exceed three month (1/4) intervals within any one-year period.

b. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

c. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units.

d. The non-fractional use guestrooms (units) shall be available to the general public on a daily, year-round basis.

e. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners.

f. When an individual owner chooses not to occupy his/her unit, that unit shall be added to the pool of hotel rooms available to the general public.

g. Fractional time owners shall have limited rights to use their units including a maximum use of 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

h. The hotel operator shall maintain record of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on record of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

i. No portion of the Fractional Ownership Hotel (neither fractional units nor traditional hotel units) may be converted to full time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved hotel units.

j. When an owner of a fractional interest in a unit chooses not to occupy his/her unit for any portion of the time allotted to him/her, that unit shall be available to the general public on the same basis as the traditional hotel units.

k. The hotel owner/operator shall be required to submit, prior to issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restriction or CC & R's (Covenants, Conditions, & restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through k above;

2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;

3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through m above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this

statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

4. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

l. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with the restrictions. Each owner of a fractional interest in a unit is jointly and severally liable with the hotel owner/operator for violations of the terms and conditions hereof imposed by the special conditions of the coastal development permit. Violations of the coastal development permit can result in penalties pursuant to Public Resources Code Section 30820.

m. All documents related to the marketing and sale of fractional interest units, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. The owners of a fractional interest in a unit are jointly and severally liable with the hotel owner/operator for any violations of the terms and conditions hereof imposed by the coastal development permit.

2. The occupancy of the units is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public and that the coastal development permit contains additional restrictions on use and occupancy.

n. The hotel owner/operator and any successor-in-interest hotel owner/operator, and each future owner of a fractional interest in a unit shall obtain, prior to sale of a fractional interest, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year and a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

o. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection p below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor

Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

p. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner/operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding notice, record keeping, and monitoring of the Fractional Interest Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of fractional interests in a unit during the prior calendar year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

(4) Condominium-Hotel. Condominium-hotels may be permitted in the CC-2, CC-3, and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. The hotel owner/operator shall retain control and ownership of all structures, recreational amenities, meeting space, restaurants, "back of house" and other non-guest facilities.

b. The facility shall have an on-site hotel operator to manage rental of all guestrooms/units. Whenever any individually owned hotel unit is not occupied by its owner(s), that unit shall be available for hotel rental by the general public on the same basis as a traditional hotel room.

c. The hotel operator shall market and advertise all rooms to the general public. Unit owners may also independently market and advertise their units but all bookings of reservations shall be made by and through the hotel operator.

d. The hotel operator shall manage all guestrooms/units as part of the hotel inventory, which management shall include the booking of reservations, mandatory front desk check-in and check-out, maintenance, cleaning services and preparing units for use by guests and owners, a service for which the hotel operator may charge the unit owner a reasonable fee.

e. If the hotel operator is not serving as the rental agent for an individually owned unit, then the hotel operator shall nevertheless have the right, working through the individually owned units' owners or their designated agents, to book any unoccupied room to fulfill demand, at a rate similar to comparable accommodations in the hotel. The owner or an owner's rental agent may not withhold units from use. In all circumstances, the hotel operator shall have full access to the condominiums' reservation and booking schedule so that the operator can fulfill its booking and management obligations hereunder.

f. All guestroom/unit keys shall be electronic and created by the hotel operator upon each new occupancy to control the use of the individually owned units.

g. Unit owners shall not discourage rental of their unit or create disincentives meant to discourage rental of their unit.

h. All individually owned hotel units shall be rented a rate similar to that charged by the hotel operator for the traditional hotel rooms of a similar class or amenity level.

i. The hotel operator shall maintain record of usage by owners and renters and rates charged for all units, and shall be responsible for reporting Transient Occupancy Taxes based on records of use for all units, a service for which the hotel operator may charge the unit owner a reasonable fee.

j. Each individually owned hotel unit shall be used by its owner(s) (no matter how many owners there are) for not more than 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.)

k. The use period limitations identified in subsection j above, shall be unaffected by multiple owners or the sale of a unit to a new owner during the calendar year, meaning that all such owners of any given unit shall be collectively subject to the use restriction as if they were a single, continuous owner.

l. No portion of the Condominium-Hotel may be converted to full-time occupancy condominium or any other type of Limited Use Overnight Visitor Accommodations or other project that differs from the approved Condominium-Hotel.

m. The hotel owner/operator shall be required to submit, prior to the issuance of a coastal development permit, for the review and approval of the Harbor Director, a Declaration of Restrictions or CC & R's (Covenants, Conditions & Restrictions), either of which shall include:

1. All the specific restrictions listed in subsections a through l above;
2. Acknowledgement that these same restrictions are independently imposed as condition requirements of the coastal development permit;
3. A statement that provisions of the Declaration/CC & R's that reflect the requirements of a through m above cannot be changed without approval of an LCP amendment by the Coastal Commission and subsequent coastal development permit amendment. However, minor changes that do not conflict with subsections a through l above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required. If there is a section of the Declaration/CC&R's related to amendments, and the statement provided pursuant to this paragraph is not in that section, then the section on amendments shall cross-reference this statement and clearly indicate that it controls over any contradictory statements in the section of the Declaration/CC&R's on amendments.

n. The CC & R's or Declaration of Restrictions described above shall be recorded against all individual property titles simultaneously with the recordation of the condominium airspace map.

o. The provisions of the CC & R's or Declaration of Restrictions described above shall not be changed without approval of an amendment to the LCP by the Coastal Commission. However minor changes that do not conflict with subsections a through n above may be processed as an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

p. The hotel owner/operator or any successor-in-interest hotel owner/operator shall maintain the legal ability to ensure compliance with the terms and conditions stated above at all times in perpetuity and shall be responsible in all respects for ensuring that all parties subject to these restrictions comply with these restrictions. Each owner of an individual guest room/condominium unit is jointly and severally liable with the hotel owner-operator for any and all violations of the terms and conditions imposed by the special conditions of the coastal development permit with respect to the use of that owner's unit. Violations of the coastal development permit can result in penalties pursuant to Public Resource Code Section 30820.

q. All documents related to the marketing and sale of the condominium interests, including marketing materials, sales contracts, deeds, CC & R's and similar documents, shall notify buyers of the following:

1. Each owner of any individual hotel unit is jointly and severally liable with the hotel owner-operator for any violations of the terms and conditions of the coastal development permit with respect to the use of that owner's unit; and

2. The occupancy of the units by owner(s) is restricted to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day.), and when not in use by the owner, the unit shall be made available for rental by the hotel operator to the general public per the terms of the coastal development permit and that the coastal development permit contains additional restrictions on use and occupancy.

r. The hotel owner/operator and any successor-in-interest hotel owner and operator, and each future individual unit owner shall obtain, prior to sale of individual units, a written acknowledgement from the buyer that occupancy by the owner is limited to 90 days per calendar year with a maximum of 30 consecutive days of use during any 60 day period and a maximum of 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day), that the unit must be available for rental by the hotel operator to the general public when not occupied by the owner, and that there are further restrictions on use and occupancy in the coastal development permit and the CC & R's or Declaration of Restrictions.

s. The hotel owner/operator and any successor-in-interest hotel owner/operator shall monitor and record hotel occupancy and use by the general public and the owners of a fractional interest in a unit throughout each year. The monitoring and record keeping shall include specific accounting of owner usage for each individual guestroom/unit. The records shall be sufficient to demonstrate compliance with the restrictions set forth above in this section. The hotel owner/operator shall also maintain documentation of rates paid for hotel occupancy and of advertising and marketing efforts. All such records shall be maintained for ten years and shall be made available to the City, and to the Executive Director of the Coastal Commission upon request and to the auditor required by subsection t below. Within 30 days of commencing hotel operations, the hotel owner/operator shall submit notice to the Harbor

Director and to the Executive Director of the California Coastal Commission of commencement of hotel operations.

t. Within 90 days of the end of the first calendar year of hotel operations, and within 90 days of the end of each succeeding calendar year, the hotel owner-operator shall retain an independent auditing company, approved by the Harbor Director, to perform an audit to evaluate compliance with special conditions of the coastal development permit which are required by this Section regarding occupancy restrictions, notice, recordkeeping, and monitoring of the Condominium-Hotel. The audit shall evaluate compliance by the hotel owner/operator and owners of individual hotel units during the prior one-year period. The hotel owner/operator shall instruct the auditor to prepare a report identifying the auditor's findings, conclusions and the evidence relied upon, and such report shall be submitted to the Harbor Director, for review and approval, and shall be available to the Executive Director of the Coastal Commission upon request, within six months after the conclusion of each one year period of hotel operations. After the initial five calendar years, the one-year audit period may be extended to two years upon written approval of the Harbor Director. The Harbor Director may grant such approval if each of the previous audits revealed compliance with all restrictions imposed above.

u. A coastal development permit application for a Condominium-Hotel shall include a plan specifying how the requirements outlined in this section will be implemented. The plan must include, at a minimum, the form of the sale, deed and CC & R's/Declaration of Restrictions that will be used to satisfy the requirements and the form of the rental program agreement to be entered into between the individual unit owners and the hotel owner/operator. The plan must demonstrate that the applicant will establish mechanisms that provide the hotel operator and any successor-in-interest hotel operator adequate legal authority to implement the requirements of this section. An acceptable plan meeting these requirements shall be incorporated into the special conditions of approval of any coastal development permit for a Condominium-Hotel. Any proposed changes to the approved plan and subsequent documents pertaining to compliance with and enforcement of the terms and conditions required by this section including deeds and CC&R's/Declaration of Restrictions shall not occur without an amendment to the coastal development permit, unless it is determined by the Harbor Director that an amendment is not legally required.

(5) Timeshares. Timeshares may be permitted in the CC-2, CC-3 and CC-4 Coastal Commercial zones, except on State Tidelands, and shall be conditioned as follows:

a. Management of the timeshare facility shall ensure that at least 25% of the units within any given facility shall be made available each day for transient overnight accommodations during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

b. The timeshare facility shall operate as a hotel including requirements for a centralized reservations system, check-in services, advertising, security, and daily housecleaning.

c. No person shall occupy any unit or units within a given facility for more than 60 days per calendar year and no more than 30 days during the summer season (beginning the day before the Memorial Day weekend and ending the day after Labor Day).

(6) Prior to issuance of a coastal development permit for any type of hotel facility, the landowner(s) of the property(ies) or hotel owner on a leasehold upon which the

existing and/or approved traditional hotel units/rooms (i.e. transient hotel rooms) are or will be developed shall execute and record a deed restriction(s), subject to the review and approval of the Harbor Director and the Executive Director of the Coastal Commission, which prohibits the conversion of traditional hotel units/rooms to any other type of ownership (e.g. limited use overnight visitor accommodations). The deed restriction(s) shall run with the land, shall be executed and consented to by the existing lessee(s) of the affected property(ies) and shall be binding on the landowner(s), lessee(s), and on all successors and assigns of the landowner(s) and lessee(s), including without limitation any future lienholders. The deed restriction(s) shall not be removed or changed without approval of an amendment to the LCP by the Coastal Commission and to the underlying coastal development permit.

(7) If the hotel owner and the hotel operator at any point become separate entities, the hotel owner and the hotel operator shall be jointly and severally responsible for ensuring compliance with the requirements identified above. If the hotel owner and hotel operator become separate entities, they shall be jointly and severally liable for violations of the terms and conditions (restrictions) identified above.

(8) In Lieu Fee Required. Lower cost visitor accommodations shall be protected, encouraged, and where feasible provided. In the Coastal Zone when demolition of existing lower cost overnight visitor accommodations or when Hotels or Limited Use Overnight Visitor Accommodations are proposed that include high-cost overnight visitor accommodations, an in-lieu fee in an amount necessary to off-set the lack of the preferred lower cost facilities in Redondo Beach shall be imposed. The fee shall be \$30,000 per room that mitigation is required for, and the fee shall be adjusted annually to account for inflation according to increases in the Consumer Price Index U.S. City Average. If as a part of a proposed development all units for which an in-lieu fee would be required are replaced by lower cost overnight visitor accommodations within the Coastal Zone of Redondo Beach, the in-lieu fee shall be waived.

An in-lieu fee shall be required for new development of overnight visitor accommodations in the coastal zone that are not low or moderate cost facilities. These in-lieu fee(s) shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. The fee shall apply to 25% of the total number of proposed units that are high-cost overnight visitor accommodations or limited use overnight visitor accommodations.

When referring to any overnight visitor accommodations, lower cost facilities shall be defined as any facility with room rates that are below 75% of the Statewide average room rate, and higher cost facilities shall be defined as any facility with room rates that are 125% above the Statewide average room rate. Statewide average room rates can be calculated by the Smith Travel Research website (www.visitcalifornia.com) or other analogous method used to arrive at an average Statewide room rate value.

An in-lieu fee shall be required for any demolition of existing lower cost overnight visitor accommodations, unless all those units are replaced by lower cost overnight visitor accommodations, in which case the in-lieu fee shall be waived. This in-lieu fee shall be required as a condition of approval of a coastal development permit, in order to provide significant funding to support the establishment of lower cost overnight visitor accommodations within the coastal area of Los Angeles County, and preferably within the City of Redondo Beach's coastal zone. A per-unit fee for the total number of existing lower cost overnight units that are demolished and not replaced shall be required.

Where a proposed development includes both demolition of existing low cost overnight visitor accommodations and their replacement with high cost overnight visitor accommodations, the fee shall also apply to the 25% of the number of high cost rooms/units in excess of the number being lost.

Prior to issuance of the coastal development permit, and upon execution of an appropriate agreement between the City and the designated recipient that assures use of the in-lieu fee to assist in the creation of lower cost overnight visitor accommodations within the nearby coastal region, the applicant shall transfer the fee to the entity designated by the agreement.

(c) Tidelands. (lands west of the mean high tide line as defined in the City's Tidelands Trust agreement, and other parcels so designated excluding those parcels removed by the State's 1971 amendment to the City's Tideland Trust agreement). Permitted uses shall be limited to those uses dedicated to public trust purposes consistent with state law. Office uses shall not be permitted except for the management and operation of on-site facilities.

(d) Mole B. The primary permitted uses on Mole B shall be for boating facilities (such as boating clubs, boating instruction, boat storage, Harbor Patrol, and similar support facilities); and parks and recreation and public open space. Other public uses supporting these primary uses may be permitted.

(e) Water portion of leasehold areas. Marinas and boating facilities in the water portion of the harbor area shall be subject to a Conditional Use Permit with all development standards determined by the decision-making body. Water areas shall not be included in calculations of floor area ratio.

10-5.812 Development standards: CC-1 coastal commercial zone.

(a) Floor area.

(1) The Pier is limited to the total amount of leasable space provided for under the terms of the pier reconstruction plan, as approved by the City Council on September 3, 1991.

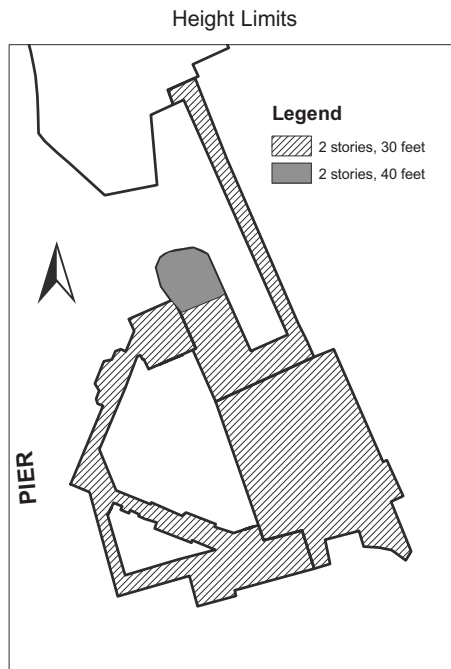
(2) The International Boardwalk floor area is limited by consistency with the other development standards in this section.

(3) Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed the limits established in the Coastal Land Use Plan.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet as measured from the top of the pier deck or sidewalk grade, as applicable.

(1) Notwithstanding the above, building height up to forty (40) feet may be permitted on the Parcel 10 site (see map below).

(c) Stories. No building shall exceed two (2) stories.



(d) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(e) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) Architectural design. The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan, the Pier Reconstruction Architectural Design Guidelines and Standards, and any subsequent design standards and guidelines applicable to the zone.

(g) Public walkways. Public walkways are required adjacent to the water's edge as specified in the pier reconstruction plan approved by the City Council on September 3, 1991 and consistent with the certified Land Use Plan. Continuous public access to and along the seaward side of International Boardwalk shall be provided.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) General regulations. See Article 3 of this chapter.

(j) Parking. See Article 5 of this chapter.

(k) Sign regulations. See Article 6 of this chapter.

(l) Landscaping regulations. See Article 7 of this chapter.

(m) Coastal Development Permits. See Article 10 of this chapter.

(n) Procedures. See Article 12 of this chapter.

(o) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.813 Development standards: CC-2 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (FAR) of all buildings in the CC-2 zone shall not exceed 0.35, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) Floor area ratio bonuses.

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas or on sites that are not master leasehold areas that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public

improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet above the sidewalk grade of Pier Plaza (top deck of parking structure).

(c) Stories. No building shall exceed two (2) stories.

(d) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(e) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) Architectural design. The architectural design of buildings shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) Public open space. Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) General regulations. See Article 3 of this chapter.

(j) Parking. See Article 5 of this chapter.

(k) Sign regulations. See Article 6 of this chapter.

(l) Landscaping regulations. See Article 7 of this chapter.

(m) Coastal Development Permits. See Article 10 of this chapter.

(n) Procedures. See Article 12 of this chapter.

(o) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.814 Development standards: CC-3 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) Floor area ratio bonuses.

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-3 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

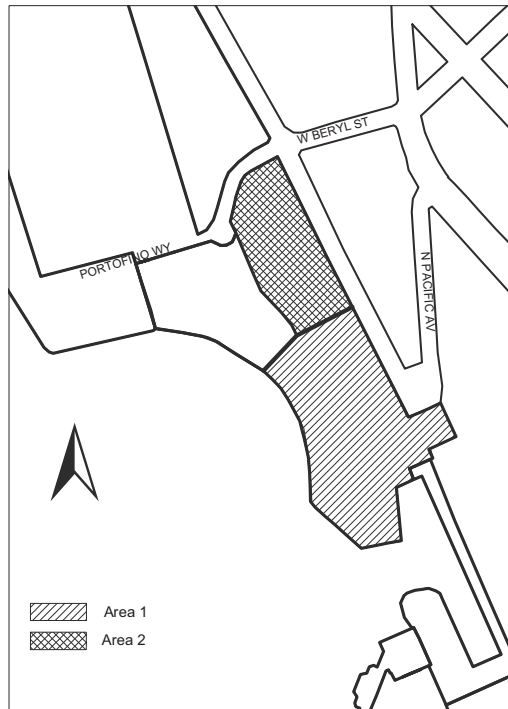
c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(b) Building height and stories. Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) South of existing southerly boundary of Seaside Lagoon (Area 1 in the illustration below). No building shall exceed two (2) stories and a height of thirty-seven (37) feet south of the southerly existing boundary of Seaside Lagoon. In this area, no more than fifty (50%) of the cumulative building footprint area shall exceed one story and a height of twenty-four (24) feet. Views from Czuleger Park shall be protected by ensuring that two story buildings are not clustered or lined up in a manner that creates a wall-like impact on views from the park.

(2) North of existing southerly boundary of Seaside Lagoon (Area 2 in the illustration below). No building shall exceed a height of forty-five (45) feet and a maximum of three (3) stories north of the southerly existing boundary of Seaside Lagoon.

Height Limits
CC-3 Zone



(c) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(d) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(e) Architectural design and site development. The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(f) Public Esplanade. A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in

conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value).

(g) Public open space. Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) General regulations. See Article 3 of this chapter.

(j) Parking. See Article 5 of this chapter.

(k) Sign regulations. See Article 6 of this chapter.

(l) Landscaping regulations. See Article 7 of this chapter.

(m) Coastal Development Permits. See Article 10 of this chapter.

(n) Procedures. See Article 12 of this chapter.

(o) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.815 Development standards: CC-4 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) shall not exceed 0.35 on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone, except that floor area ratio bonuses may be permitted pursuant to subsection (1) of this subsection. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(1) Floor area ratio bonuses.

a. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that include hotels and/or offices above the ground floor.

b. A maximum 0.15 FAR bonus may be permitted on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites in the CC-4 zone that provide public open space such as public plazas, public walkways, and other public spaces totaling at least 20% of the floor area of new developments or additions. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces for purposes of qualifying for a floor area ratio bonus.

1. Open space qualifying for a floor area ratio bonus shall be accessible to the public and not be fenced or gated so as to prevent public access.

2. Open space qualifying for a floor area ratio bonus shall be contiguous to the maximum extent feasible.

3. Areas less than ten (10) feet in width shall not count as open space for purposes of qualifying for a floor area ratio bonus.

c. Granting of a floor area ratio bonus, and the amount of bonus granted, should take into account the degree to which the project meets objectives for reconfiguration of development and siting buildings along common pedestrian promenades and public plazas and the degree to which the project provides high quality and quantity of public amenities, public spaces, including clustering of public spaces, and/or other public improvements. Projects that meet these objectives to a high level may be granted a higher FAR than projects that meet the objectives to a lesser extent.

(2) Sub-area 2. On Mole B and on portions of leaseholds in sub-area 2 as shown in the illustration in subsection (c) of this section, F.A.R. shall not exceed 0.25.

(b) Building height. Height shall be measured from the existing sidewalk grade at Harbor Drive at the point nearest to the building or structure.

(1) No building or structure shall exceed a height of forty-five (45) feet in Area 1 as shown in the illustration below.

(2) No building or structure shall exceed a height of thirty (30) feet in Area 2 as shown in the illustration below.

(c) Stories.

(1) No building shall exceed three (3) stories in Area 1 as shown in the illustration below.

(2) No building shall exceed two (2) stories in Area 2 as shown in the illustration below.

(f) Architectural design and site development. The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) Public Esplanade. A minimum twelve (12) foot wide paved public esplanade adjacent to the water's edge, providing continuous public access to and along the waterfront and helping complete the California Coastal Trail through Redondo Beach, shall be provided in conjunction with new construction or major rehabilitation (defined as reconstruction with a total valuation of fifty-one (51%) percent or more of the pre-rehabilitation value). On sites where new development or major reconstruction is not proposed, and where the location of existing buildings makes it infeasible to provide such esplanade adjacent to the water's edge, alternatives for the continuation of the Public Esplanade as a partial or full cantilever over the water with a minimum 10-foot width shall be considered subject to Harbor Commission Design Review. Any portions of the public esplanade over the water shall be designed to minimize impacts on other marina uses.

(g) Public open space. Public open space such as public plazas, public walkways, and other public spaces on master leasehold areas, or on sites that are not master leasehold areas, or on combined development sites shall have an area totaling at least 10% of the floor area of new developments or additions exceeding 5,000 square feet. Parking areas (including landscaped areas within parking areas) shall not be counted as public spaces.

(h) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(i) Parking. The parking provisions of Article 5 of this chapter shall apply. Large expanses of asphalt and surface parking areas should be avoided close to the water's edge, except for parking areas serving boating facilities between Marina Way and Portofino Way.

(j) General regulations. See Article 3 of this chapter.

(j) Sign regulations. See Article 6 of this chapter.

(k) Landscaping regulations. See Article 7 of this chapter.

(l) Coastal Development Permits. See Article 10 of this chapter.

(m) Procedures. See Article 12 of this chapter.

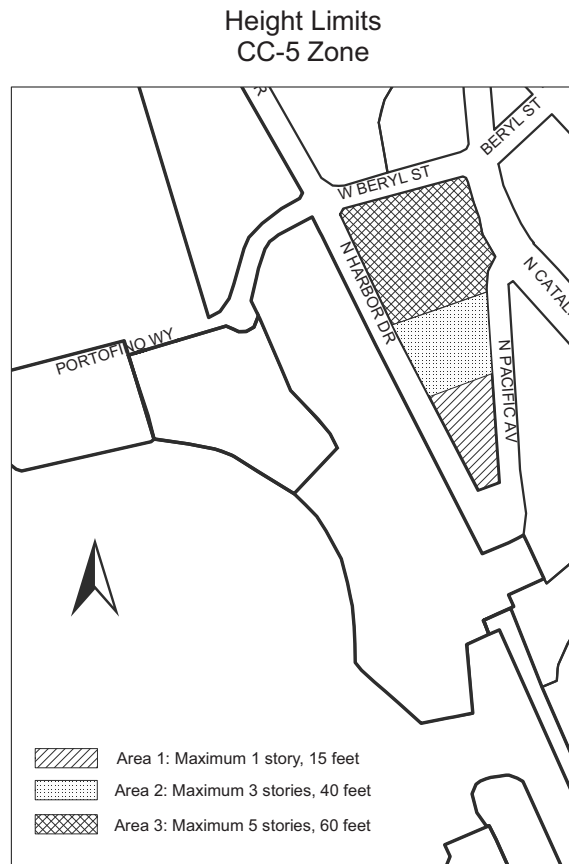
(n) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.816 Development standards: CC-5 coastal commercial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 2.25. Notwithstanding the above, cumulative development in all CC coastal commercial zones shall not exceed a net increase of 400,000 square feet of floor area based on existing land use on April 22, 2008.

(b) Building height. No building or structure shall exceed a height of fifteen (15) feet in Area 1, forty (40) feet in Area 2, and sixty (60) feet in Area 3 (see illustration below).

(c) Stories. No building shall exceed one story in Area 1, three (3) stories in Area 2, and five (5) stories in Area 3 (see illustration below).



(d) Setbacks. Setbacks shall be determined pursuant to the applicable review process.

(e) Minor additions or alterations. Minor additions or alterations to existing structures which do not result in a cumulative increase in the gross floor area of more than five (5%) percent or 500 square feet, whichever is less, within any five (5) year period may be approved by the Harbor Director provided the addition or alteration is architecturally compatible with the existing structure and does not result in the net loss of any parking spaces or create a deficiency with respect to required parking spaces. The Harbor Director may decline to make a decision on such minor addition or alteration in which case the applicant may apply for Harbor Commission Design Review.

(1) Coastal Development Permit requirements for minor additions or alterations. Administrative approvals of minor additions or alterations shall be subject to the requirements for approval of a Coastal Development Permit pursuant to the procedures of Section 10-5.2217 (public hearing waiver for minor development) unless the project is exempt or categorically excluded from the requirement of a Coastal Development Permit pursuant to Section 10-5.2208.

(f) Architectural design and site development. The architectural design of buildings and site development shall be consistent with the Harbor/Civic Center Specific Plan and any subsequent design standards and guidelines applicable to the zone.

(g) Undergrounding of utilities. All utilities shall be located underground, unless determined by the Building Official to be infeasible. Any utilities that must be located above ground shall be screened or buffered with appropriate landscaping or design features to decrease the adverse aesthetic impacts.

(h) General regulations. See Article 3 of this chapter.

(i) Parking. See Article 5 of this chapter.

(j) Sign regulations. See Article 6 of this chapter.

(k) Landscaping regulations. See Article 7 of this chapter.

(l) Coastal Development Permits. See Article 10 of this chapter.

(m) Procedures. See Article 12 of this chapter.

(n) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 20:

The amendment of Subsection (i) of Section 10-5.201, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(i) References to classes of zones. References to "residential zones" shall include the R-1, R-2, R-3A, RMD, and RH zones. References to "commercial zones" shall include the C-2, C-3, C-4, C-5, and the CC coastal commercial zones. References to "commercial" or "mixed use" zones shall include the MU-2 and MU-3 zones. Reference to "public zones" shall include all P zones.

SECTION 21:

The amendment of Section 10-5.300, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

10-5.300 Designation of zones.

For the purposes related to the orderly development of the City, and in order to carry out the provisions of this chapter, the Coastal Zone of the City is divided into the following zones:

(a) Residential.

(1) R-1 Single-Family Residential Zone.

(2) R-2 Low Density Multiple-Family Residential Zone.

(3) R-3A Low Density Multiple-Family Residential Zones.

- (4) RMD Medium Density Multiple-Family Residential Zone.
- (5) RH High Density Multiple-Family Residential Zones: RH-1, RH-2, and RH-3.
- (b) Commercial.
 - (1) C-2 Commercial Zones: C-2, C-2A, C-2B, and C-2-PD.
 - (2) C-3 Commercial Zones: C-3, C-3A, C-3B and C-3-PD.
 - (3) C-4 Commercial Zones: C-4 and C-4-PD.
 - (4) C-5 Commercial Zones: C-5A.
 - (5) CC Coastal Commercial Zones: CC-1, CC-2, CC-3, CC-4 and CC-5.
- (c) Mixed Use.
 - (1) MU-2 Mixed Use Zone.
- (d) Public and Institutional.
 - (1) P-CIV Civic Center Zone.
 - (2) P-RVP Riviera Village Parking Zone.
 - (3) P-CF Community Facility Zone.
 - (4) P-PRO Parks, Recreation, and Open Space Zone.
 - (5) P-ROW Right-of-Way Zone.
 - (6) P-GP Generating Plant Zone.
- (e) Industrial.
 - (1) I-2 Industrial Zones: I-2A.
- (f) Overlay Zones.
 - (1) (H) Historic Overlay Zone.
 - (2) (PLD) Planned Development Overlay Zone.
 - (3) (MU) Mixed-use Overlay Zone.
 - (4) (RIV) Riviera Village Overlay Zone.

SECTION 22:

The amendment of Subsections (84) through (87) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(84) Harbor/Civic Center Specific Plan” shall mean the Harbor/Civic Center Specific Plan of the City of Redondo Beach, adopted by the City Council.

(85) “Hazardous Waste” shall mean any waste, or combination of wastes, which because of its quantity, concentration, or physical chemical, or infectious characteristics may:

- a. Exhibit toxicity, corrosivity, flammability, and/or reactivity
- b. Cause, or significantly contribute to an increase in serious irreversible, or incapacitating reversible, illness,
- c. Pose a substantial present or potential hazard to human health or the environmental when improperly treated, stored, transported, or disposed of, or otherwise managed.

(86) “Hazardous waste facility” shall mean all contiguous land, structures, other appurtenances, and improvements on the land, used for handling, treating, storing or disposing of hazardous wastes.

(87) “Health and physical fitness clubs” shall mean private athletic clubs and gymnasiums, including but not limited to weight training facilities, aerobic exercise floors, racquetball courts, swimming pools, and similar athletic facilities.

SECTION 23:

The amendment of Subsection (94) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(94) "Hotel" or "motel" shall mean an establishment offering lodging for a period of thirty (30) consecutive calendar days or less, counting portions of calendar days as full days. This classification includes public meeting rooms and eating, drinking, and banquet services associated with the facility. Establishments as defined above shall provide kitchens in no more than fifty (50%) percent of guest units, except that kitchens may be provided in all Limited Use Overnight Visitor Accommodations.

a. “Condominium-Hotel” means a facility providing overnight visitor accommodations where ownership of at least some of the individual guestrooms (units) within the larger building or complex is in the form of separate condominium ownership interests, as defined in California Civil Code section 1351(f). The primary function of the Condominium-Hotel is to provide overnight transient visitor accommodations within every unit that is available to the general public on a daily basis year-round, while providing both general public availability and limited owner occupancy of those units that are in the form of separate condominium ownership interests.

b. “Fractional Ownership Hotel” means a facility providing overnight visitor accommodations where at least some of the guestrooms (units) within the facility are owned separately by multiple owners on a fractional time basis. A fractional time basis means that an owner receives exclusive right to use of the individual unit for an interval of not less than two (2) months and not more than three (3) months per year and each unit available for fractional ownership will have multiple owners.

c. “Hotel Owner/Operator” means the entity that owns and operates a hotel. If the hotel operator is separate from the hotel owner both are jointly and severally responsible

for ensuring compliance with the requirements described in this Local Coastal Program (LCP) and/or recorded against the property, as well as jointly and severally liable for violations of said requirements and restrictions.

d. "Limited Use Overnight Visitor Accommodations" means any hotel, motel, or other similar facility that provides overnight visitor accommodations wherein a purchaser receives the right in perpetuity, for life, or a term of years, to the recurrent, exclusive use or occupancy of a lot, parcel, unit, room(s), or segment of the facility, annually or on some other seasonal or periodic basis, for a period of time that has been or will be allotted from the use or occupancy periods into which the facility has been divided and shall include, but not be limited to Timeshare, Condominium-Hotel, Fractional Ownership Hotel, or uses of a similar nature.

e. "Timeshare" means any facility wherein a purchaser receives ownership rights in or the right to use accommodations for intervals not exceeding two (2) weeks per interval during any given year, on a recurring basis for more than one year, but not necessarily for consecutive years

SECTION 24:

The amendment of Subsection (114) of subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

(114) "Marina-related facilities" shall include:

a. Boating facilities. Includes boat launching ramps, mechanical boat launching facilities, boat docks, boat and jet-ski rental, sportfishing fleets, excursion boat rides, marine transportation services, service afloat fuel docks, pump-out stations, and associated facilities serving boat users. Support facilities include, but are not limited to, restrooms for marina users, laundry facilities, lockers, boater lounges, marina picnic areas, marina offices, and other facilities deemed by the City to be dedicated to use by patrons of the marinas.

b. Marine sales and services. Establishments providing supplies, equipment and/or services for shipping or pleasure boating. Typical uses include chandleries, yacht brokerage and sales, boat yards, boat docks, and sail-making lofts.

c. Yacht and boating clubs. Meeting, recreational, or social facilities of a private or nonprofit boating organization primarily for use by members and/or guests.

SECTION 25:

The addition of the following Subsection (141) to subsection (a) of Section 10-5.402, Article 1, Chapter 5, Title 10 of the Redondo Beach Municipal Code, and the renumbering of existing subsections (141) through (178) as subsections (142) through (179) is hereby approved.

(141) "Recreational equipment rental" shall mean an establishment primarily engaged in the rental of bikes, skates, surfboards, segways, and similar recreational equipment. This classification does not include rental of vehicles.

SECTION 26:

The addition of Section 10-5.633 and the amendment of Sections 10-5.630 and 10-5.631 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved.

10-5.630 Land use regulations: C-3, C-3A, and C-3B commercial zones, and C-3-PD pedestrian-oriented commercial zone.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Commercial Uses					
Ambulance services	C	---	---	---	
Animal sales and services:					
Animal feed and supplies	P	P	P	P	
Animal grooming	C	C	C	C	
Animal hospitals	C	---	---	---	
Animal sales	C	C	C	C	
Artist's studios	P	P	P	P	
Banks and savings and loans	P	P	P	P	
with drive-up service	C	C	C	C	
Bars and cocktail lounges	C	C	C	C	10-5.1600
Building material sales	C	---	---	---	
Business and trade schools	C	C	C	C	
Check-cashing businesses	C	C	C	C	10-5.1600
Commercial printing	P	---	---	---	
Commercial printing, limited	P	P	P	P	
Commercial recreation	C	C	C	C	10-5.1600

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Communications facilities	C	C	C	C	
Drive-up services	C	C	C	C	
Fire arm sales	C	C	C	C	10-5.1600
Food and beverage sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	P	C	C	
Hotels and motels	C	C	C	C	
Laboratories	C	---	---	---	
Liquor stores	C	C	C	C	
Maintenance and repair services	P	P	P	P	
Mortuaries	C	---	---	---	
Offices	P	P	P	P	10-5.631
Personal convenience services	P	P	P	P	
Personal improvement services	C	C	C	C	
Plant nurseries	C	C	C	C	
Recycling collection facilities: Reverse vending machines	P	P	P	P	10-5.1616
Small collection facilities	C	C	C	C	
Restaurants: 2,000 sq. ft. or less floor area with no drive-up service	P	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	C	

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Retail sales: 30,000 sq. ft. or less floor area	P	P	P	P	10-5.631
more than 30,000 sq. ft. floor area	P	C	C	C	
Snack shops	P	P	P	P	
Thrift shops	C	C	C	C	10-5.1600
Vehicle sales and services: Sales, leasing, and rentals	C	---	---	---	10-5.1602 10-5.1604
Automobile washing	C	---	---	---	
Service stations	C	---	---	---	
Motor vehicle repair garages	C	---	---	---	
Other Uses					
Adult day care centers	C	C	C	C	
Antennae for public communications	C	C	C	C	
Child day care centers	C	C	C	C	
Churches	C	C	C	C	
Clubs and lodges	C	C	C	C	
Cultural institutions	C	C	C	C	
Government offices	P	P	P	P	10-5.631
Parking lots	C	C	C	C	
Public safety facilities	C	C	C	C	
Public utility facilities	C	C	C	C	10-5.1614

<u>Use Classifications</u>	<u>C-3</u>	<u>C-3A</u>	<u>C-3B</u>	<u>C-3-PD</u>	<u>Additional Regulations</u> <u>See Section:</u>
Recreation facilities	C	C	C	C	
Schools, public or private	C	C	C	C	
Senior Housing	C	-	C	C	10-5.1624

10-5.631 Additional land use regulations.

(a) C-3-PD, C-3A, and C-3B zones.

(1) Offices. Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the C-3-PD zone within the Riviera Village overlay zone (see Section 10-5.1315).

(2) Uses exceeding 30,000 square feet. Uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

10-2.633 Development standards: C-3A commercial zone.

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

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

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-2.402).

(d) Setbacks. The minimum yard requirements shall be as follows:

(1) Abutting a street. From any property line abutting a street there shall be a minimum setback of fifteen (15) feet for the first story and a minimum setback of twenty-five (25) feet for the second story.

(2) Interior property line. From any property line not abutting a street there shall be a minimum setback of ten (10) feet.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

- (g) Sign regulations. See Article 6 of this chapter.
- (h) Landscaping regulations. See Article 7 of this chapter.
- (i) Coastal Development Permits. See Article 10 of this chapter.
- (j) Procedures. See Article 12 of this chapter.
- (k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 27:

The addition of the following Sections 10-5.700, 10-5.710, 10-5.711 and 10-5.713 to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code, as set forth below, is hereby approved.

10-5.700 Specific purposes, C-5A commercial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the C-5A commercial zone regulations are to:

- (a) Provide appropriately located areas consistent with the General Plan for a community and marine-oriented commercial area containing commercial retail and services, restaurants, marine-related commerce and services, automobile-related services, and similar uses;
- (b) Provide opportunities for light industrial uses that have impacts comparable to those of permitted retail and service uses to locate in areas not in demand for commercial uses within the portions of the zone adjacent to the Edison plant;
- (c) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the City;
- (d) Minimize the impact of commercial and light industrial development on adjacent residential districts;
- (e) Ensure that the appearance and effects of commercial and industrial buildings and uses are harmonious with the character of the area in which they are located.
- (f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.710 Land use regulations: C-5A commercial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that

classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Parks, Recreation and Open Space	P	
Commercial Uses		
Ambulance services	C	
Animal sales and services:		
Animal feed and supplies	P	
Animal grooming	C	
Animal hospitals	C	
Animal sales	C	
Artist's studios	P	
Banks and savings and loans with drive-up service	P C	
Bars and cocktail lounges	C	10-5.1600
Building material sales	C	
Business and trade schools	C	
Check-cashing businesses	C	10-5.1600
Commercial printing	P	
Commercial printing, limited	P	
Commercial recreation	C	10-5.1600
Communications facilities	C	
Drive-up services	C	

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Fire arm sales	C	10-5.1600
Food and beverage sales	P	
Hotels and motels	C	
Laboratories	C	
Liquor stores	C	
Maintenance and repair services	P	
Marine sales and services	C	
Mortuaries	C	
Offices	P	
Personal convenience services	P	
Personal improvement services	C	
Plant nurseries	C	
Recycling collection facilities:		10-5.1616
Reverse vending machines	P	
Small collection facilities	C	
Restaurants:		
2,000 sq. ft. or less floor area with no drive-up service	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	
Retail sales	P	
Snack shops	P	
Thrift shops	C	10-5.1600

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Vehicle sales and services:		
Sales, leasing, and rentals	C	
Automobile washing	C	
Service stations	C	10-5.1602
Motor vehicle repair garages	C	10-5.711 10-5.1604
Industrial Uses		10-5.711
Manufacturing and fabrication:		10-5.711
Custom manufacturing	C	
Electronics manufacturing	C	
Fabricating products from finished rubber	C	
Garment manufacturing	C	
Instrument manufacturing	C	
Office and related machinery	C	
Plastics fabrication	C	
Shoe manufacturing	C	
Sign manufacturing	C	
Textile manufacturing	C	
Laboratories	C	10-5.711
Professional offices	P	10-5.711
Computer and data processing facilities	P	

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Coastal-related uses:		10-5.711
Ships chandlers	C	
Sail manufacturing	C	
Boat fittings	C	
Marine research and labs	C	
Boat building	C	
Construction-related uses:		10-5.711
Building material storage yards	C	
Contractor's plants, offices, and storage yards	C	
Equipment leasing and rentals	C	
Lumber yards	C	
Stone monument works	C	
Woodworking	C	
Wholesaling/distribution/storage	C	10-5.711
Mini-warehousing and self-storage	C	10-5.711
Motor vehicle-related uses:		10-5.711
Motor vehicle body and fender shops	C	10-5.1606
Motor vehicle repair garages	C	10-5.1604
Motor vehicle towing and storage	C	
Recycling facilities:		10-5.1616
Large collection facilities	C	10-5.711
Light processing facilities	C	10-5.711

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u>
		<u>See Section:</u>
Other industrial uses:		10-5.711
Beverage manufacturing	C	
Carpet cleaning plants	C	
Facilities maintenance and construction shops	C	
Food products manufacturing	C	
Furniture manufacturing	C	
Heliports and helistops	C	
Household products manufacturing	C	
Laundries and wholesale dry cleaning plants	C	
Machine shops	C	
Motion picture and sound studios	C	
Pharmaceuticals manufacturing	C	
Photo processing	C	
Sheet metal shops	C	
Spray painting businesses	C	
Warehouse retail	C	
Warehouse retail, specialty		
Welding shops		
Other Uses		
Adult day care centers	C	
Antennae for public communications	C	
Child day care centers	C	
Churches	C	

<u>Use Classifications</u>	<u>C-5A</u>	<u>Additional Regulations</u> <u>See Section:</u>
Clubs and lodges	C	
Cultural institutions	C	
Government offices	P	
Parking lots	C	
Public safety facilities	C	
Public utility facilities	C	10-5.1614
Recreation facilities	C	
Schools, public or private	C	

10-5.711 Additional land use regulations.

(a) C-5A zone.

(1) Motor vehicle repair garages. Structures for this use shall:

a. Be designed to convey the visual character of retail commercial uses, including the incorporation of architectural elements and landscape which make them attractive to possible future pedestrian use of the corridor;

b. Be functionally and physically convertible to a retail use; and

c. Be designed so that repair facility service bays do not face any street including side streets.

(2) Industrial uses. No industrial use shall be allowed on the front half of lots adjacent to the west side of Catalina Avenue, except that this standard may be modified subject to a Conditional Use Permit (pursuant to Section 10-5.2506) under the following circumstances:

a. The industrial use is located to the rear of a structure occupied by other permitted commercial uses; or

b. There is insufficient lot depth to accommodate the intended use on the rear half of the lot, and the street-facing frontage of the structure is designed to convey the visual and architectural character of a retail commercial use.

(3) Offices. Offices shall be located in a building designed and intended for office uses.

10-5.713 Development standards: C-5A commercial zone.

(a) Floor area ratio. No buildings on a lot shall exceed a floor area to lot area ratio (F.A.R.) of 0.7, except as follows: (See definition of floor area ratio in Section 10-5.402).

(1) Mini-warehousing and self-storage. For portions of a site used for mini-warehousing and self-storage the floor area ratio shall not exceed 1.5.

(2) Other industrial uses. For portions of a site used for any other industrial use the floor area ratio shall not exceed 1.0.

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except that buildings or structures up to a maximum of sixty-feet (65) feet may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional height on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of building height in Section 10-5.402).

(c) Stories. No building shall exceed two (2) stories, except that buildings up to a maximum of four (4) stories may be approved on portions of the lot, subject to Planning Commission Design Review (Section 10-5.2502), where it is determined that the impacts of the additional story on the character of the frontage along Catalina Avenue are adequately mitigated by the change in topography or distance from the street frontage. (See definition of story in Section 10-5.402).

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

(1) Front setback. There shall be a minimum front setback of ten (10) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of ten (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.

(3) Rear setback. No rear setback shall be required.

(4) Second story setback. The second story shall have a minimum setback of fifteen (15) feet from any property line abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 28:

The addition of Section 10-5.914, as set forth below, to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code, and the amendment of Sections 10-5.900 through 10-5.912 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows, is hereby approved.

10-5.900 Specific purposes, MU-2 and MU-3 mixed-use zones.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the MU-3 mixed use zones are to:

(a) Encourage residential uses in conjunction with commercial activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic;

(b) Provide appropriately located areas consistent with the Coastal Land Use Plan for a full range of neighborhood, community-oriented and visitor-serving retail sales, services, professional offices, and other commercial uses;

(c) Strengthen the City's economic base, and provide employment opportunities close to home for residents of the City;

(d) Ensure that commercial and residential uses in a development are designed to be compatible with each other;

(e) Ensure that the appearance and effects of buildings and uses are harmonious with the character of the area in which they are located;

10-5.910 Land use regulations: MU-2, MU-3, MU-3B, and MU-3C mixed-use zones.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Residential Uses				
Multi-family residential	C	C	C	10-5.911(b)
Condominiums	C	C	C	10-5.911(b)
Family day care home, small	P	P	P	
Family day care home, large	P	P	P	

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Residential care, limited	P	P	P	
Commercial Uses				
Animal sales and services:				
Animal feed and supplies	P	P	P	
Animal grooming	C	C	C	10-5.911(a)
Animal hospitals	C	C	C	10-5.911(a)
Animal sales	C	C	C	10-5.911(a)
Artist's studios	P	P	P	
Banks and savings and loans with drive-up service	P C	P C	P C	10-5.911(a)
Bars and cocktail lounges	C	C	C	10-5.1600
Business and trade schools	C	C	C	
Commercial printing, limited	P	P	P	
Commercial recreation	C	C	C	10-5.1600
Communications facilities	C	C	C	
Drive-up services	C	C	C	10-5.911(a)
Food and beverage sales:				
30,000 sq. ft. or less floor area	P	P	P	
more than 30,000 sq. ft. floor area	C	C	C	10-5.911(c)
Hotels and motels	C	C	C	10-5.911(a)
Liquor stores	C	C	C	10-5.1600

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Maintenance and repair Services	P	P	P	
Offices	P	P	P	10-5.911(d)
Personal convenience services	P	P	P	
Personal improvement services	C	C	C	
Plant nurseries	C	C	C	
Recycling collection facilities:				10-5.1616
Reverse vending machines	P	P	P	10-5.911(a)
Small collection facilities	C	C	C	10-5.911(a)
Restaurants:				
2,000 sq. ft. or less floor area with no drive-up service	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	
Retail sales:				
less than 30,000 sq. ft. floor area	P	P	P	
30,000 sq. ft. or more floor Area	C	C	C	10-5.911(c)
Snack shops	P	P	P	
Thrift shops	C	C	C	10-5.1600
Vehicle sales and services:				
Service stations	---	C	---	10-5.1602; 10-5.911(a)

<u>Use Classifications</u>	<u>MU-2</u>	<u>MU-3</u>	<u>MU-3B</u> <u>MU-3C</u>	<u>Additional Regulations</u> <u>See Section:</u>
Other Uses				
Adult day care centers	C	C	C	
Antennae for public Communications	C	C	C	
Child day care centers	C	C	C	
Churches	C	C	C	
Clubs and lodges	C	C	C	
Cultural institutions	C	C	C	
Government offices	P	P	P	10-5.911(d)
Parking lots	C	C	C	
Public safety facilities	C	C	C	
Public utility facilities	C	C	C	10-5.1614
Recreation facilities	C	C	C	
Schools, public or private	C	C	C	
Senior housing	C	C	C	10-5.1624

10-5.911 Additional land use regulations: MU-2 and MU-3 mixed-use zones.

(a) Commercial uses prohibited in mixed-use projects. The following commercial uses are prohibited when located on a site containing both residential and commercial uses:

- (1) Animal grooming; animal hospitals; animal sales.
- (2) Bars and cocktail lounges.
- (3) Drive-up services associated with any commercial use.
- (4) Hotels and motels.
- (5) Liquor stores.
- (6) Recycling collection facilities.
- (7) Service stations.

(8) Thrift shops.

(b) Residential uses. Residential dwelling units may only be located on the second floor and higher of structures developed with commercial uses on the lower levels, with the following exception:

(1) MU-2 zone. In the MU-2 zone, lots may be developed exclusively for residential use.

(c) Uses exceeding 30,000 square feet. In the MU-3, MU-3B, and MU-3C zones, uses exceeding 30,000 square feet shall be prohibited except where they are designed to be compatible with the intended pedestrian-oriented character of the zone, pursuant to the requirements for a Conditional Use Permit (Section 10-5.2506).

(d) Offices. Offices are permitted only on the second floor and/or above, or on the ground floor to the rear of other permitted retail or service uses provided that the pedestrian character of the corridor is not disrupted, except that such ground floor uses along the street frontage are permitted in the MU-3C zone within the Riviera Village overlay zone (see Section 10-5.1315).

10-5.912 Performance standards: MU-2 and MU-3 mixed-use zones.

(a) Purpose. The purpose of this Section is to ensure that residential uses in mixed-use zones are not adversely impacted by the adjacent commercial uses, including, but not limited to traffic, noise, and safety impacts. In the interests of both the residents and the businesses, no Conditional Use Permit shall be approved for a mixed-use project combining residential and commercial uses on the same site, unless the project is designed to meet the following performance standards, in addition to all other applicable regulations of this chapter.

(1) Noise.

a. Residential units shall be constructed so that interior noise levels do not exceed an Ldn of 45 dB(A) in any habitable room.

b. Commercial uses shall be designed and operated, and hours of operation limited where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic or late-night activity. No amplified music shall be audible to neighboring residents.

c. Common walls between residential and non-residential uses shall be constructed to minimize the transmission of noise and vibration.

(2) Security.

a. The residential units shall be designed to ensure the security of residents, including, but not limited to, the provision of separate and secured entrances and exits that are directly accessible to secured parking areas.

b. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

c. Parking spaces for nonresidential and residential uses shall be specifically designated by posting, pavement marking, and/or physical separation.

(3) Lighting.

a. All outdoor lighting associated with commercial uses shall be designed so as not to adversely impact surrounding residential uses, while also providing a sufficient level of illumination for access and security purposes. Such lighting shall not blink, flash, oscillate, or be of unusually high intensity of brightness.

b. Parking areas shall be illuminated so as to provide appropriate visibility and security during hours of darkness.

(4) Odors, dust, vibration. No commercial use shall be designed or operated so as to expose residents to offensive odors, dust, electrical interference, and/or vibration.

(5) Refuse storage and location. The residential units shall maintain a separate refuse storage container from that used by the commercial uses. It shall be clearly marked for residential use only and use by commercial uses is prohibited.

10-5.914 Development standards: MU-2 mixed-use zone.

(a) Floor area ratio. (See definition of floor area ratio in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7.

(2) Mixed-use. For projects including both commercial and residential uses, the floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.5. The following shall also apply:

a. Maximum commercial floor area. All floor area exceeding a floor area ratio of 0.7 shall be developed for residential uses.

b. Minimum commercial floor area. The commercial component of mixed-use projects shall have a minimum floor area ratio of 0.3.

(b) Residential density. The maximum number of dwelling units on a lot shall be one unit for each 1,245 square feet of lot area.

(c) Minimum lot size, mixed-use projects. No projects containing both commercial and residential uses shall be permitted on lots with less than 15,000 square feet of lot area.

(d) Building height. (See definition of building height in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, no building or structure shall exceed a height of thirty (30) feet.

(2) Mixed-use. For projects including both commercial and residential uses, no building or structure shall exceed a height of forty-five (45) feet.

(3) Residential uses. For projects containing only residential uses, no building or structure shall exceed a height of forty-five (45) feet.

(e) Stories. (See definition of story in Section 10-5.402).

(1) Commercial uses. For projects containing only commercial uses, no building shall exceed two (2) stories.

(2) Mixed-use. For projects including both commercial and residential uses, no building shall exceed three (3) stories.

(3) Residential uses. For projects containing only residential uses, no building shall exceed three (3) stories.

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

(1) Front setback.

a. Minimum required. There shall be a minimum front setback of fifteen (15) feet the full width of the lot, except that display windows may project three (3) feet into the required front setback provided that the bottom of the projection is no less than three feet above the adjacent sidewalk grade.

b. Maximum permitted. In commercial or mixed-use projects, the front setback shall not exceed fifteen (15) feet for fifty (50%) percent 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. There shall be a minimum side setback of not less than ten (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.

(3) Rear setback. There shall be a rear setback of not less than ten (10) feet the full length of the lot.

(4) Second story setback. The second story shall have a minimum setback of twenty-five (25) feet from any property line abutting a street.

(5) Third story setback. Within the first thirty (30) feet of property depth, all building elevations above the second floor shall have a minimum average setback of five (5) feet from the second floor building face.

(g) Outdoor living space. Each dwelling unit shall be provided a minimum of 200 square feet of outdoor living space (see standards for outdoor living space in Section 10-5.1510).

(h) General regulations. See Article 3 of this chapter.

(i) Parking regulations. See Article 5 of this chapter.

(j) Sign regulations. See Article 6 of this chapter.

(k) Landscaping regulations. See Article 7 of this chapter.

(l) Coastal Development Permits. See Article 10 of this chapter.

(m) Procedures. See Article 12 of this chapter.

(n) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 29:

The addition of the following Sections 10-5.1000 through 10-5.1016 to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby approved:

10-5.1000 Specific purposes, I-2 industrial zone.

In addition to the general purposes listed in Section 10-5.102, the specific purposes of the I-2 industrial zone is to:

(a) Provide appropriately located areas consistent with the General Plan for a broad range of light industrial uses including light manufacturing, research and development, spacecraft manufacturing and associated aerospace operations, and business park offices;

(b) Strengthen the city's economic base, and provide employment opportunities close to home for residents of the city;

(c) Provide a suitable environment for light industrial uses, and protect them from the adverse impacts of inharmonious uses;

(d) Permit commercial uses which are compatible with the over-all character and economic health of the industrial area;

(e) Ensure that the appearance and effects of industrial and commercial uses are compatible with the character of the area in which they are located;

(f) Minimize the impact of industrial and commercial uses on adjacent residential zones;

(g) Ensure the provision of adequate off-street parking and loading facilities.

(f) Permit the replacement of existing uses with park, recreation and open space areas.

10-5.1010 Land use regulations: I-2A industrial zone.

In the following schedule the letter "P" designates use classifications permitted in the specified zone and the letter "C" designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a "P" nor a "C" indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The "Additional Regulations" column references regulations located elsewhere in the Municipal Code.

Notwithstanding the designation of a classification as a permitted use, a use permit may be denied for any proposed use which in the opinion of the Planning Director may in their maintenance, assembly, or operation create smoke, gas, odor, dust, sound, vibration, soot, or lighting of any degree which might harmfully impact surrounding land uses. The applicant for any such use denied by the Planning Director may apply for a Conditional Use Permit.

Use Classifications	I-2A	Additional Regulations See Section:
Parks, Recreation and Open Space	P	
Industrial Uses		
Manufacturing and fabrication: Aerospace manufacturing Custom manufacturing Electronics manufacturing Fabricating products from finished rubber Garment manufacturing Instrument manufacturing Office and related machinery Plastics fabrication Shoe manufacturing Sign manufacturing Textile manufacturing	P P P P P P P P P P P	
Laboratories	P	
Professional offices Computer and data processing facilities	P P	10-5.1011
Coastal-related uses: Ships chandlers Sail manufacturing Boat fittings Marine research and labs Boat building	P P P P C	

Use Classifications	I-2A	Additional Regulations See Section:
Construction-related uses: Building material storage yards Contractor's plants, offices, and storage yards Cement products manufacturing Equipment leasing and rentals Lumber yards Stone monument works Woodworking	C C C C C C C	10-5.1011
Wholesaling/distribution/storage	P	
Mini-warehousing and self-storage	C	
Motor vehicle-related uses: Motor vehicle body and fender shops Motor vehicle repair garages Motor vehicle towing and storage Automobile dismantling	C C C C	10-5.1606 10-5.1604 10-5.1011
Recycling facilities: Reverse vending machines Small collection facilities Large collection facilities Light processing facilities	P P C C	10-5.1616
Trucking terminals	C	
Other industrial uses: Ambulance services Beverage manufacturing	C P	

Use Classifications	I-2A	Additional Regulations See Section:
with ancillary retail sales and/or tasting facilities for the public	C	
Carpet cleaning plants	P	
Communications facilities	C	
Facilities maintenance and construction shops	P	
Food products manufacturing	C	
Foundries	C	
Furniture manufacturing	C	
Heliports and helistops	C	
Household products manufacturing	P	
Laundries and wholesale dry cleaning plants	P	
Machine shops	P	
Motion picture and sound studios	P	
Pharmaceuticals manufacturing	P	
Photo processing	P	
Sheet metal shops	P	
Spray painting businesses	C	
Warehouse retail	C	
Warehouse retail, specialty	C	
Welding shops	C	
Commercial Uses		
Ancillary uses	C	10-5.1011

Use Classifications	I-2A	Additional Regulations See Section:
Service stations	C	10-5.1602
Other Uses		
Antennae for public communications	C	
Child day care centers	C	
Government maintenance facilities	C	
Government offices	C	
Public safety facilities	C	
Public utility facilities	C	10-5.1614
Recreation facilities	C	
Schools, public or private	C	

10-5.1011 Additional land use regulations, I-2A industrial zone.

(a) Professional offices. Professional offices shall be located in a building designed and intended for office uses.

(b) Concrete ready-mix plants. Concrete ready-mix plants are prohibited.

(c) Automobile dismantling. Automobile dismantling shall only be permitted in an enclosed building.

(d) Ancillary commercial uses. Ancillary commercial uses may include banks, restaurants, photocopy services, and similar uses supporting to the primary industrial uses.

10-5.1016 Development standards: I-2A industrial zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.0 (see definition of floor area ratio in Section 10-5.402).

(b) Building height. No building or structure shall exceed a height of thirty (30) feet, except as follows (see definition of building height in Section 10-5.402):

(1) Antennae for public utilities. The height of antennae for public utilities shall be subject to the determination of the decision-making body pursuant to the procedures for a Conditional Use Permit.

(c) Stories. No building shall exceed two (2) stories (see definition of story in Section 10-5.402).

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

(1) Front setback. There shall be a minimum front setback of fifteen (15) feet the full width of the lot.

(2) Side setback. There shall be a minimum side setback of fifteen (15) 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.

(3) Rear setback. No rear setback shall be required.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 30:

The amendment of the listing of sections under the heading for Public and Institutional Zones, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows is hereby approved:

Sections

10-5.1100 Specific purposes, P Public and Institutional zones.

10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village Parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF Community Facility zone, and P-PRO Parks, Recreation, and Open Space zone.

10-5.1111 Additional land use regulations, P Public and Institutional zones.

10-5.1112 Development standards: P-CIV Civic Center zone.

10-5.1113 Development standards: P-RVP Riviera Village Parking zone.

10-5.1114 Development standards: P-GP Generating Plant zone.

10-5.1115 Development standards: P-ROW Right-of-Way zone.

10-5.1116 Development standards: P-CF Community Facility zone.

10-5.1117 Development standards: P-PRO Parks, Recreation, and Open Space zone.

SECTION 31:

The addition of Sections 10-5.1114 through 10-5.1115 to Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code, and the amendment of Sections 10-5.1110 and 10-5.1111 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code to read as follows, are hereby approved.

10-5.1110 Land use regulations: P-CIV Civic Center zone, P-RVP Riviera Village parking zone, P-GP Generating Plant zone, P-ROW Right-of-Way zone, P-CF community facility zone, and P-PRO parks, recreation, and open space zone.

In the following schedule the letter “P” designates use classifications permitted in the specified zone and the letter “C” designates use classifications permitted subject to approval of a Conditional Use Permit, as provided in Section 10-5.2506. Where there is neither a “P” nor a “C” indicated under a specified zone, or where a use classification is not listed, that classification is not permitted. The “Additional Regulations” column references regulations located elsewhere in the Municipal Code.

Use Classifications	P-CIV	P-RVP	P-GP	P-ROW	P-CF	P-PRO	Additional Regulations See Section:
Public and Other Uses							
Parks, parkettes, open space, recreational facilities, beaches, and coastal bluffs	P	P	P	P	P	P	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Public buildings in parks, recreation areas, open space areas, and beaches	C	C	C	C	C	C	10-5.1111(a) 10-5.1111(b) 10-5.1111(c)
Adult education centers	--	---	---	---	C	---	
Agricultural and horticultural uses	C	---	---	C	C	C	10-5.1111(a) 10-5.1111(c)
Child day care centers	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)

Use Classifications	P-CIV	P-RVP	P-GP	P-ROW	P-CF	P-PRO	Additional Regulations See Section:
Community centers	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Cultural institutions	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Government maintenance facilities	C	---	---	---	C	C	10-5.1111(a)
Government offices	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Public gymnasiums and athletic clubs	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Hospitals	--	---	---	---	C	---	
Medical offices and health-related facilities	--	---	---	---	C	---	
Nurseries, wholesale and retail	C	---	---	C	C	C	10-5.1111(a) 10-5.1111(c)
Performance art facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Parking lots	C	C	---	C	C	C	10-5.1111(a) 10-5.1111(c)
Public safety facilities	C	---	---	---	C	C	10-5.1111(a) 10-5.1111(c)
Public utility facilities	C	C	C	C	C	C	10-5.1614 10-5.1111(a) 10-5.1111(c)

Use Classifications	P-CIV	P-RVP	P-GP	P-ROW	P-CF	P-PRO	Additional Regulations See Section:
Schools, public and private	---	---	---	---	C	---	
Accessory uses/structures	P	P	---	P	P	P	10-5.1111(b) 10-5.1111(c)

10-5.1111 Additional land use regulations, P public and institutional zones.

(a) Recreation and Parks Commission Review, P-PRO zone. In the P-PRO parks, recreation, and open space zone, all applications for uses and development shall be referred to the Recreation and Parks Commission for its study and recommendations before submission to the appropriate decision-making body.

(b) Recreational uses, P-ROW zone. In the P-ROW right-of-way zone, recreational uses shall be limited to only passive type uses.

(c) Accessory uses and structures.

(1) Development standards. Permitted accessory uses and structures, including, but not limited to, storage sheds, maintenance buildings, lighting fixtures, view decks, rest rooms, flag poles, and concession stands, shall be subject to the height, setback, and floor area ratio standards of the zone in which it is located, except that height and setback standards may be modified subject to Planning Commission Design Review. In zones where no height standard is specified, permitted accessory uses and structures exceeding a height of thirty (30) feet shall be subject to Planning Commission Design Review, except that flag poles, lighting fixtures, and similar structures which do not contain floor area and which exceed a height of thirty (30) feet may be approved by the Planning Director. In zones where no maximum floor area ratio is specified, any building exceeding 1,000 square feet shall be subject to Planning Commission Design Review.

(d) Preservation of public beach. The beach and coastal bluffs south of Torrance Boulevard and west of Esplanade shall be maintained and preserved for public beach, open space and public recreational use. Notwithstanding Section 10-5.1110, the beach and coastal bluffs shall not be permitted to be developed with any of the uses listed other than beaches, coastal bluffs, and accessory uses and structures as listed in subsection (b) of Section 10-5.1110. The existing beach parking lot west of Esplanade at the southerly boundary of the City shall also be retained

10-5.1114 Development standards: P-GP generating plant zone.

(a) Floor area ratio. The floor area ratio shall be determined subject to Planning Commission Review.

(b) Building height. Height of buildings or structures shall be determined subject to Planning Commission Review.

(c) Stories. The number of stories of any building shall be determined subject to Planning Commission Review.

(d) Setbacks. Setbacks shall be determined subject to Planning Commission Review.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

10-5.1115 Development standards: P-ROW right-of-way zone.

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.1 (see definition of floor area ratio in Section 10-2.402).

(b) Building height. No building or structure shall exceed a height of fifteen (15) feet (see definition of building height in Section 10-2.402).

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

(d) Setbacks.

(1) There shall be a minimum setback of twenty (20) feet from any property line abutting a street.

(2) There shall be a minimum setback of five (5) feet from any property line not abutting a street.

(e) General regulations. See Article 3 of this chapter.

(f) Parking regulations. See Article 5 of this chapter.

(g) Sign regulations. See Article 6 of this chapter.

(h) Landscaping regulations. See Article 7 of this chapter.

(i) Coastal Development Permits. See Article 10 of this chapter.

(j) Procedures. See Article 12 of this chapter.

(k) Water Quality Measures. See Chapter 7, Title 5 of the Redondo Beach Municipal Code.

SECTION 32:

The amendment of Section 10-5.1900, Article 7, Chapter 5, Title 10 of the Redondo Beach Municipal Code to add the following new subsection (h), is hereby approved:

10-5.1900 Landscaping regulations.

(a) Purpose. The purpose of this section is to establish standards for installation of landscaping in order to enhance the aesthetic appearance of properties within the City, ensure the quality, quantity, and appropriateness of landscape materials, effect a functional and attractive design, improve compatibility between land uses, conserve water, control soil erosion, and preserve the character of existing neighborhoods.

(b) Criteria. Planting areas within development projects for which a landscape plan is required pursuant to subsection (c) of this section shall comply with the following criteria:

(1) Plant location.

a. All required setbacks shall be landscaped with live plants except for walkways, driveways, parking areas and patio areas. Non-organic groundcover shall not be used in place of plant material in planter areas unless utilized as a decorative accent.

b. Plants shall be grouped according to similar water needs.

c. Plants shall not interfere with safe sight distances or otherwise block vehicular, bicycle or pedestrian traffic, or conflict with the installation, maintenance, or repair of any public utility.

d. A planting area a minimum of eighteen (18) inches in width shall separate a building from a driveway or parking area as feasible.

e. Parking lots shall be separated from street frontages and from abutting uses by planting areas. In addition, planting areas shall be interspersed among the parking stalls as feasible, including provision of trees for appearance and shade.

f. Trees shall be planted at least five (5) feet from a public sidewalk, except that the Planning Director may require a greater distance for species that may, over time, cause damage to the sidewalk or other public infrastructure. The Planning Director may require installation of root control barriers where necessary to protect public sidewalks.

(2) Plant Type.

a. Drought-tolerant plants shall be used where feasible. Recommended drought-tolerant plant species are listed in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants maintained by the Superintendent of Parks. Other plants consistent with the intent of this section, but not included in the List of Recommended Trees and Water Conserving Plants, may be approved by the Planning Director. The Planning Director may also permit limited use of tree, shrub, and groundcover species not adapted to the dry summer climate if it can be demonstrated that:

1. The plant species and landscape changes to provide for the plant species is compatible with the visual quality of the project and has no harmful impact to the surrounding area; and

2. The non-native/adapted plant is irrigated by runoff water from other landscape areas and/or turf area is reduced to compensate for the increased irrigation water required for the plant species.

b. Plants shall complement the architectural design of structures on the site, and shall be suitable for the soil and climatic conditions specific to the site.

c. Plants shall be compatible with the character of the neighborhood.

d. Plants shall be adaptable to Redondo Beach's coastal environment.

e. Trees that may, over time, cause damage to public and/or private sidewalks, sewer lines, and other infrastructure shall be avoided, unless the Planning Director determines that the tree is located a sufficient distance from such infrastructure to prevent damage. Information on the suitability or lack of suitability of different tree species is contained in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants maintained by the Superintendent of Parks. Trees not listed that are determined to be consistent with the criteria of this section may be approved by the Planning Director.

f. Trees should be planted to shade turf, groundcover, and shrub planting areas to reduce water evaporation from these areas.

g. Non-residential developments. Turf (grass) area (excluding parkways between the public sidewalk and street) shall not exceed twenty (20%) percent of the total landscape area for non-residential developments, except that higher percentages may be permitted when turf is an essential part of the development such as for playing fields for schools or parks, or integral to the design of the project as determined through the applicable design review procedures.

1. Lower water usage turf or warm season grasses are recommended for all turf areas;

2. Use of turf shall be avoided in landscape areas with a dimension of less than eight (8) feet.

3. It is recommended that turf be separated from new trees to prevent over-watering of the tree, surface rooting, crown-rot, and damage of the tree trunk by grass trimming equipment;

4. If trees are to be planted in a turf area, only deep-rooted tree species should be used, turf irrigation and drainage should be directed away from the tree, and the tree should be irrigated by a combined bubbler/deep waterpipe fixture.

(3) Plant size.

a. Plants shall be sized and spaced to achieve immediate effect and shall normally not be less than a fifteen (15) gallon container for trees, five (5) gallon container for

shrubs, and a one gallon container for mass planting. Groundcover coverage must be 100 percent in one year, with rooted cuttings from flats planted no more than twelve (12) inches on center, and containerized woody, shrub ground cover planted no more than three (3) feet on center.

b. Landscape plans shall incorporate existing mature trees with trunk diameters of six (6) inches or greater that are compatible with the proposed grades, structures and hardscape. Specimen trees, thirty-six (36) inch box, or larger may be used to replace an existing mature tree that cannot feasibly be saved.

(4) Planting areas.

a. All planting areas shall be served by a permanent underground clock-operated water-efficient irrigation system. A drip irrigation system or other water conserving irrigation system may be required where feasible.

b. All sloped planting areas abutting hardscape shall be surrounded with a minimum six (6) inch high concrete curb where necessary to prevent erosion.

(5) Parking lots. New surface parking lots containing ten (10) or more parking spaces shall provide a minimum of one shade tree for every six (6) spaces. The Planning Commission may also require provision of trees and other landscaping in parking lots in conjunction with any project subject to Planning Commission Design Review.

(c) Landscape and irrigation plans required, for projects other than single-family developments. A landscape plan and irrigation plan drawn to scale and dimensioned shall be submitted to the Planning Division for all new projects in all nonresidential zones, and for all new residential projects of two (2) or more units. A landscape plan and irrigation plan may be required in conjunction with other projects requiring Administrative Design Review, Planning Commission Review, Conditional Use Permit, or Variance.

(1) Landscape plan, contents. A landscape plan shall contain at a minimum the following information:

- a. List of plants (common and Latin);
- b. Plant size;
- c. Plant location, with size and type identification

(2) Irrigation plan, contents. An irrigation plan shall contain at a minimum the following information:

- a. Location, type and size of lines;
- b. Location, type, gallonage output, and coverage of heads;
- c. Location and sizes of valves;
- d. Location and type of controller;

e. Location and type of backflow prevention device;

f. Available water pressure, water meter outlet size, and flow rates at meter.

(3) For purposes of this section, new project shall mean the addition of 1,000 square feet or more of floor area on a vacant site or the addition or reconstruction of 1,000 square feet or more of floor area made in conjunction with demolition of fifty (50%) percent or more of the total floor area of existing development on the lot.

(d) Landscape requirements for new single-family projects. For new single family projects, a site plan shall be required showing the type and location of proposed trees and their distance from public infrastructure. The landscaping regulations pursuant to this article shall not apply to single family developments except for the criteria in subsection (b)(2)(e.) of this section relating to location of trees to protect public infrastructure from damage.

(1) For purposes of this section, new project shall mean the addition of 1,000 square feet or more of floor area on a vacant site or the addition or reconstruction of 1,000 square feet or more of floor area made in conjunction with demolition of fifty (50%) percent or more of the total floor area of existing development on the lot.

(e) Maintenance of landscape. Planting areas shall be permanently maintained, including watering, weeding, pruning, trimming, edging, fertilizing, insect control, and replacement of plant materials and irrigation equipment as needed to preserve the health and appearance of plant materials. All trees, shrubs, and plants which, due to accident, damage, disease, or other cause, fail to show a healthy growth shall be replaced. Replacement plants shall conform to all the standards which govern the original planting installation.

(f) Street tree requirements. Street tree species, size, spacing, and planting standards shall be subject to approval of the Superintendent of Parks. The Superintendent of Parks shall select street trees taking into consideration the following criteria: that the selected tree as proposed to be located will not harm public sidewalks, streets, and infrastructure; that the tree is consistent with water conservation objectives; that the tree requires low maintenance and no pesticides; that the tree will enhance the visual character and identity of City streets; and that the tree complements appropriate existing street trees. Appropriate street trees include, but are not necessarily limited to, trees included in the City of Redondo Beach List of Recommended Trees and Water Conserving Plants. No existing street tree shall be removed without the approval of the City.

(g) R-1 zone, areas with no parkways. In the R-1 zone, in areas with no parkways, in conjunction with the construction of new homes, existing mature trees in the front yard that are compatible with the proposed development shall be preserved. A specimen tree, twenty-four (24) inch box, or larger shall be planted in the front yard where there are no existing mature trees or to replace existing mature trees that cannot feasibly be saved.

(h) Tree Trimming within the Harbor/Pier Area. The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts, California bird species of special concern, and wading birds (herons or egrets) within the past five (5) years, as determined by a qualified biologist or ornithologist, shall be undertaken in compliance with all applicable codes and regulations of the

California Department of Fish and Game, the U.S. Fish and Wildlife Service, and the U.S. Migratory Bird Treaty Act.

(1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1 through December 31.

(2) Trees or branches with a nest of a wading bird (heron or egret), a state or federal listed species, or a California bird species of special concern that has been active anytime in the last five years shall not be removed or disturbed unless a health and safety danger exists.

(3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.

a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations, tree size (no less than 36" box size), planting specifications, and a five year monitoring program with specific performance standards.

b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Harbor Director and maintained on file as public information.

(4) Tree trimming or removal during the non-breeding and non-nesting season (October 1 through December 31) shall follow the following procedures.

a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Harbor Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior 5 years and no courtship or nesting behavior is observed.

b. In the event that a wading bird (heron or egret) species, a state or federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1 through December 31), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).

c. Trimming of nesting trees shall not encroach within 10 feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.

d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

(5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Harbor Department and the City of Redondo Beach, and shall use the following procedures:

a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Harbor Director and maintained on file as public information. The plan shall incorporate the following:

1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).

2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.

3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.

b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.

Section 33:

The amendment of the zoning map for the area bounded by N. Catalina Avenue, Beryl Street, N. Harbor Drive, and Herondo Street, as shown in the following map and as listed Table 1 below, is hereby approved:

Amendments to the Zoning Map

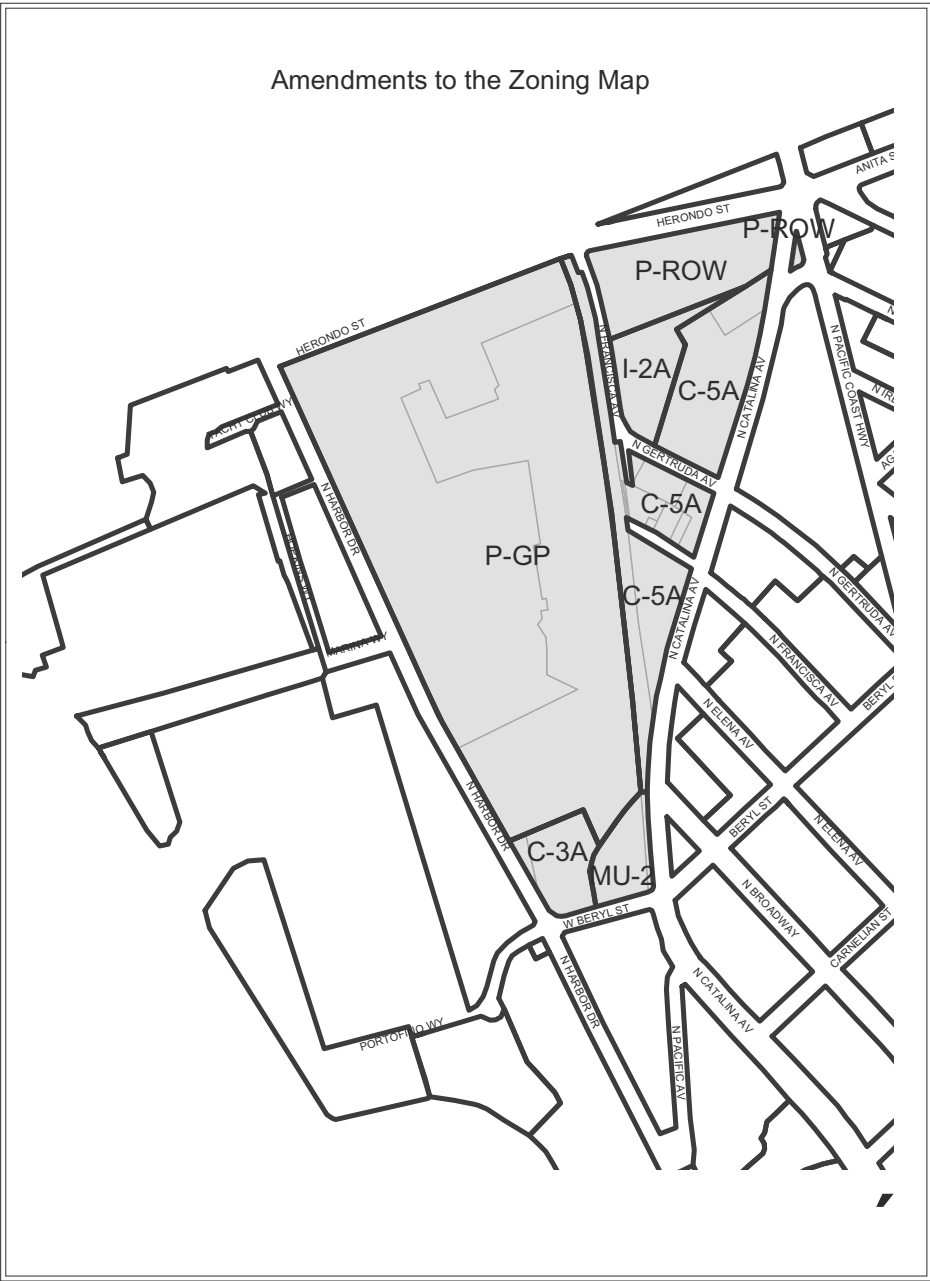


TABLE 1 PROPOSED AMENDMENTS TO THE ZONING MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	ZONING
7503001800			P-ROW
7503013003	125	W BERYL ST	MU-2
7503013011			C-5A
7503013013			C-3A
7503013014			P-GP
7503013015	1100	N HARBOR DR	P-GP
7503013815			C-5A
7503013819	1100	N HARBOR DR	P-GP
7503013820			P-GP
7503013901	400	N HARBOR DR	C-3A
7503014010			I-2A
7503014011	1217	N CATALINA AVE	C-5A
7503014013			I-2A
7503014014			I-2A
7503014015			I-2A
7503014803			P-ROW
7503014805			P-ROW
7503014902	1231	N CATALINA AVE	C-5A
7503021019			C-5A
7503021020			C-5A
7503021021	612	N FRANCISCA AVE	C-5A

TABLE 1			
PROPOSED AMENDMENTS TO THE ZONING MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	ZONING
7503021022	610	N FRANCISCA AVE	C-5A
7503021023	606	N FRANCISCA AVE	C-5A
7503021024	604	N FRANCISCA AVE	C-5A
7503021028			C-5A
7503021029			C-5A
7503021030			C-5A
7503021035	811	N CATALINA AVE	C-5A
7503021036			C-5A

Section 34:

Severability. If any section, subsection, sentence, clause, or phrase, of this measure 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 measure. The people hereby declare that they would have passed this measure and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid, unconstitutional, or unenforceable.

SECTION 35:

Amendments. The portions of the Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone which are put to a vote of the people herein as provided by Article XXVII of the City Charter may be amended or repealed by the City Council without a vote of the people if and only if approval of such action is not otherwise required by Article XXVII of the City Charter. Amendments to the Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone approved in this measure shall not be construed as having been enacted by initiative and shall not be subject to the provisions of California Elections Code Section 9217.

SECTION 36.

Effective Date. This measure 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 measure, and enter it into the book of original measure.

SECTION 37.

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 2nd day of November, 2010 by the following vote, to wit:

YES: _____

NO: _____

I hereby certify that the foregoing Resolution was PASSED APPROVED AND ADOPTED by a majority vote by the People of the City of Redondo Beach voting on the 2nd day of November, 2010.

Mike Gin, Mayor

ATTEST:

Eleanor Manzano, City Clerk

APPROVED AS TO FORM:

Michael, W. Webb, City Attorney

ANALYSIS OF PROPOSED MAJOR CHANGE IN ALLOWABLE LAND USE

The following discussion and analysis of the proposed amendments to the City's Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone ("Coastal Zoning Ordinance") is provided in compliance with Section 27.4(b) of Article XXVII of the City Charter.

Section 1: Introduction

A. Purpose and Scope of Analysis

Article XXVII of the City Charter of the City of Redondo Beach requires that amendments to the City's general plan, Coastal Land Use Plan and zoning ordinances which qualify as "Major Changes in Allowable Land Use" within the meaning of Article XXVII be approved by the voters of the City before becoming legally effective. Section 27.4(b) of Article XXVII also requires that certain information concerning the proposed Major Change in Allowable Land Use be provided to City voters in the Supplemental Ballot Pamphlet provided to voters prior to the election. This relevant information for the proposed Major Change in Allowable Land Use now being submitted to the voters consists of the following:

1. A description of the "major change in allowable land use" that "clearly discloses both the scope and main features of the project (including sequencing or phasing, as may be the case) that the major change in allowable land use consists of or depends on";
2. A description of "the location and acreage of the project site";
3. The "text of the proposed amendment to the general plan, to the city's zoning ordinance or to the zoning ordinance for the coastal zone";
4. "Easily readable maps shall be used to assist the voters in the project description;";
5. A comparison of "the project and its traffic impacts both to the as built condition, and to existing applicable land use designations and zoning classifications, providing accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts)".

The information provided in the following sections is intended to fulfill the requirements of Section 27.4(b), as well as additional relevant information which may assist voters in evaluating the implications of the amendments to the City's Coastal Land Use Plan and Zoning Ordinance for the Coastal Zone ("Coastal Zoning Ordinance") presented for approval in Measure G. The traffic impact analysis presented in Sections 5 and 6 is based on a comprehensive traffic study completed by Fehr & Peers Transportation Consultants. The results of the traffic study have been condensed for presentation in the Supplemental Ballot Pamphlet. The full text of the report and appendices may be downloaded from the City of Redondo Beach website at www.redondo.org/trafficstudy, copies may be viewed in the City Clerk's office or if you wish to obtain copy please call the City Clerk's office at (310) 318-0656.

B. Background and Overview of Proposed "Major Change in Allowable Land Use"

The "Major Change in Allowable Land Use" presented in Measure G consists of extensive amendments to the City's Coastal Land Use Plan and Coastal Zoning Ordinance. The amended Coastal Land Use Plan

indicates the kinds, location, and intensity of land uses (i.e. the types and size of buildings that can be constructed), the applicable resource protection and development policies, and has been prepared to comply with the California Coastal Act (Public Resources Code Sections 30000 et seq.). The amended Coastal Land Use Plan will supersede an existing certified Coastal Land Use Plan that contains very few development standards or limitations on development in the Harbor/Pier area of the City.

The amended Coastal Zoning Ordinance is intended to implement that Coastal Land Use Plan by providing more detailed development standards for development in the City's coastal zone. The Coastal Zoning Ordinance is codified in Chapter 5 of Title 10 of the Redondo Beach Municipal Code.

Collectively, the amended Coastal Land Use Plan and Coastal Zoning Ordinance are also intended to constitute the City's Local Coastal Program ("LCP") for affected areas of the City's coastal zone under the California Coastal Act. (See Public Resources Code § 30500 et seq.) The full text of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance sections adopted or amended by this Measure is set forth in Part A of this Supplemental Ballot Pamphlet, referred to in herein as the Ballot Measure Text.

The City's existing Coastal Land Use Plan has been certified by the California Coastal Commission for the entire coastal zone of the City. The current Coastal Zoning Ordinance has been certified for a portion of the City's coastal zone designated as "LCP Area 1". However, no coastal zoning has been certified for the areas of the City designated "LCP Area 2" (see Figures 1, 2, 3 and 4), which consists of the area of the coastal zone addressed in the Coastal Land Use Plan amendments and Coastal Zoning Ordinance amendments presented in this ballot measure, i.e. the Harbor/Pier area, AES Power Plant site, and certain areas along the west side of Catalina Avenue. If the Coastal Land Use Plan amendments and Coastal Zoning Ordinance amendments in this measure are approved by the voters, they will be submitted to the California Coastal Commission for final certification as the LCP for LCP Area 2. Final certification will also eliminate the segmentation of the City's coastal zone into LCP Area 1 and Area 2. The Coastal Commission conditionally certified the proposed Coastal Land Use Plan amendments and Coastal Zoning Ordinance amendments on July 9, 2009, subject to City acceptance of some 17 recommended additions and modifications. The suggested modifications were accepted without change by the City Council of the City of Redondo Beach on April 6, 2010 and April 20, 2010, and are included in the text of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments presented in this measure. Voter approval of these amendments is the last major approval required to obtain certification of the LCP for Area 2.

Upon final certification, the City will receive authority to issue Coastal Development Permits within the City's coastal zone for LCP Area 2. At present, issuance of Coastal Development Permits in LCP Area 2 is controlled exclusively by the Coastal Commission. After certification, the Coastal Commission's authority over Coastal Development Permits will be limited to certain types of projects which the Coastal Commission maintains original jurisdiction over, e.g. development on tidelands, submerged land and public trust lands lying within the Coastal Zone (see Pub. Res. Code Section 30519(b)), and to hearing appeals in certain types of cases, e.g. projects involving development on tidelands, submerged lands, public trust lands, sensitive coastal resource area, developments involving a major public works project or a major energy facility, and development located between the ocean and the first public road paralleling the ocean, i.e. Harbor Drive. (See Pub. Res. Code Section 30603).

Section 2: Description of Proposed Coastal Land Use Plan and Coastal Zoning Ordinance Amendments

A. Introduction and Overview

Measure G consists of an extensive set of amendments to the City's Coastal Land Use Plan and Coastal Zoning Ordinance that are presented for voter approval under Article XXVII of the Redondo Beach City

Charter. The amendments will enact extensive new development standards, including height limitations, floor area ratio (“FAR”) limitations and an overall development cap of 400,000 square feet of new development in the Harbor Pier, none of which exist in the currently operative Coastal Land Use Plan and zoning ordinances for the project area. The amendments will also allow a somewhat increased range of uses in the project area, including additional park space and other public uses, offices and some additional light industrial development in the Catalina Avenue Corridor, but will generally maintain the existing coastal commercial character of the area.

As a result of court action, the Coastal Land Use Plan and Coastal Zoning Ordinance amendments presented in this measure have been deemed to constitute a single “Major Change in Allowable Land Use” for purposes of Article XXVII of the City Charter. This “Major Change in Allowable Land Use” includes amendments to the Coastal Land Use Plan and Coastal Zoning Ordinance adopted for three Sub-Areas of LCP Area 2 by the City Council on various dates beginning in August, 2005. These include amendments for the AES Power Plant and Catalina Avenue Corridor adopted in August, 2005 (City Council Resolution Nos. CC-0508-83 and Ordinance Nos. 2971-05 and 2972-05); amendments for the Harbor/Pier area adopted on May 8, 2008 (City Council Resolution No. CC-0805-46 and Ordinance No. 3013-08), and further amendments adopted at the recommendation of the Coastal Commission on April 6 and April 10, 2010. (City Council Resolution No. CC-1004-306 and Ordinance No. 3050-10.) These amendments are collectively referred to as the “Project” or “proposed amendments” in the following text.

A few of the amendments to the Coastal Land Use Plan adopted by the City Council on April 6, 2010 establish new or amended policies that would apply to all areas in the City’s coastal zone, e.g. new or amended Coastal Land Use Plan policies 13, 15, 16, 17, 18, 19, 20, and 21. The great bulk of the amendments presented in this measure, however, apply specifically to areas or uses found in LCP Area 2, as further described below.

The principal features of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments for each affected area are summarized below. The major effect of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments would be to impose extensive additional development standards and restrictions in each designated Sub-Area of LCP Area 2, and an overall limit or “development cap” of 400,000 square feet of additional development above the existing amount of development in the Harbor/Pier area and the Crowne Plaza Site (see Figure 1 and 3).

The text of the proposed amendments has been incorporated into the Coastal Land Use Plan and Coastal Zoning Ordinance sections set forth in full in the Ballot Measure Text in Part A of this supplemental Supplemental Ballot Pamphlet. It should be noted that a “no” vote on the ballot measure will not repeal any existing provisions of the certified Coastal Land Use Plan or Coastal Zoning Ordinance, but simply result in those provisions remaining in their current state. For example, a “no” vote would remove park space as a permissible use in the coastal land use plan for the AES Generating Plant Site. Operations at the AES Generating Plant however would remain as a permissible use with or without the amendments. The general effects of a “no” vote may be ascertained by a review of the comparison between existing City planning and zoning regulations and the proposed amendments and comparative analysis of traffic impacts found in Sections 5 and 6 below. The following discussion summarizes the land uses and building densities and intensities that would be allowed by the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments.

B. Amendments For the Harbor-Pier Area

1. Affected Area (Harbor-Pier Area)

The Harbor-Pier Area and the new land use designations and zoning classifications to be applied to this area by the proposed amendments are shown in Figures 1 and 3. This area covers approximately 62.2 acres (2,710,000 square feet) and is located primarily between Harbor Drive and the Pacific Ocean. However, this area also includes the Crowne Plaza site located east of Harbor Drive, south of Beryl Street, and West of Pacific Avenue, and the Pier area to the south. Existing development conditions in this area includes approximately 930,117 square feet of mostly commercial development and approximately 229 legal nonconforming apartment units. The existing average floor to area ratio (FAR)¹ on this area is approximately 0.34.

Permissible Uses (Harbor-Pier Area)

a. *Amended Coastal Land Use Plan*

As shown on Figure 1, the amended Coastal Land Use Plan would designate all land in the Harbor/Pier area as “Commercial Recreation” or “P-PRO Parks, Recreation, and Open Space”. The “Commercial Recreation” classification is intended to provide for “a wide range of public and commercial recreational facilities,” including “regional-serving recreational facilities for all income groups”. (See Ballot Measure Text, Section 4.) Areas designated as Commercial Recreation are further broken down into four designated Commercial Recreation Sub-Areas 1 through 4. The uses allowed in each Commercial Recreation Sub-Area are further discussed below. The proposed Coastal Land Use Plan amendments also establish more specific standards for development and allowed uses for four designated Commercial Recreation Sub-Areas. These more detailed standards are summarized in Section 3, below.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning breaks down the area into the following Coastal Commercial Zones CC-1, CC-2, CC-3, CC-4, CC-5, and P-PRO which are consistent with the amendments to the Coastal Land Use Plan. (See Figure 3.)

Detailed specification of the uses allowed in each Coastal Commercial zone is provided in Section 10-5.810 the amended Coastal Zoning Ordinance, which is set out in Section 19 of the Ballot Measure Text. Generally these uses allowed in Coastal Commercial zones consist of general retail commercial uses; marina related uses, such as boating facilities and marine sales and services; hotels and motels (including “Limited Overnight Visitor Accommodations,” which may include timeshares, condominium hotels and fraction ownership hotels); food and entertainment services, such as restaurants, bars and snack shops; offices; various retail services; and miscellaneous other uses such as parking lots, public safety facilities, public utilities and cultural institutions. A conditional use permit is required for most of these uses, with the major exceptions being retail sale establishments under 5,000 square feet; snack shops; parks, recreation and open space; and certain additional permitted uses in the CC-5 zone. Additional limitations on permitted or conditionally permitted uses in various Coastal Commercial zones are set out in Section 10-5.811 of the amended Coastal Zoning Ordinance (Section 19 of the Ballot Measure Text). These

¹ “Floor to Area Ratio” (FAR) means the numerical value obtained by dividing the gross floor area of a building or buildings located on a lot by the total area of the lot. For example, a FAR of 0.25 would mean that there is the equivalent one square foot of single story structural development for every four square feet of land surface. A two story structure occupying one fourth of the total area of a parcel would have an FAR of 0.50.

include special limitations and requirements for offices and Limited Overnight Visitor Accommodations, and limitations on development in tidelands and on Mole B.

Uses allowed in the P-PRO zone are parks, parkettes, open space, recreational facilities, beaches, and coastal bluffs, public buildings in parks, recreation areas, open space areas, and beaches, agricultural and horticultural uses, child day care centers, community centers, cultural institutions, government maintenance facilities, government offices, public gymnasiums and athletic clubs, nurseries – wholesale and retail, performance art facilities, parking lots, public safety facilities, public utility facilities, accessory uses/structures. More detailed information on this zoning classification is provided in the City's Municipal Code in Section 10-5.1110. A conditional use permit is required for most of these uses, with the major exceptions being parks, parkettes, open space, recreational facilities, beaches, coastal bluffs, and accessory uses/structures.

2. Development Standards (Harbor-Pier Area)

a. *Coastal Land Use Plan Amendments*

The proposed Coastal Land Use Plan will add extensive development standards for the Harbor/Pier area that do not exist in the existing certified Coastal Land Use Plan. These include building height and building intensity restrictions for four designated Coastal Recreation Sub-Areas, additional policies and standards for designated properties are Sub-Areas, and an overall development cap of 400,000 square feet of net additional development in the Harbor/Pier area. The boundaries of each designated Coastal Recreation Sub-Area are shown in maps included in Section 4 of the Ballot Measure Text. The most important new policies and standards are summarized below. Additional detail appears in the text of amended Subsections C and D of Section VI of the Coastal Land Use Plan (Sections 4 - 15 of the Ballot Measure Text.)

• Development Cap

The amended Coastal Land Use Plan adds a 400,000 square foot limitation on net new development in the Harbor/Pier area, i.e. a limit of 400,000 square feet of development beyond the 930,117 square feet already existing in the Harbor/Pier area in April, 2008.

• Commercial Recreation Sub-Area 1:

Allowed Uses:

Retail uses, food and beverage services, hotel uses (Sub-Area 1C only), entertainment clubs, public open space/recreation uses, marina-related uses and boating facilities, amusement and arcade facilities, commercial offices (Sub-Area 1C only), on-site management offices (above 1st floor; Sub-Area 1B), parking facilities (Sub-Area 1C only)

Building Intensity:

Sub-Areas 1A, 1D: determined by zoning

Sub-Area 1B (Municipal Pier): Equivalent of leasable space under 1991 Pier Reconstruction Plan
Sub-Area 1C - Pier Plaza: FAR 0.35 for top deck (subject to bonuses up to 0.65 FAR allowed by zoning)

Building Height: 2 stories, 30 feet (except 2 stories, 40 feet in Sub-Area 1D)

Policy: New development shall not obstruct views from Czuleger Park to the ocean

- Commercial Recreation Sub-Area 2

Allowed Uses:

Retail uses, food and beverage services, hotel uses, multi-purpose private recreational uses, public open space/recreation uses, marina and marina-related uses, entertainment clubs, yachting and boating clubs, offices (except in tidelands; must be above first floor only, except for marine-related, visitor serving and on-site management offices), parking facilities.

Building Intensity:

Maximum FAR of 0.35 (exception: up to 0.65 with bonuses permitted by zoning ordinance, for hotels or offices above ground floor, or for “high quality public amenities, public spaces and public improvements) New development projects shall include view corridors to the water from N. Harbor Drive

Building Height:

Sub-Area 2a: 2 stories, 37 feet (no more than 50% of structure may be more than 1 story, 24 feet).

Sub-Area 2b: 3 stories, 45 feet.

- Commercial Recreation Sub-Area 3

Allowed Uses:

Retail uses, food and beverage services, hotel uses; public open space/recreation uses, marina-related uses and marina-related facilities, yacht and boating clubs, entertainment clubs (Sub-Areas 3a and 3c only); offices (in Sub-Area 3a and outside of tidelands only - must be above first floor, except for marine-related, visitor serving and on-site management offices), parking facilities (3a and 3c). Mole B (Sub-Area 3b) is designated for boating facilities and support uses and Public Open Space/Recreational Uses and supporting uses as the primary land uses. All tideland areas are reserved for public trust uses only.

Building Intensity:

Sub-Areas 3a and 3c: Maximum FAR = 0.35 (exception: up to 0.65 with bonuses permitted by zoning ordinance, for hotels or offices above ground floor, or for “high quality public amenities, public spaces and public improvements”)

Sub-Area 3b (Mole B): Maximum FAR = 0.25

Building Height:

Sub-Area 3a: 3 stories, 45 feet

Sub-Areas 3b and 3c: 2 stories, 30 feet

- Commercial Recreation Sub-Area 4 (Crowne-Plaza Hotel Site)

Allowed Uses: Retail uses, food and beverage services, hotel uses, personal service commercial uses (including health/athletic clubs), entertainment clubs, marina-related facilities, commercial offices, parking facilities.

Building Intensity:

Maximum FAR = 2.25

Building Height:

Sub-Area 4a: 1 story, 15 feet

Sub-Area 4b: 3 stories, 40 feet

Sub-Area 4c: 5 stories, 60 feet

- Additional Development Policies and Standards

Additional development restrictions included in the proposed Coastal Land Use Plan amendments include: preservation of views corridors from North Harbor Drive and Czuleger Park to the ocean, maintaining Mole B as 33% passive park space, requirement for construction of a public boat launch ramp with new development; discouraging removal of existing coastal dependent land uses; requirement for maintenance of a 10-12 foot public esplanade and providing additional signage; requirement for payment of an in-lieu fee for new development which is not a low or moderate cost facility,

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning generally implements the development policies and standards contained in the amended Coastal Land Use Plan for the Harbor/Pier area. The standards for Coastal Commercial zones CC-1 through CC-5 are set out in Sections 10-5.812, 10-5.813, 10-5.814, 10-5.815, 10-5.816 of the amended Coastal Zoning Ordinance (Sections 19 of the Ballot Measure Text). The principal building intensity restrictions are summarized below. Additional provisions governing building setbacks, discretionary review and other details are set forth in the text of the zoning amendments. Parking requirements, sign regulations, landscaping regulations, water quality measures and additional procedural requirements for development in these zones is established by existing regulations set forth elsewhere in the Coastal Zoning Ordinance. The Coastal Zoning Ordinance amendments also contain extensive regulations for “Limited Use Overnight Visitor Accommodations” which are considered a form of hotel use. These include Fractional Ownership Hotels, Condominium-Hotels and Time Shares. (See Ballot Measure Text, Sections 19 and 23.) The regulations provide that no more than 25% of the guestrooms in any hotel site or master lease area be allocated to these specialized types of use.

- Cumulative Development – All Coastal Commercial Zones

Development in the Coastal Commercial zones is subject to the 400,000 square foot cumulative development cap established for the Harbor/Pier area by the amended Coastal Land Use Plan, i.e. 400,000 square feet of net additional development beyond development existing on April 22, 2008. (See Coastal Zoning Ordinance Sections 10-5.812(a)(3), 10-5.813(a), 10-5.814(a), 10-5.815(a) and 10-5.816(a), Section 19 of Ballot Measure Text).

- CC-1 – Coastal Commercial zone

Building Intensity:

Pier: limited by leasable space provided for in 1991 Pier Reconstruction Plan.

Height Limits:

2 stories, 30 feet (exception - 40 ft on designated Parcel 10.)

Other Special Restrictions:

Utilities shall be placed underground unless determined to be infeasible by City Building Official

- CC-2 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 0.35 (subject to bonuses up to 0.65)

Height Limits:

2 stories, 30 feet

Other Special Restrictions:

New development must include public open space equal to at least 10% of floor space added by the project;

Utilities shall be placed underground unless determined to be infeasible by City Building Official.

- CC-3 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 0.35 (subject to bonuses up to 0.65)

Height Limits:

South of Seaside Lagoon: 2 stories, 37 feet (50% of building must be 1 story, maximum 24 feet)

North of Seaside Lagoon: 3 stories, 45 feet

Other Special Restrictions:

A public esplanade (minimum 12 feet in width) adjacent to water's edge must be provided with new development

New development must include public open space equal to at least 10% of floor space added by the project;

Utilities shall be placed underground unless determined to be infeasible by City Building Official.

- CC-4 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 0.35 (subject to bonuses up to 0.65)

Maximum FAR = 0.25 on Mole B

Height Limits:

Area 1: 3 stories, 45 feet (exception - 40 ft on designated Parcel 10.)

Area 2: 2 stories, 30 feet

Other Special Restrictions:

A public esplanade (minimum 12 feet in width) adjacent to water's edge must be provided with new development unless determined feasible

New development must include public open space equal to at least 10% of floor space added by the project;

Utilities shall be placed underground unless determined to be infeasible by City Building Official

- CC-5 – Coastal Commercial zone

Building Intensity:

Maximum FAR = 2.25

Height Limits:

Area 1: 1 story, 15 feet

Area 2: 3 stories, 40 feet

Area 3: 5 stories, 60 feet

Other Special Restrictions:

Utilities shall be placed underground unless determined to be infeasible by City Building Official.

- P-PRO – Parks, Recreation, and Open Space Zone

Building Intensity:

Maximum FAR = 0.25

Height Limits

2 stories, 30 Feet

C. AES Power Plant Site

1. Affected Area (AES Power Plant Area)

The AES Power Plant site covers approximately 52 acres and is generally located east of Harbor Drive, west of Catalina Avenue, and south of Herondo Street. The amended maps for this area are shown in Figures 2 and 4 and are designated as “Generating Plant” and ”P-GP”, respectively. The site is currently developed with the AES Power Plant, a thermal electrical generating plant built in 1948, and supporting facilities. The exhaust stack for the power plant is approximately 200 in height; other taller portions of the facility range from 70 to approximately 110 feet in height.

2. Permissible Uses (AES Power Plant Area)

a. *Amended Coastal Land Use Plan*

The amended Coastal Land Use Plan designates the AES Power Plant Site as “Generating Plant”. (Figure 2.) This designation allows continued operation of the AES Power Plant with any changes or additions subject to the requirement for a conditional use permit. The designation also allows parks and open spaces on the property. Policy 9 of the amended Coastal Land Use Plan provides that this designation is

intended to allow for a reduction in size and modernization of the existing power plant on a portion of the site, and to allow future conversion of the property to parks, open space and recreational facilities if the site can be acquired by a public, private, or non-profit agency. (See Ballot Measure Text, Sections 4 and 7.)

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance classifies the property as “P-GP Generating Plant zone”. This zoning classification allows parks, open space, and recreational facilities as a permitted use, and public park buildings with a conditional use permit. This designation also allows public utility facilities with a conditional use permit. The conditional use permit requirement would apply to any expansion or other substantial change to the existing AES Power Plant facilities. (For additional detail, see Coastal Zoning Ordinance Section 10-5.1110 (Section 31 of the Ballot Measure Text)).

3. Development Standards (AES Power Plant Area)

The amended Coastal Land Use Plan contains no specific development standards for the AES Power Plant site. The amended Coastal Zoning Ordinance provisions for the AES Power Plant site provide that all height limits, floor area ratios, setbacks for further development on the site will be determined on a discretionary basis by the Planning Commission. (See amended Coastal Zoning Ordinance Section 10-5.1114, Ballot Measure Text Section 31.) All development would be subject to general standards established by the Coastal Zoning Ordinance for parking, signage, landscaping and water quality measures.

D. Catalina Avenue Corridor

1. Affected Area (Catalina Avenue Corridor Area)

The Catalina Avenue Corridor area covers approximately 21.1 acres (920,000 square feet) located east of Harbor Drive, north of Beryl Street, west of Catalina Avenue, and south of Herondo Street, excluding the AES Power Plant site. The area is shown in Figures 2 and 4 as the area bearing various commercial, mixed-use and public right of way designations, but excluding the areas designated as “Generating Plant” and “P-GP”. The Catalina Avenue Corridor area is currently partially developed with various commercial, public, institutional and miscellaneous uses. Existing development is approximately 402,157 square feet. The Salvation Army site is currently occupied by a senior housing facility with 49 residential units.

2. Permissible Uses (Catalina Avenue Corridor Area)

a. *Amended Coastal Land Use Plan*

As indicated on Figure 2, the amended Coastal Land Use Plan designates this area primarily for C-5 commercial uses, but also designates individual parcels for MU - Mixed Use Commercial/Residential, C-3 Commercial, I – Industrial and P – Public or Institutional.

The C-3 and C-5 Commercial designations permit a wide range of retail and service commercial uses, including eating and drinking establishments, food sales, drug stores, overnight accommodations, household supply and furnishings, art and cultural facilities, professional offices, repair services and similar uses. The C-5 Commercial designation also permits parks and open space, light industrial uses, automobile and marine-related repair, boat storage, self-storage and wholesale uses.

The “MU – Mixed Use” designation applicable to the parcel at North Catalina Avenue and West Beryl Street allows retail and commercial uses, cultural facilities, professional offices and similar uses with residential development on the second floor or above. This classification also allows community service or non-profit service uses, including religious activities, assembly and group kitchen/cafeteria facilities at this location, consistent with its current uses by the Salvation Army.

The “I – Industrial” designation is intended to accommodate small to medium-size light industrial operations deemed compatible with surrounding areas.

The Catalina Avenue Corridor property designated as “P – Public or Institutional” in the amended Coastal Land Use Plan is a public utility transmission corridor. Uses of this property allowed by the amended Coastal Land Use Plan include continued public utility use, parking lots, nurseries and agricultural uses, all subject to requirements for a conditional use permit. Parks, open space and passive recreational uses are also permitted, subject to any additional requirements imposed by the landowner (Southern California Edison) for safety or other reasons.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance assigns the following zoning classifications to properties in the Catalina Avenue Corridor area, as shown on Figure 4: C-3A, C-5A, MU-2, I-2A, and P-ROW. These zoning classifications generally permit the uses permitted by the corresponding C-3, C-5, MU, I and P designations in the amended Coastal Land Use Plan. More detailed specification of the types of uses permitted or conditionally permitted in each zone may be found in Sections 10-5.630, 10-5.710, 10-5.910, 10-5.1010, 10-5.1011, and 10-5.1110 of the Coastal Zoning Ordinance. (See Sections 26, 27, 28, 29, and 31 of the Ballot Measure Text.)

3. Development Standards (Catalina Avenue Corridor Area)

a. *Amended Coastal Land Use Plan*

The amended Coastal Land Use Plan imposes the following development standards on properties in the Catalina Avenue Corridor area:

- C-3 Commercial
Maximum FAR = 0.7
Height Limits: 2 stories, 30 feet
- C-5 Commercial
Maximum FAR = 0.7 commercial, 1.0 light industrial, 1.5 storage/mini-storage uses
Height Limits: 2 stories, 30 feet (except 4 stories, 65 feet west of Catalina Avenue between Francisca Avenue and Beryl Street, subject to design review approval)
- MU Mixed Use Commercial Residential
Maximum FAR: 1.0 for commercial-only projects, 1.5 for mixed use (commercial/residential) projects, 35 units per net acre
Height Limits: 3 stories, 45 feet
- Industrial
Determined by zoning
- P – Public or Institutional (Southern California Edison right of way)
Determined by zoning

- Maximum FAR: 0.25 for parks and open space, 1.25 for community facilities
- Height Limits: 2 stories, 30 feet for parks and open space, 3 stories, 45 feet for community facilities.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance establishes the following development standards affecting development density and intensity on the Catalina Avenue Corridor properties. Additional standards governing setbacks, parking requirements, signage, landscaping and water quality measures are set forth in the text of the Coastal Zoning Ordinance. (See Coastal Zoning Ordinance Sections 10-5.633, 10-5.711, 10-5.914, 10-5.1016, and 10-5.1115, Ballot Measure Text Sections 26, 27, 28, 29, and 31).

- C-3A Commercial

Building Intensity:

Maximum FAR = 0.7

Height Limits:

2 stories, 30 feet

- C-5A Commercial

Building Intensity:

Commercial and similar uses: maximum FAR = 0.7

Mini-storage and mini-warehousing: maximum FAR = 1.5

Industrial Uses: Maximum FAR = 1.0

Height Limits:

2 stories, 30 feet. Exception: Up to 4 stories, 65 feet may be approved by the Planning Commission upon a determination that impacts on Catalina Avenue frontage are adequately mitigated by changes in topography or setback from the street

- MU-2, Mixed Use

Residential density:

1 unit/1,245 sq. ft of lot area (approx. 35 units/acre)

Building Intensity:

Commercial only projects: Maximum FAR = 0.7

Mixed use projects: Maximum FAR = 1.5 (minimum of 0.3)

Maximum of 0.7 may be commercial

Height Limits:

Commercial only projects: 2 stories, 30 feet

Mixed use/residential projects: 3 stories, 45 feet

- I-2A – Industrial

Building Intensity:

Maximum FAR = 1.0

Height Limits:

2 stories, 30 feet

- P-ROW

Building Intensity:

Maximum FAR = 0.1

Height Limits:

1 story, 15 feet

E. Additional Policies

The proposed Coastal Land Use Plan amendments include a number of new or amended policies that apply to specific development areas, or establish general policies for all development in the City's coastal zone. Some of the policies simply incorporate by reference general development policies found in the California Coastal Act. These new or amended policies are set forth in Sections 5 - 15 of the Ballot Measure Text. These policies generally provide for the following:

- Policy 1: Requires construction of a public boat launch ramp with new development.
- Policy 2: Discourages removal of existing coastal dependent land uses.
- Policy 3: Provides for public esplanade and providing additional signage.
- Policy 13: Mandates the siting of new development to minimize hazards.
- Policy 15: Regulates hotel and motel operations (an existing permitted use), requires payment of an in-lieu fee for new development which is not a low or moderate cost facility.
- Policy 16: Encourages walking, bicycling, and transit ridership in lieu of automobile use.
- Policy 17: Mandates protection for Environmentally Sensitive Habitat Areas ("ESHAs");
- Policy 18: Provides for protection of bird nesting habitat through tree trimming limitations.
- Policy 19: Mandates the maintenance and enhancement of marine resources for long term commercial, recreational, scientific, and educational purposes.
- Policy 20: Mandates the maintenance and restoration of coastal waters by minimizing adverse effects of waste water discharges, runoff, depletion of ground water supplies, and non-interference with surface water flow by encouraging water reclamation and natural vegetation buffer areas,
- Policy 21: Limits diking, filing, or dredging of open coastal waters, wetlands, estuaries, and lakes.

Two proposed amendments to the Coastal Zoning Ordinance will also potentially affect land uses outside LCP Area 2. These amendments to Sections 10-5.811 and 10-5.1900 of the Coastal Zoning Ordinance, both of which were adopted by the City Council in response to recommendations of the California Coastal Commission, will (1) add regulations for hotel uses classified as "limited use overnight visitor

accommodations” (e.g., time shares), and (2) add regulations of tree trimming activities. (See Ballot Measure Text, Sections 19 and 32.)

The foregoing policies and zoning amendments will not significantly affect permissible land uses, residential intensity or building intensity in the coastal zone. None have been identified as having the potential to measurably increase traffic. Instead, these policies and zoning amendments generally establish additional criteria that will be applied during discretionary City review of the design, siting and proposed amenities to be developed in conjunction with projects meeting the basic land use criteria and development standards established by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. For this reason, these policies and zoning amendments are not further addressed in the comparative analysis of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments below.

Section 3: Comparison to “As-Built” Conditions

A. Introduction – Basis for Comparison With “As-Built” Conditions.

Section 27.4(b) of City Charter Article XXVII requires that the sample ballot materials provided to voters include a “description” of the “project” being presented for voter approval and that “The description shall clearly compare; the project and its traffic impacts both to the as built condition, and to existing applicable land use designations and zoning classifications, providing accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts)”.

“As-Built condition” is defined in Section 27.2(b) as: “...the dwelling units, office and other nonresidential units, buildings and baseline traffic conditions existing at the time the city issues the notice of preparation of an environmental impact report for the major change in allowable land use, or where no such notice is issued, when the city commences environmental analysis for the major change. Illegal dwellings and other conditions that exist in violation of the City’s zoning ordinance or its local coastal program and are subject to the city’s power of abatement, may not be accounted for in the as built condition...”

The comparison with “as-built conditions” required by Section 27.4(b) thus requires a comparison with physical conditions existing at the time that environmental review for the “project” i.e. the Coastal Land Use Plan and Coastal Zoning Ordinance amendments at issue was commenced. Application of this definition to the Coastal Land Use Plan and Coastal Zoning Ordinance amendments at issue in this case is complicated by the fact that environmental review of the various components of the “project” was begun at different dates. Environmental review, for the Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the AES Power Plant and Catalina Avenue Corridor areas was commenced in May, 2005 over three years before the November 4, 2008 election for Article XXVII. Environmental review for the Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the Harbor/Pier Area was begun in March, 2007, more than one year before the election for Article XXVII. This environmental review included collection of traffic data which has been used in the traffic analysis contained in Sections 5 and 6, below. In April 2010 the City Council determined that supplemental or subsequent environmental review was not required for additional amendments to the proposed Coastal Land Use Plan and Coastal Zoning Ordinance adopted as a result of Coastal Commission’s recommended modifications. As a practical matter, however, there have been no significant changes in existing development in any of the affected areas since prior to 2008, and only very limited development in the area overall for the last 19 years. A comparison of the “project” with the “as-built condition” will thus have essentially the same result for the LCP Area 2 planning Sub-Areas whether the baseline period is 2005, 2007, or 2010, or the present time.

A comparative analysis for each planning area affected by the Coastal Land Use Plan and Coastal Zoning Ordinance amendments is set forth below. The analysis of traffic impacts of the amendments as compared to “as built conditions” is presented in Section 5, below.

B. Harbor-Pier Area

1. Existing Uses and Development (Harbor-Pier Area)

Existing development in the 62.2 acre Harbor-Pier Area consists of approximately 930,117 square feet of developed building space. The existing average floor to area ratio (FAR) is approximately 0.34, or the equivalent on a single story structure covering approximately 1/3 of every parcel. Existing uses consist primarily of waterfront oriented commercial and visitor-serving uses, e.g. shops and restaurants, boating and marina facilities, hotels and related facilities. The largest existing development is the Crowne-Plaza hotel just east of Harbor Drive. Approximately 229 residential apartment units in 3 apartment complexes also currently exist in the Harbor/Pier area.

2. Comparison with Proposed Uses and Development Standards (Harbor-Pier Area)

a. *Amended Coastal Land Use Plan*

As shown on Figure 1, the amended Coastal Land Use Plan designates all land in the Harbor/Pier area as “Commercial Recreation” or “P-PRO Parks, Recreation, and Open Space”. These designations are generally consistent with existing commercial and recreational uses and would allow continuation of these uses or, subject to the new development standards, reasonable expansion of these uses. The amended Coastal Land Use Plan would allow up to 400,000 square feet of additional commercial and recreational development or an increase of approximately 43% over total existing development. The amended Coastal Land Use Plan would also permit limited development of some miscellaneous new types of uses in the Harbor/Pier area, e.g. government buildings. A more extensive discussion of the uses allowed by the amended Coastal Land Use Plan and amended Coastal Zoning Ordinance is found in Section 2, above.

New residential development is not allowed by the amended Coastal Land Use Plan. Existing residences would continue to be legal nonconforming uses and could not be significantly expanded. .

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning assigns Coastal Commercial zoning classifications CC-1, CC-2, CC-3, CC-4, CC-5 to the great majority of the Harbor/Pier area, and the P-PRO zoning classification to the area south of Portofino Way. (See Figure 3.) These zoning classifications are also generally consistent with existing commercial and recreational uses, and would allow their continuation or reasonable expansion, as well as development of additional similar uses on vacant or underutilized properties. All such development would be subject to new development standards contained in the amended Coastal Land Use Plan and amended Coastal Zoning Ordinance, up to a maximum of 400,000 square feet of new development. These are discussed in greater detail in Section 2, above.

C. AES Power Plant Site

1. Existing Uses/Development

The AES Power Plant site covers approximately 52 acres (2,265,120square feet). Existing development on the site consists of the AES electrical generating facility, ancillary offices and 22 acres previously used for the tank farm.

2. Comparison with Proposed Uses and Development Standards

The amended Coastal Land Use Plan and Coastal Zoning Ordinance maps designate the site as “Generating Plant” and ”P-GP,” respectively. (See Figures 2 and 4.) These designations would allow continuation and reasonable renovations or modernization of the generating facility, but also allow conversion of all or part of the property to park, open space, and recreational uses. The amended Coastal Land Use Plan and Coastal Zoning Ordinance impose no specific development standards on the property. Any significant modifications to the existing generating facility would require a conditional use permit, and be subject to height, bulk or other limitations imposed by the Planning Commission or City Council as part of the discretionary review process. Size, height limits and design of structures related to future park or open space use, other than minor accessory buildings, would also be controlled through discretionary review by the Planning Commission.

D. Catalina Avenue Corridor

1. Existing Uses and Development (Catalina Avenue Corridor Area)

The existing Catalina Avenue Corridor area covers approximately 21.1 acres (920,000 square feet). Existing development in this area consists of approximately 402,157 square feet of floor space. Major existing uses include the Salvation Army senior housing facility, U.S. Bank, commercial retail, the Sunrise Hotel, dirt storage, U.S. Post Office,² a technical center and art studios and older warehouse structures. The average developed floor to area ratio (FAR) for the area is approximately 0.44. However, this development is not spread evenly among existing parcels, meaning that some parcels have much higher potentials for additional future development or redevelopment than others. One additional commercial retail project of approximately 20,000 square feet (and 80 parking spaces) has been approved for this area by the City of Redondo Beach. This development would be consistent with the amended Coastal Land Use Plan and Coastal Zoning Ordinance, but has not received a coastal development permit nor begun construction at this time.

2. Comparison with Proposed Uses and Development Standards (Catalina Avenue Corridor Area)

a. *Amended Coastal Land Use Plan*

The new land use designations applied to the various properties in this area (Figure 2) would allow continuation or reasonable expansion of existing uses. The amended CLUP would also allow a significant variety of additional new commercial, light industrial, storage, service and public uses, and limited mixed-use residential development on one site. For example, the proposed amendments for the Salvation Army site would allow some commercial development, including community and non-profit service uses, in addition to residential, as part of the “MU Mixed use Commercial/Residential”

² The U.S. Post Office is a federally controlled facility. Square footage of the existing post office facilities is not included in the total of existing commercial and other uses in the area.

designation. The new “C-5” commercial designations would add parks, open space, light industrial uses, professional services, overnight accommodations as allowable uses, subject to further regulation by the Coastal Zoning Ordinance. The “Industrial” designation in the amended CLUP would also allow parks and open space. (For additional discussion of uses allowed by the amended CLUP, see Section 2, above.) See the text of the ballot measure for greater detail.

The amended CLUP would also impose new development standards in the form of height limits and FAR limitations on the Catalina Avenue Corridor properties designated as C-3, C-5 and MU. For a discussion of the amount of new development permitted by these new standards, see the discussion of new development permitted by the Coastal Zoning Ordinance amendments for this area in the following subsection.

b. *Amended Coastal Zoning Ordinance*

The amended Coastal Zoning Ordinance applies the following zoning classifications to properties in the Catalina Avenue Corridor: C-3A, C-5A, MU-2, I-2A, and P-ROW. (See Figure 4.) These zoning classifications are consistent with those in the amended Coastal Land Use Plan and would allow continuation or reasonable expansion of existing uses, as well as redevelopment or new development of an additional array of commercial, light industrial, service, storage, park, open space and other uses. (For a more detailed discussion of uses allowed by the amended Coastal Zoning Ordinance, see Section 2, above, and Section Sections 26, 27, 28, 29, and 31 of the Ballot Measure Text.)

The amended Coastal Zoning Ordinance will also impose extensive new development standards on the properties in this area, including height limits, FARs and density restrictions that will effectively limit future development density and building intensity. (See Section 2, above, and Ballot Measure Text, Sections 26, 27, 28, 29, and 31.)

Residential development on the parcel designated for mixed-use development (MU-2 zoning) would be limited to 1 unit per/1,245 sq. ft of lot area, or approx. 35 units/per acre. This would allow a total of 54 multi-family residential units on the property. This site (the Salvation Army site) is currently occupied by a senior housing facility with 49 residential units. Replacement of these units with up to 54 new multi-family residential units could occur under the proposed amendments. For purposes of traffic analysis it has been assumed that increased residential traffic from new units would be offset by reduction or elimination of traffic associated with the existing senior residential use. However, as the existing senior residential institutional use is a relatively low generator of vehicle trips, this offset has been limited to 15% of expected new residential traffic generation, or an equivalent of 46 new units.

Building intensity for all non-residential types of development would be limited by FARs. However, the FARs for the C-5A and MU-2 zoning classifications (as well as the C-5 and MU designations in the amended Coastal Land Use Plan) are variable depending upon the type of development proposed. The C-5A zoning classification (and C-5 Coastal Land Use Plan land use designation) allows a maximum FAR of 0.7 for most commercial and other allowed uses, but an FAR of 1.5 for storage uses and FAR of 1.0 for light industrial uses. The MU-2 zoning allows an FAR of 1.0 for commercial projects, and an FAR of 1.5 for mixed use (commercial and residential). To determine a potential maximum building intensity for this area, it was assumed that all parcels are built out to maximum allowable FARs. It was assumed that parcels subject to variable FARs would be built out to full legal potential, resulting in a mix of commercial, light industrial and mini-storage uses. In practice, future development will involve some mix of commercial, industrial and storage uses, and is extremely unlikely to utilize the maximum 1.5 FAR assumed in the analysis. Commercial buildout would be limited in all events to 248,203 square feet. Some additional light industrial or storage uses could occur, but in most cases any new light industrial or storage uses would be constructed in place of, instead of in addition to, allowable commercial

development. The following analysis, which has been used for both comparative land use analysis and traffic impact analysis, is thus essentially a conservative, worst case analysis which overstates probable actual buildout and traffic impacts.

Table SBM-1: Allowable Additional Building Intensity (Catalina Avenue Corridor)

Use Category	Allowed New Development
Commercial/Other	248,203 sq.ft.
Industrial	96,358 sq. ft.
Mini-storage	195,654 sq. ft.
Total Building Intensity Increase	540,215 sq. ft.
Total Building Intensity (Existing & Allowable)	942,372 sq.ft.
Residential	46 units (replacing 49 existing senior units)

Section 4: Comparison with Existing Land Use Designations and Zoning Classifications

A. Introduction – Basis for Comparative Analysis.

As previously noted, Article XXVII. requires that information comparing the “project” to “existing applicable land use designations and zoning classifications, providing accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts”. The term “land use designations” generally refers to land use designations found in applicable provisions of the City’s general plan or Coastal Land Use Plan. The term “zoning classifications” obviously refers to zoning assigned in the applicable zoning ordinances and related zoning maps.

In this case, the applicable land use designations and related development standards, if any, are found in the City’s existing certified Coastal Land Use Plan and certain overlapping sections of the general plan. The existing Coastal Land Use Plan was first certified by the Coastal Commission in 1981. Substantial amendments to the Coastal Land Use Plan were certified in 2001. However, neither the original certified Coastal Land Use Plan nor any currently certified amendments to it, established detailed policies governing building intensity in LCP Area 2. The existing certified CLUP thus only specifies permitted uses in the Harbor/Pier area and other planning Sub-Areas of LCP Area 2 as discussed below, but imposes virtually no quantitative restrictions on development.

Extensive amendments to the Coastal Land Use Plan for LCP Area 2 were approved by the City Council in 2002, at the same time the City Council approved the Heart-of-the-City Specific Plan and related zoning amendments. However, these amendments were never submitted to the Coastal Commission for certification. For this reason, the Coastal Land Use Plan as currently certified by the Coastal Commission is used as the basis for comparison with the amendments to the Coastal Land Use Plan presented in this measure.

The comparison with existing zoning classifications involves some controversy. At the time the City Council first called for the election on Coastal Land Use Plan and Coastal Zoning Ordinance amendments included in this measure, it was believed that amendments to the Coastal Zoning Ordinance approved in May, 2008, approximately six months before the enactment of Article XXVII, were legally effective and not within the scope of the retroactivity provisions of Article XXVII. After this determination was made, a citizens’ organization and one of its members brought suit to expand the scope of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments to be placed on the ballot. The suit resulted in a trial

court decision holding that the 2008 Coastal Zoning Ordinance amendments, as well as the August 2005 Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the AES Power Plant and Catalina Avenue area are not legally effective because they have not yet been certified by the Coastal Commission. As a result, the effective zoning in LCP Area 2 is zoning that went into effect some time prior to 2005. Under the court's decision, the zoning could either be what is generally known as the Heart of the City zoning adopted by the City Council in 2002, before the Coastal Commission certified any coastal zoning ordinance for any area of the City, or the zoning in effect in 1981, when the Coastal Commission first certified a Coastal Land Use Plan for the City. The trial court denied a request by the City to clarify which zoning was placed in effect by its decision after the request for clarification was opposed by the citizens' organization that brought the lawsuit. The City has since appealed the trial court's decision, meaning that the decision is technically no longer legally binding, and that a different decision clarifying the status of the zoning for LCP Area 2 may ultimately be rendered by the court of appeal. In order to fulfill the requirements of Section 27.4(b) of Article XXVII for present purposes, however, the City has been required to attempt to interpret the trial court decision and determine the current applicable zoning based on this decision. That zoning is the zoning in effect at the time the City's Coastal Land Use Plan was certified in 1981.

In light of the legal uncertainty generated by the trial court decision, a few members of the public suggested in City Council hearings that the sample ballot materials for this measure should include either no analytical comparison with existing applicable land use designations and zoning classifications, or an alternate analysis comparing the proposed Coastal Land Use Plan amendments or Coastal Zoning Ordinance amendments with other baselines, including a "no-zoning" assumption. Omission of any comparative analysis, as suggested by some commenter's, is not a legal option under Section 27.4(b) of Article XXVII. However, Article XXVII does not appear to prohibit the presentation of additional comparative analysis beyond that expressly required by that section. The comparison between the proposed amendments and existing land use designations and zoning classifications below is therefore followed by a comparison of the proposed measures against alternative baselines which represent various views as to what zoning is actually legally in effect in LCP Area 2 at the present time.

B. Determination of Comparative Densities, Intensities and Traffic Impacts

Article XXVII Section 27.4(b) requires that the comparison of a proposed Major Change in Allowable Land Use and existing applicable land use designations and zoning classifications include "accurate comparative data concerning existing as well as proposed densities (in units per acre) and intensities of use (in square footage, types of use and traffic impacts)".

Where quantitative limits on density or intensity appear in the existing or proposed regulations (i.e. Floor to Area Ratio (FAR), Height Limits, Dwelling Units Per Acre (Du/acre)), it is possible to calculate the maximum permitted residential density, building intensity or project traffic impacts that would result from full buildout under the regulations. A comparison of the figures for actual buildout, however, does not necessarily take into account all factors that will come into play in determining actual buildout within an area. The primary additional factor which will affect the actual ultimate buildout of an area is the amount of discretion afforded to local decisionmakers in reviewing individual development projects. Discretion to restrict development of individual parcels to less than the maximum FARs, height, bulk, intensity or density permitted by applicable general plan, Coastal Land Use Plan or zoning may be conferred by a number of legal mechanisms, including design review or architectural review procedures, conditional use permit requirements, site plan or development plan review procedures, or subdivision review procedures established by local ordinance. Buildout of individual properties may also be limited in practice in some cases by such considerations as access and egress requirements, parking requirements, topographical or geotechnical considerations, adopted covenants or private restrictions (CC&Rs), federal and state limitations, other environmental or economic constraints. In a very few instances, e.g., in

calculating buildout for specific properties under the existing Harbor-Civic Center Specific Plan (Section 4.D below), practical development limitations have been assumed where there are no quantifiable limitations. In such cases, buildout to FARs or height limits for comparable properties was assumed, which represents a conservative estimate of buildout that would actually be allowed under City discretionary review processes. The figures presented in the comparative analysis below thus should all be understood as expected maximums with respect to buildout under both the existing and proposed regulations, not firm predictions of the amount of development that would actually occur. In all cases, except for limitations imposed by area-wide development caps, the actual ultimate building intensity achieved will most likely be substantially less than the maximums permitted.

C. Comparison of Coastal Land Use Plan Amendments and Coastal Zoning Ordinance Amendments with Existing Land Use Designations and Zoning Classifications

1. Introduction and Basis for Comparative Analysis

Existing land use designations governing the project area are found in the City of Redondo Beach general plan and in the existing Coastal Land Use Plan. The City's general plan contains general discussion and policies applicable to all areas of the City, including the coastal zone. More specific policies governing development in the coastal zone, however, are contained in the Coastal Land Use Plan. The existing Coastal Land Use Plan was first certified by the Coastal Commission in June, 1981. Since that time the City has adopted, and the Coastal Commission has certified, a number of minor amendments, and one major set of amendments designed to ensure that the Coastal Land Use Plan was consistent with the updated general plan. However, the existing certified Coastal Land Use Plan land use designations and policies for LCP Area 2 are limited in detail, and provide minimal development standards in terms of height limits, setback requirements, floor-to-area ratios ("FARs") or other constraints on building intensity. The proposed Coastal Land Use Plan amendments presented in this measure were adopted by the City Council with the intention of providing more specific policies and standards for development in LCP Area 2, as well as to make some changes in permitted uses in the area.

As discussed above, the existing zoning for the Harbor/Pier area has been determined to be the PD-Planned Development zoning in effect in 1981 for all areas west of Harbor Drive. The zoning areas east of Harbor Drive are "N-S-C" for the Crowne Plaza hotel site, "P-I" for the Generating Plant and other locations east of Catalina Avenue, "P-D-R" for the Salvation Army site, and "GC" for the area located northwest of Catalina Avenue and Pacific Coast Highway. These zoning classifications are shown on Figure 10.

The comparison of permitted uses, residential densities and building intensities permitted by the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments is set forth below for each Sub-Area affected by the amendments. The analysis of comparative traffic impacts is set forth in Sections 5 and 6, below.

2. Harbor/Pier Area (Figures 1 and 3):

a. *Existing and Proposed Allowable Land Uses*

The land uses allowed under the existing General Plan land use designations and the existing and proposed Coastal Land Use Plan and zoning ordinances are summarized in Table SBM-2, below. Additional detailed information on allowable uses under the proposed Coastal Land Use Plan and Coastal Zoning Ordinance may be found in Section 2 above.

In general terms, the existing land use designations in the General Plan for properties in the Harbor/Pier area consist of “CC Coastal Commercial” (coastal and recreation-oriented commercial retail and services uses) and “P Public or Institutional” (governmental administrative and capital facilities, parks, schools, libraries, hospitals and associated medical offices, public cultural facilities, public open space, utility easements, and other public uses). The primary uses allowed by these designations are, respectively, coastal and recreation-oriented commercial retail and service uses, and governmental administrative and capital facilities, parks, schools, libraries, hospitals and associated medical offices, public cultural facilities, public open space, utility easements, and other public uses.

Applicable land use designations in the existing certified Coastal Land Use Plan consist of “Commercial Recreation” (including hotels and motels), “Parks, Recreation and Open Space”, and a small amount of “Industrial” land. Typical uses allowed by the Commercial Recreation designation are food services, retail sales and service, fishing supplies, boat facilities, other uses, apartments (no expansion or new construction). Uses allowed by the “Parks, Recreation and Open Space” designation are local, county, state or other free public recreation areas, support facilities, including parking areas and libraries. Uses allowed by the “Industrial” designation are small to medium-size industrial operations that do not result in obnoxious output that would detrimentally impact surrounding districts.

The existing zoning for the Harbor Pier area west of Harbor Drive is “Planned Development (P-D)” -The P-D zoning allows development of any use allowed in any other zoning district, subject only to approval of a site plan. The existing zoning for the Crowne Plaza hotel site is “Neighborhood Shopping Center District (N-S-C)”. This zoning classification allows, the following bakery shops, barber and beauty shops, cleaning and dyeing agencies or pressing establishments, cafes, confectionery, delicatessen, drug stores, groceries, ice cream shops, liquor stores, meat stores, laundry, restaurants, offices, shoe repair shops, retail sales, post offices, plant nurseries, private or public parking lots, banks, automobile service stations, beer bars and cocktail lounges.

The land uses permitted by the amended Coastal Land Use Plan are described in greater detail in Section 2, above. The “Commercial Recreation” and “P-PRO Parks, Recreation, and Open Space” land use designations would generally provide for a similar but broader array of commercial and recreational uses than the existing Coastal Land Use Plan. Allowable uses are also further defined for 4 specified Commercial Recreation Sub-Areas in the Harbor/Pier area in the text of the amended Coastal Land Use Plan. (See Ballot Measure Text, Section 4.) The allowance of commercial offices in certain Sub-Areas (and subject to certain restrictions) would be the most significant change in terms of commercial uses allowed by the existing and amended Coastal Land Use Plan. The amended CLUP would also eliminate the “Industrial” designation for one parcel in the Harbor-Pier area, and replace this with a Commercial Recreation designation. Residential uses are not allowed under either the existing or amended Coastal Land Use Plan. Under either plan, the existing 229 apartment units in the Harbor/Pier area would be legal non-conforming uses, and would not be allowed to expand.

The amended Coastal Zoning breaks down the area into the following Coastal Commercial Zones CC-1, CC-2, CC-3, CC-4, CC-5, and P-PRO which are consistent with the amendments to the Coastal Land Use Plan. In contrast to the existing PD zoning for most of the Harbor/Pier area, this zoning would drastically restrict the range of allowable land uses. The amended Coastal Zoning Ordinance would eliminate general industrial and residential uses (except for continuation of existing legal nonconforming uses). The amended Coastal Zoning Ordinance would allow many but not all commercial uses permitted by the PD zoning. The amended Coastal Zoning Ordinance would generally permit the same type of open space, park, public recreational uses as the PD zoning in most but not all areas west of Harbor Drive. The amended Coastal Zoning Ordinance for the Crowne Plaza location provides uses similar to those allowed under the “N-S-C” zoning (compare N-S-C uses above to the CC-5 zone in 10-5.810 in Section 19 of the text of the Ballot Measure). More detailed information on the specific types of uses allowed by the

amended may be found in Sections 10-5.810 and 10-5.1110 of the amended Coastal Zoning Ordinance (Sections 19 and 31 of the Ballot Measure Text.)

Table SBM-2: Comparative Summary of Allowable Land Uses (Harbor/Pier Area)

Allowable Uses	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Residential Uses Permitted	No (legal non-conforming residential use may continue)	No (legal non-conforming residential use may continue)	No.	No	Yes, unlimited (except Crowne Plaza site east of Harbor Dr.)
Commercial Uses Permitted	Yes, as specified	Yes, as specified	Yes (unlimited)	Yes, as specified	Yes
Industrial Uses Permitted	No	No	No	Yes (northwest of Harbor Dr. and Beryl St.)	Yes, except Crowne Plaza site east of Harbor Dr
Parks, Recreation, Open Space, Other Public Uses	Yes, as specified	Yes, as specified	Yes	Yes, as specified	Yes, except Crowne Plaza site east of Harbor Dr
Building Intensity Permitted	FARs and height limits for most areas; max. 400,000 sq. ft. above existing development allowed	FARs and height limits for most areas; 400,000 square feet above existing levels	No quantitative development limits (with limited exception) ³ (relies on Coastal Land Use Plan, zoning and Specific Plan)	No quantitative development limits	No quantifiable development limits; development subject to discretionary review
Discretionary Review	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses and Design Review for most uses	site plan review zoning	Yes, Conditional Use Permit required for most uses	Yes, subject to review by the Harbor Review Board

b. Existing and Proposed Allowable Development Density and Intensity

The limitations imposed on new development density and intensity by the existing and proposed amended land use designations and zoning classifications for the Harbor Pier are summarized in Table SBM-2 above.

The existing land use designations in the General Plan (“CC Coastal Commercial” and “P Public or Institutional”) do not include any quantitative limitations on development, with exceptions noted in footnote below. The General Plan defers to the Coastal Land Use Plan, zoning and Harbor-Civic Center Specific Plan for development standards development limits).

The existing Coastal Land Use Plan policies and land use designations for the Harbor/Pier area contain no quantitative development standards, i.e. no direct constraints on building height, bulk, setbacks, floor area ratios or other restrictions on building intensity.

³ “Sub-Area 2: Hotel Triangle Site” is limited to a FAR of 2.25. Development on the Pier is “further limited to “intensity limitations prescribed in the rebuilding of the Pier.” Furthermore the Pier and King Harbor Marina are limited to a cumulative floor to area ratio of 0.35 for the leasehold areas.

The existing zoning also imposes limited quantitative limits on development. However, for the N-S-C zone, building height is limited to two stories or 35 feet. However, greater heights can be constructed with a conditional use permit. Development standards in the N-S-C zone and the P-D zone may also be imposed on a project-by-project basis through site plan review procedures.

The amended Coastal Land Use Plan and Coastal Zoning Ordinance contain extensive development standards for all properties in the Harbor/Pier area, including height limits, FAR limits and other requirements for most properties. These development standards would serve to substantially limit potential building intensity on most properties in the Harbor/Pier area. Additional development restrictions include preservation of views corridors from North Harbor Drive and Czuleger Park to the ocean and other measures which may restrict building intensity on various properties. (See Ballot Measure Text, Sections 4 - 32, for greater detail.)

The principal limitation on overall building intensity, however, is imposed by the 400,000 square foot development cap imposed by both the amended Coastal Land Use Plan and amended Coastal Zoning Ordinance. Imposition of this development cap will limit future increase in overall building intensity to approximately 47% of existing development, or a total of 1,330,177 square feet when added to the existing 930,117 square feet of development in the Harbor/Pier area. The amended Coastal Land Use Plan and Coastal Zoning Ordinance also do not permit new residential development in the Harbor/Pier area, and thus would not allow any increase in residential density for existing legal nonconforming residential uses or new residential uses.

3. AES Power Plant Site (Figures 2 and 4; “Generating Plant”/“P-GP” only)

a. *Existing and Proposed Allowable Land Uses*

The land uses allowed on under the existing and proposed Coastal Land Use Plan and zoning ordinances are summarized in Table SBM-3, below.

The current general plan designation for the AES Power Plant site is “P Public or Institutional Use”. This designation is applied to properties owned by public agencies, service districts and public utilities.

The existing Coastal Land Use Plan designation is “Industrial”. This designation is generally intended to accommodate small to medium-size industrial operations that do not result on obnoxious output that would detrimentally impact surround districts. The AES generating facility was build prior to adoption of the Coastal Land Use Plan in 1981.

The existing zoning for the site is “P-I - Planned Industrial”. This zoning allows various types of industrial uses, including electric generating plants, as permitted uses, and additional types of industrial uses with a conditional use permit.

The proposed amended Coastal Land Use Plan designation is “Generating Plant”. This designation would allow continuation and potential modernization of the existing AES generating plant on the site, but would not generally allow other types of industrial uses, or public uses unrelated to utility use. The new “Generating Plant” designation would also allow parks and open space as permitted future uses of the property. Policy 9 of the amended Coastal Land Use Plan provides that this designation is intended to allow for a reduction in size and modernization of the existing power plant on a portion of the site, and to allow future conversion of the property to parks, open space and recreational facilities if the site can be acquired by a public, private, or non-profit agency. The amended Coastal Zoning Ordinance classifies the AES Power Plant site as “P-GP – Generating Plant Zone”. (Coastal Zoning Ordinance section 10-5.1110 and 10-5.1114 (development standards); Ballot Measure Text, section 31.) This zoning classification

allows public utility facilities, subject to the requirement for a conditional use permit for any new or substantially altered us, and also adds parks, open space, and recreational facilities as permitted uses, and related public buildings as uses permitted with a conditional use permit.

The principal effects of the amended Coastal Land Use Plan and Coastal Zoning Ordinance are to expand permissible uses of the property to allow public (or non-profit) park, open space and recreational uses as allowable uses, and restrict future industrial use to continuation or modification of the existing generating plant and related facilities, or possibly addition of or replacement with other similar types of public utility facilities.

**Table SBM-3: Comparative Summary of Allowable Land Uses
(AES Power Plant Area)**

	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Residential Uses	No	No	No	No	No
Commercial Uses	No	No	No	No	No
Industrial Uses Permitted	Generating Plant	Public Utility facilities only	Public Utilities only	Yes (“Industrial”)	Yes
Other Uses Permitted	Parks and open space	Parks and open space	Parks and open space	No	No
Total Residential Development Permitted	None	None	None	None	None
Building Intensity Permitted	No quantitative development limits, subject only to City review	No quantitative development limits, subject only to City review	No quantitative development limits (relies on Coastal Land Use Plan, zoning and Specific Plan)	No quantitative development limits, subject only to City review	No quantitative development limits with a CUP.
Discretionary Review	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses	Determined by applicable zoning	Determined by applicable zoning	Yes, certain industrial uses and heights over 110 feet subject to conditional use permit

b. Existing and Proposed Allowable Development Intensity

The existing certified Coastal Land Use Plan and the General Plan have no quantifiable development limits for the “Industrial” and “P Public or Institutional Use” land use designations. The existing Planned Industrial zoning classification also does not impose restrictions on permitted development intensity.

The amended Coastal Land Use Plan does not impose any specific quantitative development standards or limitations on development of the site. In the existing P-I zone, building height is limited to 110 feet. However greater heights can be constructed with a conditional use permit (CUP). The amended Coastal Zoning Ordinance would impose the requirement for a conditional use permit for any new utility use or significant alteration of the existing generating facility, allowing restrictions to be imposed on a case-by-case basis. The amended Coastal Land Use Plan and Coastal Zoning Ordinance also do not directly impose any development limitations on new park, recreational or open space uses of the property, but require a conditional use permit for related new public buildings other than minor accessory structures.

4. Catalina Avenue Corridor (see Figures 2 and 4);

a. *Existing and Proposed Allowable Land Uses*

The land uses allowed in the Catalina Avenue Corridor under the existing General Plan and existing and proposed Coastal Land Use Plan and zoning ordinances are summarized in Table SBM-4, below. Maps showing the existing general plan designations and existing and proposed Coastal Land Use Plan and zoning designations are provided in Figures 11, 9, 10, and 1 - 4. The existing General Plan land use designations for properties in the Catalina Avenue Corridor are “C-3 Commercial” (retail commercial, eating and drinking establishments, household goods, food sales, drugstores, building materials and supplies, professional offices, personal services, cultural facilities, movie theaters, overnight accommodations), “MU-2 Mixed Use” (same as C-3 except large-scale single use food sales and retail facilities exceeding 30,000 square feet), “C-5 Commercial” (retail commercial, personal and business services, professional offices, household supply and furnishings, eating and drinking establishments, drug stores, entertainment, automobile related sales, car wash, and similar uses), “I-2 Industrial” (Light industrial, research and development, office park facilities, manufacture of spacecraft and associated aerospace systems, supporting commercial uses educational and governmental facilities, and day care centers), “P Public or Institutional” (Governmental administrative and capital facilities, parks, schools, libraries, hospitals and associated medical offices, public cultural facilities, public open space, utility easements, and other public uses).

The existing certified Coastal Land Use Plan land use designations are “Commercial”, “Commercial Recreation” (including hotels and motels), “Parks, Recreation and Open Space”, “Medium Density Residential”, and a limited amount of “Industrial” north of Gertruda Avenue. (See Figure 9.)

The existing zoning designations and principal permitted uses for the Catalina Ave Corridor are the following:

- P-D (Planned Development) – allows all uses permitted in any District.
- P-D-R (Planned Development Residential) – allows all uses permitted in any Residential District, subject to site plan review
- P-I (Planned Industrial) – allows industrial uses including electric generating plants, manufacturing, warehousing, research and development and other industrial uses. Other uses conditionally permitted.
- G-C (General Commercial) – allows hotels, motels, offices and other commercial uses. Additional uses conditionally permitted.
- NSC (Neighborhood Shopping Center) – allows commercial shopping uses to serve local business needs including cafes, groceries, drug stores, and offices and other commercial uses. Other uses conditionally permitted.

The amended Coastal Land Use Plan would eliminate the “Commercial Recreation” designation northeast of Harbor Drive and Beryl Street and change it to “C-3 Commercial”. The proposed Coastal Land Use Plan amendments would also change the parcels located west of Catalina Avenue from “Commercial” to “C-5 Commercial”. The parcel designated as “Medium Density Residential,” also referenced as the Salvation Army Site, would be changed to “MU Mixed Use Commercial/Residential”. The proposed amendments would change the land use designation located southwest of Herondo Street and Catalina Avenue from “Parks, Recreation, and Open Space” to “P Public or Institutional”. (See Figure 2)

Despite the changes in land use designation titles, the permissible uses for this area would generally remain similar in character to those provided under the existing certified coastal land use plan, with limited exceptions. The proposed amendments for the Salvation Army site would allow some commercial development, including community and non-profit service uses, in addition to residential, as part of the “MU Mixed use Commercial/Residential” designation. The new “C-5” commercial designations west of Catalina Avenue would also add parks, open space, and light industrial uses and mini-storage uses as allowable uses. The “Industrial” designation has also been revised to allow parks and open space. Finally the areas located southwest of Herondo Street and Catalina Avenue would be changed to “Public or Institutional”.

The amended Coastal Zoning breaks down the area into the following Zones C-3A, C-5A, MU-2, I-2A, and P-ROW (see Figure 4). The uses allowed by these zoning classifications are consistent with the amended Coastal Land Use Plan, and are discussed in greater detail in Section 2, above, and in Sections 2 - 15 of the Ballot Measure Text. These zoning classifications would generally allow the same types of development allowed in the area by the existing zoning, but would broaden the range of specific uses permitted on individual parcels, particularly those classified as C-5A. The general effect of the amended Coastal Land Use Plan and Coastal Zoning Ordinance thus would be to promote increased development and diversification of commercial, service, storage, light industrial and public or non-profit uses in the Catalina Avenue Corridor. More detailed information on the types of uses for each zone is provided in Sections 10-5.630, 10-5.710, 10-5.910, 10-5.1010, 10-5.1011, and 10-5.1110 of the amended Coastal Zoning Ordinance and Sections 26, 27, 28, 29, and 31 of the Ballot Measure Text.

**Table SBM-4: Comparative Summary of Allowable Land Uses
(Catalina Avenue Corridor Area)**

	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Residential Uses Permitted	Yes (“MU” only)	Yes (“MU-2” only)	Yes (“Sub-Area 3: Salvation Army Site” only)	Yes (“Medium Density Residential” only)	Yes, in the PD zone southwest of Herondo and Catalina and in the P-D-R District (the Salvation Army site).
Commercial Uses Permitted	Yes	Yes	Yes	Yes	Yes, except for the P-D-R District (Salvation Army site) and Planned Industrial District west of Catalina
Industrial Uses Permitted	Yes (“C-5” and “I” only)	Yes (“C-5A” and “I-2a” only)	Yes (“Sub-Area 1: Pacific Coast Highway to Beryl Street” only)	Yes (“Industrial”)	Yes, except for the General Commercial District west of PCH, the P-D-R District (Salvation Army site) and the N-S-C District, northeast of Harbor Dr and Beryl St.

	Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Existing General Plan	Existing Coastal Land Use Plan	Existing Zoning
Parks, Recreation, open space, other public uses Permitted	Yes (“Parks, Recreation, and Open Space” only, located northeast from the AES Generating Plant)	Yes	Yes	Yes (“Parks, Recreation, and Open Space” only, located northeast from the AES Generating Plant)	Yes, in the P-D District southwest of Herando and Catalina and the P-D-R District only (Salvation Army Site)
Total Residential Development Permitted	54 dwelling units (35 du/acre)	54 dwelling units (35 du/acre)	54 dwelling units (35 du/acre)	36 dwelling units (23.3 du/acre)	No quantifiable development limits
Discretionary Review	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses	Determined by applicable zoning	Yes, Conditional Use Permit required for certain uses	Yes, Conditional Use Permit required for certain uses

b. *Existing and Proposed Allowable Development Density and Intensity*

The existing General Plan land use designations establish height limits and density or intensity limitations (FARs) for a number of designations that apply to the Catalina Avenue Corridor properties, or to individual properties in the area, e.g. the Salvation Army site. These limitations are the following:

- “C-3 Commercial” – 0.70 FAR
- “MU-2 Mixed Use” – Salvation Army Site – (0.7 FAR for commercial, 1.5 FAR for mixed use; height limit, 2 stories, 30 feet for commercial only; 3 stories, 45 feet for mixed use; residential density, 35 du/acre)
- “C-5 Commercial” – (0.7 FAR, 1.0 FAR for Light Industrial, 1.5 FAR for Self Storage; height limits, 2 stories, 30 feet generally; permitted increase to 4 stories, 65 feet on west side of Catalina Avenue between Francisca Avenue and Beryl Street)
- “I-2 Industrial” – FAR 1.0
- “Public or Institutional” – (no quantitative limitations)

The existing certified Coastal Land Use Plan has no quantifiable development limits for the following land use designations, “Commercial (applicable to N. Catalina Corridor as shown in Exhibit H-1,)”,⁴ “Commercial Recreation”, “Parks, Recreation and Open Space”, and “Industrial”. Development is limited only by City review in the Coastal Land Use Plan. However, the existing Coastal Land Use Plan contains development limits for “Medium Density Residential” designation on the Salvation Army site, limiting the site to 23.3 dwelling units per net acre, with no more than one dwelling unit permitted on lots less than 5,000 square feet, and limiting development to two stories.

The existing zoning classifications for properties in the Catalina Avenue Corridor impose limited substantive limitations on building intensity or density. The following height limits are applicable; however greater heights can be constructed with a conditional use permit (CUP). The G-C zone, building

⁴ The existing certified Coastal Land Use Plan contains several types of Commercial designations. The “Commercial (applicable to N. Catalina Corridor as shown in Exhibit H-1)” designation contains no development limits. However, the “C-2 Commercial”, “C-3 Commercial”, and “C-4 Commercial” designations contain FAR and height limits, which are not applicable in this area in the existing Coastal Land Use Plan.

height is limited to three stories or 40 feet (without a CUP). Similarly, in the N-S-C zone, building height is limited to two stories or 35 feet (without a CUP). The P-I zone, building height is limited to 110 feet (without a CUP). Height, bulk and design limitations for projects in the P-D and P-D-R zoning classifications may be imposed on a case-by-case basis through the site plan review process. Conditionally permitted uses in the P-I, G-C and N-S-C Districts are also subject to discretionary City review and could be limited on a case-by-case basis.

The density and building intensity restrictions imposed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance are discussed in Section 3, above. Generally the amendments would impose effective limitations on building intensity throughout the affected area through height limitations and FARs. The net effect of these restrictions, as compared to the existing regulations, is summarized in Table SBM-5, below.

With respect to specific parcels, the property located northeast of Harbor Drive and Beryl Street would be changed from “Commercial Recreation” to “C-3 Commercial”. This new designation limits FAR to 0.7 and building height to two stories (30 feet). The locations west of Catalina Avenue would be changed from “Commercial” to “C-5”. This new designation would limit development to a FAR of 0.7 and a maximum building height of two stories (30 feet), with limited exceptions for self storage uses (FAR of 1.5), light industrial uses (FAR of 1.0), and the locations between Beryl and Francisca Avenue (4 stories subject to Planning Commission review). Finally the areas located southwest of Herondo Street and Catalina Avenue would be changed to “Public or Institutional”. This new designation provides additional development limits for this area which vary based upon the type of use. See Section 4 of the Ballot Measure Text for greater detail.

With respect to residential density, the proposed amendments to the Coastal Land Use Plan would change the “Medium Density Residential” designation of the existing Coastal Land Use Plan to “MU Mixed use Commercial/Residential”. The revisions would increase the residential density from 23.3 dwelling units/acre (du/acre) to 35 du/acre, or a total of 54 units on the site. Given that this property is already developed with the 49 unit Salvation Army senior residential facility, the change in density restrictions would be significant only in major redevelopment of the site is undertaken. The proposed amendments also add a FAR limitation of 1.0 for commercial only redevelopment of this site, and a FAR limitation of 1.5 for mixed use development, of which a minimum FAR of 0.3 and maximum FAR of 0.7 must be commercial.

Table SBM-5: Allowable Additional Building Intensity (Catalina Avenue Corridor)

Use Category	Amended CLUP/CZO	Existing General Plan	Existing Coastal LUP	Existing Zoning
Commercial/Other	248,203 sq.ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Industrial	96,358 sq. ft.	Same as amended CLUP/CZO CZO	Not limited	Not limited with a CUP
Mini-storage	195,654 sq. ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Total Building Intensity Increase	540,215 sq. ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Total Building Intensity (Existing & Allowable)	942,372 sq.ft.	Same as amended CLUP/CZO	Not limited	Not limited with a CUP
Residential	54 units (replacing 49 existing senior units)	Same as amended CLUP/CZO	36 units (replacing 49 existing senior units)	Not limited

D. Comparison Including Other Applicable Land Use Regulations.

1. Introduction and Basis for Comparative Analysis

Although Section 27.4(b) of City Charter Article XXVII specifically requires a comparison of the proposed project to existing “land use designations” and “zoning classifications” found in the General Plan, Coastal Land Use Plan and zoning ordinances, such a discussion is potentially misleading in that it omits consideration of other land use regulations and discretionary permitting procedures which may dramatically affect actual development in the project area. This section compares the allowable land uses and building densities and intensities that will potentially occur with approval of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments against currently allowable land uses, densities and intensities taking into account all applicable land use regulations. The analysis and conclusions differ from those presented in Section 4.C above in that the former analysis and conclusions take into account only constraints imposed by the currently operative General Plan, Coastal Land Use Plan and zoning.

The primary additional legal constraint on development in LCP Area 2 is the Harbor/Civic Center Specific Plan. Under California law, cities and counties may adopt a specific plan for portions of their territory to assist in implementing their general plan. (See California Government Code § 65450 et seq.) The specific plan serves as an intermediary level of regulation between a general plan and zoning ordinances and may be used to delineate the proposed distribution of land uses within the specific plan area, to establish specific development policies and standards for the area, and to plan public facilities required for the area. (Government Code § 65451.) In general law cities, the specific plan must be consistent with the adopted general plan, and zoning ordinances adopted after approval of the specific plan must be consistent with the specific plan. (Government Code §§ 65454, 65455.) Although these requirements are not technically applicable to charter cities such as the City of Redondo Beach, the policies and standards contained in the Harbor/Civic Center Specific Plan would as a matter of policy normally be applied to any development project in the specific plan area that required discretionary City approvals, including conditional use permits, design review or subdivision approvals. One or more of these discretionary review procedures would apply to all significant future development in LCP Area 2. The Harbor/Civic Center Specific Plan is therefore considered as a substantive constraint on future development for purpose of this analysis.

The Harbor/Civic Center Specific Plan was first adopted by the City of Redondo Beach in 1992. Geographically, the Harbor/Civic Center Specific Plan covers all properties in LCP Area 2, i.e. the properties affected by the Coastal Land Use Plan and Coastal Zoning Ordinance amendments submitted for voter approval in this election, as well as additional territory outside these boundaries. The Harbor/Civic Center Specific Plan was last amended by City Council Resolution No. CC-0805-47 on May 8, 2008. These amendments were approved at the same time with City Council approved the proposed Coastal Land Use Plan and Coastal Zoning Ordinance for the Harbor/Pier area that are presented in Measure G, and after the 2005 City Council approvals of the Coastal Land Use Plan and Coastal Zoning Ordinance amendments for the AES Power Plant site and Catalina Avenue Corridor that are also presented in Measure G.⁵ The amended Harbor/Civic Center Specific Plan was intended to be consistent with and to operate in conjunction with these amendments to the certified Coastal Land Use Plan and Coastal Zoning Ordinance. As further discussed below, the allowable land uses and the development standards contained in the Harbor/Civic Center Specific Plan thus generally mirror those found in the amended Coastal Land Use Plan and/or amended Coastal Zoning Ordinance.

⁵ The Harbor/Civic Center Specific Plan is not a part of the City’s adopted or proposed Local Coastal Program. The amendments to the Harbor/Civic Center Specific Plan were adopted in May, 2008 and are not affected by the enactment of City Charter Article.

The existing General Plan, certified Coastal Land Use Plan and zoning also apply to the project area. In almost all cases, however, the Harbor/Civic Center Specific Plan contains more restrictive provisions and development standards, and thus provides the operative limitations on allowable uses and development. Exceptions are noted in the text below.

Future development projects in LCP Area 2 could be subject to a number of additional building, land use and environmental regulations. Depending on the nature of the project, additional regulatory approvals could or would require compliance with building codes, subdivision regulations, environmental regulations, policies or standards contained in noise ordinances or elements of the General Plan outside the Land Use Plan, and potentially other regulations. While compliance with these requirements may significantly affect planning, design, construction and future operation of new development, these regulations are not likely to significantly affect the categories of uses allowed under current and proposed regulations, nor measurably affect the maximum buildout densities, intensities and potential traffic impacts permitted by the current or proposed Coastal Land Use Plan, Coastal Zoning Ordinance, General Plan Land Use Element, or Harbor/Civic Center Specific Plan.

2. Comparison of Allowable Land Uses

A comparison of uses allowed by the existing General Plan, certified Coastal Land Use Plan and zoning is contained in Section 4.C, above. Addition of the Harbor/Civic Center Specific Plan to the applicable land use regulations affects range of allowable uses in a number of areas within LCP Area 2.

The Harbor/Civic Center Specific Plan generally identifies primary and alternative land uses allowed in each planning Sub-Area of the specific plan. The lists for portions of the specific plan area found in LCP Area 2 are located the sections of the Specific Plan establishing development policies and standards for Harbor/Pier Sub-Area Zones 1, 2, 3 and 5 and Catalina Avenue Sub-area Zones 1 – 4 and 6. The primary and alternative uses designated for the Harbor/Civic Center Specific Plan are identical with those designated for the Harbor/Pier area in the amended Coastal Land Use Plan, and similarly correlate with the uses allowed by the proposed amended Coastal Zoning Ordinance. The uses allowed by the Harbor/Civic Center Specific Plan on the AES Power Plant site and Catalina Avenue Corridors are also consistent with those allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. The general uses allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance and by existing land use regulations, including the Harbor/Civic Center Specific Plan, are summarized in Table SBM-6 below.

Generally, the Harbor/Civic Center Specific Plan is far more specific and restrictive as to precise uses allowed than any of the other applicable land use plans or zoning regulations. Without approval of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments, the Harbor/Civic Center Specific Plan will thus generally provide the operative limitations on new development. An exception exists for commercial offices in the Harbor/Pier area, which are not allowed by the existing Coastal Land Use Plan, but are allowed (with various restrictions) by the Harbor/Civic Center Specific Plan. In this situation, the more restrictive provisions of the Coastal Land Use Plan would prevail, meaning commercial office uses would not be allowed in the Harbor/Pier area under existing regulations. Commercial offices would be allowed in some portions of the Harbor/Pier area by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This difference does not affect the calculation of expected total building intensity allowed under existing regulations and under the amended Coastal Land Use Plan and Coastal Zoning Ordinance.

Table SBM-6: Comparison of Allowable Land Uses, Including Harbor Civic Center Specific Plan

		Proposed CLUP Amendments	Proposed Coastal Zoning Amendments	Harbor Civic Center Specific Plan
Residential Uses Permitted	Harbor/Pier:	No	No	No
	AES Site	No	No	No
	Catalina Corridor	Yes (MU only)	Yes ("MU-2" only)	Yes (Catalina Avenue Sub-Area 6C only)
Commercial Uses Permitted	Harbor/Pier:	Yes	Yes	Yes
	AES Site	No	No	No
	Catalina Corridor	Yes	Yes	Yes
Industrial Uses Permitted	Harbor/Pier:	No	No	No
	AES Site	Yes	Yes	Yes
	Catalina Corridor	Yes ("C-5" and "I" only)	Yes ("C-5A" and "I-2a" only)	Yes (Catalina Avenue Sub-Area 1, Area 3, and Area 4)
Park, Open Space, Public Uses Permitted	Harbor/Pier:	Yes	Yes	Yes
	AES Site	Yes (Parks and open space)	Yes (Parks and open space)	Yes (Parks and Open space)
	Catalina Corridor	Yes	Yes	Yes

3. Comparison of Allowable Residential Densities and Intensities

a. *Harbor/Pier Area*

The Harbor/Civic Center Specific Plan contains extensive development standards that generally mirror those in found in the amended Coastal Land Use Plan and Coastal Zoning Ordinance. More specifically, the FAR and height limitations established in the Harbor/Civic Center Specific Plan development standards for Harbor/Pier Sub-Areas 1, 2, 3 and 5 and Catalina Avenue Sub-Area Zone 6 (Crowne Hotel site) match the FARs and height limits for all properties in amended Coastal Land Use Plan Commercial Recreation Sub-Areas 1 through 4, and corresponding provisions of amended Coastal Zoning Ordinance. An exception exists for the International Boardwalk, where the Harbor/Civic Center Specific Plan contains no specific limitations on building intensity, but refers only to limitations imposed by the Coastal Land Use Plan and zoning. The other major difference between the Harbor/Civic Center Specific Plan and amended Coastal Land Use Plan and Coastal Zoning Ordinance is that the Harbor/Civic Center Specific Plan does not contain an express cumulative development cap of 400,000 square feet of new development, as do the amended Coastal Land Use Plan and Coastal Zoning Ordinance. These two factors are the principle reasons that estimated additional potential buildout of the Harbor/Civic Center Specific Plan (680,946 square feet) is substantially higher than potential buildout (400,000 square feet) for the amended Coastal Land Use Plan and Coastal Zoning Ordinance.

b. *AES Power Plant Site*

The Harbor/Civic Center Specific Plan, like the amended Coastal Land Use Plan and Coastal Zoning Ordinance, does not contain any specific standards for future development on the AES site. (See Harbor/Civic Center Specific Plan, pp. 105-107 (Catalina Avenue Sub-Area Zone 2). Instead, any further public utility development or substantial park/recreational building development will be regulated through discretionary City review process.

c. *Catalina Avenue Corridor*

Substantially identical FARs and height limits for development in the Catalina Avenue Corridor are found in the development standards for relevant properties in Catalina Avenue Sub-Area Zones 1, 3, 4 and 6 as are found in the amended Coastal Zoning Ordinance regulations for the corresponding properties zoned P-ROW, I-2A, C-5A, MU-2 and C3A (Figure 4). Allowed buildout of the Catalina Avenue Corridor is thus be substantially the same under existing regulations including the Harbor/Civic Center Specific Plan as will be the case if the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments are approved.

d. *Cumulative Development*

The principal difference between the Harbor/Civic Center Specific Plan and proposed Coastal Land Use Plan and Coastal Zoning Ordinance is that the Harbor/Civic Center Specific Plan does not contain the 400,000 square foot development cap for the Harbor/Pier area. Instead, the Harbor/Civic Center Specific Plan provisions governing cumulative development defer to the Coastal Land Use Plan and zoning ordinances, which currently do not impose any development cap. Consequently, cumulative development for the Harbor/Pier area is not limited by the 400,000 square foot development cap, but limited only by the FARs and other restrictions found in the Harbor/Civic Center Specific Plan. Using these restrictions, the probable maximum buildout for the Harbor/Pier area under the Harbor/Civic Center Specific Plan has been calculated to be approximately 680,000 square feet of new development. Allowable development and maximum potential buildout of the AES Power Plant site and Catalina Avenue Corridor properties remains the same under the amended Coastal Land Use Plan and Coastal Zoning Ordinance as under the existing Harbor/Civic Center Specific Plan. These differences are reflected in the summary in Table SBM-7 below.

Table SBM-7: Comparison of Allowable Building Intensity with Harbor Civic Center Specific Plan

	Area	Proposed Coastal LUP Amendments	Proposed Coastal Zoning Amendments	Harbor Civic Center Specific Plan	General Plan Land Use Plan
Additional Building Intensity Allowed	Harbor/Pier:	400,000 sq. ft.	400,000 sq. ft.	680,946 sq. ft.	No direct limits
	AES Site	No quantifiable limit	No quantifiable limit	No quantifiable limit	No quantifiable limit
	Catalina Corridor	540,215	540,215	540,215	540,215
	Total: (excluding AES site)	940,215	940,215	1,221,161	No quantifiable limit
Existing Building Intensity	Harbor/Pier:	930,117	930,117	930,117	930,117
	AES Site	Power plant	Power plant	Power plant	Power plant
	Catalina Corridor	402,157	402,157	402,157	402,157
	Total (excluding AES site):	1,332,274	1,332,274	1,332,274	1,332,274
Total Allowed Building Intensity	Harbor/Pier:	1,330,117	1,330,117	1,611,063	No direct limits
	AES Site	No quantitative limits	No quantitative limits	No quantitative limits	No quantitative limits
	Catalina Corridor	942,372	942,372	942,372	942,372
	Total: (Excluding AES site)	2,272,489	2,272,489	2,553,435	No direct limits

Buildout of residential development would not significantly differ under the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments as compared to existing regulations. The amended Coastal Land Use Plan and Coastal Zoning Ordinance would allow development of 54 multi-family residential units at Salvation Army, which currently has 49 senior residential units. All other existing residential uses in LCP Area 2 would remain legal nonconforming and could not be expanded under the amended Coastal Land Use Plan and Coastal Zoning Ordinance

Section 5: Project Traffic Analysis

A. Introduction and Summary

A detailed study of potential traffic impacts of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance amendments was conducted for the City by Fehr & Peers Transportation Consultants. This firm was previously employed to conduct traffic analysis for the pending update of the Circulation Element of the City's General Plan. The following is a summary of the results of the Traffic Study, including tables documenting the study results. The full text of the report and appendices may be downloaded from the City of Redondo Beach website at www.redondo.org/trafficstudy, copies may be viewed in the City Clerk's office or if you wish to obtain copy please call the City Clerk's office at (310) 318-0656.

1. Traffic Conditions Analyzed

The traffic study analyzed the following conditions and projected traffic impact scenarios:

- **“As-Built” Conditions** – Actual traffic conditions in 2007, the “As-Built” date directed by Article XXVII. The 2007 data used in the study was derived from traffic counts taken in the spring of 2007, when schools were in session. It should be noted that as part of the study, Fehr & Peers reviewed more recent traffic data from 2008 and traffic counts taken at selected locations in 2010. This data indicates variations both upwards and downwards from traffic counts recorded in June, 2007. Overall, however, this data indicates that traffic counts from 2007 are reasonably representative of actual existing conditions (2010), with variations being within the normal range of daily or seasonal variations at any traffic location.
- **“As-Built” plus Project Conditions** – The “As-Built” plus Project Conditions analysis measures “As-Built Conditions” with the addition of traffic expected to be generated by buildout of LCP Area 2, as limited by the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This analysis shows the incremental changes in existing conditions that could be expected to occur from buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance alone, without taking into account cumulative traffic increases from other sources.
- **Cumulative Base Conditions** – Future traffic conditions were projected for the year 2030 without the any new development in the Project area. The objective of this analysis is to forecast the future traffic growth and intersection operating conditions expected to result from general regional growth and projects developed outside of LCP Area 2 by the year 2030. This scenario is used as the baseline against which the proposed amendments' contribution to cumulative traffic impacts is determined.
- **Cumulative Base plus Project** – The cumulative plus project analysis measures future traffic conditions with traffic expected to be generated by buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance added to the 2030 cumulative base traffic conditions. The incremental impacts of the proposed amendments on future traffic operating conditions were then identified.

- Comparison of Project against All Existing Land Use Regulations – This analysis compares the traffic impacts that would be expected to occur from buildout under existing land use regulations affecting LCP Area 2 (i.e., existing Coastal Land Use Plan, zoning, General Plan Land Use Plan and Harbor/Civic Center Specific Plan) with traffic impacts of buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This analysis allows a comparison of what conditions would result from approval or rejection of the proposed amendments, assuming no other major changes in the allowable land use for the Project area.
- Comparison of Project Against Existing Zoning and Coastal Land Use Plan Only – This analysis was undertaken to compare the traffic impacts that would occur under the existing and proposed Coastal Land Use Plan and zoning without additional constraints imposed by other land use regulations, e.g., the Harbor/Civic Center Specific Plan. Because the existing Coastal Land Use Plan and zoning do not impose any significant quantitative constraints on buildout, no quantification of comparative traffic impacts was possible for this analysis. A sensitivity analysis conducted by Fehr & Peers confirmed that that potential buildout under the existing Coastal Land Use Plan and zoning would result in saturation of the area road network and conditions significantly worse than the threshold for LOS “F” conditions at all major intersections.

1. Roadways and Intersections Analyzed

The following road segments and intersections were included in the traffic study. These include (1) all intersections defined as Critical Intersections in Article XXVII; (2) segments of roadways designated as Critical Corridors in Article XXVII; and (3) intersections operating at Level of Service (“LOS”) E or worse at one or both peak hours under the “As-Built” condition, that are (4) located in or within 3,000 feet of LCP Area 2.

Intersections Analyzed:

1. Pacific Coast Highway (PCH) & Herondo Street/Anita Street (“Critical” designation in Article XXVII)
2. PCH & Catalina Avenue (“Critical” designation in Article XXVII)
3. Catalina Avenue & Francisca Avenue (Operates at LOS E or worse during one or both peak hours under “As-Built Conditions”)
4. PCH & Beryl Street (Operates at LOS E or worse during one or both peak hours under “As-Built Conditions”)
5. Catalina Avenue & Beryl Street (“Critical” designation in Article XXVII)
6. Catalina Avenue & Torrance Boulevard (“Critical” designation in Article XXVII)
7. PCH & Torrance Boulevard (“Critical” designation in Article XXVII)
8. Catalina Avenue & Esplanade/Pearl Street (“Critical” designation in Article XXVII)

Road Segments Analyzed:

1. PCH between Aviation Boulevard and Torrance Boulevard
2. PCH between Torrance Boulevard and Topaz Street
3. Catalina Avenue between PCH and Beryl Street
4. Catalina Avenue between Beryl Street and Torrance Boulevard

5. Herondo Street between Harbor Drive and PCH
6. Anita Street between PCH and Harkness Lane
7. Torrance Boulevard between its western terminus and PCH
8. Torrance Boulevard between PCH and Irena Avenue
9. Prospect Avenue between Anita Street and Diamond Street

2. Methodologies Used

“Level of Service” or “LOS” was calculated for intersections and roadways using two standard methods of analysis. LOS definitions for both methodologies are provided in Tables T1 and T2.

- Intersection Capacity Utilization (“ICU”)

The ICU method of intersection analysis was used to determine the intersection V/C ratio and corresponding LOS for the turning movements and intersection characteristics at the signalized intersections. The ICU value is determined by summing the vehicle to capacity (“V/C”) ratio sum of the critical movements, plus a factor for yellow signal time.

Table T1: Level of Service Definitions for Signalized Intersections – ICU Method

Level of Service	Intersection Capacity Utilization (ICU)	Definition
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Adapted from Transportation Research Board

- Highway Capacity Manual

The signalized intersections were analyzed using the Operations Methodology for signalized intersections from the Highway Capacity Manual (HCM) (Transportation Research Board, 2000), which was the current Highway Capacity Manual as of August, 2007. Intersection delay was calculated, and used to find the corresponding LOS in Table T2 based on the amount of control delay. The un-signalized intersection was analyzed using the Two-Way Stop method from the HCM. Delay was calculated based on the worst-case approach, and used to find the corresponding LOS listed in Table T2.

Table T2: Intersection Level of Service Thresholds – HCM Method

Level of Service	Signalized Intersection Control Delay (sec/veh) ¹	Unsignalized Intersection Control Delay (sec/veh) ¹	General Description
A	0 – 10.0	0 – 10.0	Little to no congestion or delays.
B	10.1 – 20.0	10.1 – 15.0	Limited congestion. Short delays.
C	20.1 – 35.0	15.1 – 25.0	Some congestion with average delays.
D	35.1 – 55.0	25.1 – 35.0	Significant congestion and delays.
E	55.1 – 80.0	35.1 – 50.0	Severe congestion and delays.
F	> 80.0	> 50.0	Total breakdown with extreme delays.

Notes:
 1. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and acceleration delay.
 Source: *Highway Capacity Manual* (Transportation Research Board, 2000).

3. Traffic Generation

Expected traffic generation from new development allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance, or generated by buildout under alternate scenarios, was calculated using standard trip generation factors developed by the Institute of Traffic Engineers (“ITE”). Table T3 shows the land uses allowed in the Project area, the ITE traffic generation categories assigned and the amount of development in each category assumed at buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance.

Table T3: Net-New Project Land Use Types

Land Use Type	ITE Traffic Generation Category	Amount/Intensity
Harbor/Pier Parcels		
Coastal Commercial (CC-1 – CC-5 zones)	#820 Shopping Center	365,000 sf
Government Office	#730 Government Office	35,000 sf
AES Power Plant/Catalina Corridor Parcels		
Commercial (C3-A, C-5A, MU-2 zones)	#820 Shopping Center	248,203 sf
Industrial (I2-A, C-5A zones)	#110 General Light Industrial	96,358 sf
Mini-Warehouse (C-5A zone)	#151 Mini-Warehouse	195,654 sf
Park (P-GP zone)	#412 County Park	24.7 Acres
Multi-Family Dwelling Units (MU-2 zone)	#220 Apartments	46 DU*
Notes: SF = Square Feet, DU = Dwelling Units * Equivalent increase above existing residential.		

The ITE trip generation rates were chosen on the basis of the following analysis.

- Shopping Center (ITE Land Use #820): This rate was determined to be the most appropriate rate to analyze Coastal Commercial, (CC-1 through CC-5) and Commercial (C-3A and C-5A) land

use zoning classifications, and also commercial development allowed in the MU-2 zoning classification in the Project area. The ITE surveys for the Shopping Center rate include surveys of shopping centers with both retail and non-retail uses, such as restaurants, banks, health clubs, and recreational facilities. It is anticipated that the foregoing zoning districts will have a variety of retail and non-retail uses similar to the mixed-use shopping centers included in the ITE surveys. Therefore, the Shopping Center rate is the most appropriate Trip Generation, 7th Edition rate to apply to these project land use types. The C-5A zoning classification also permits light industrial uses and storage uses. Expected development of these uses in C-5A zones is separately accounted for in trip generation forecasts for General Light Industrial and Mini-Warehouse classes of development discussed below.

- Government Office rate (ITE Land Use #730): This rate was applied to the Government Office land use type because it was determined to be the most applicable to this land use type. These uses would occur within the Harbor/Pier area, located within CC zones, but are separately analyzed due to the different nature of trip generation for these uses.
- General Light Industrial rate (ITE Land Use #110): This rate was applied to the Industrial (I-2A) land use type because it was determined to be the most applicable rate to this land use type. This rate was applied to some of the industrial use that is permitted in C-5A zones.
- Mini-Warehouse rate (ITE Land Use #151): This rate was applied to the Mini-Warehouse land use type because it was determined to be the most applicable rate to this land use type. This use is allowed in the C-5A zone.
- County Park rate (ITE Land Use #412): This rate was applied to the park land use type. It is anticipated that a potential park at the current AES Power Plant site would be a city park, but the City Park rate (ITE Land Use #411) only provides a daily trip rate, and therefore could not be used for AM and PM peak hour analysis. Additionally, it is anticipated that the potential park would have a mixture of passive open space, and active park space. This is consistent with the County Park uses that were served to develop the Land Use #412 daily, AM and PM trips rates. Therefore, it was determined that the County Park rate was most applicable rate to this land use type.
- Apartment rate (ITE Land Use #220): This rate was applied to the multi-family dwelling unit land use type (allowed in the MU-2 mixed use zone) because it was determined to be the most applicable and conservative rate for this land use type (condominiums have lower trip generation rates).

4. Impact Analysis

For purpose of rating the significant of traffic impacts resulting from Project traffic or other traffic increases, the following criteria were applied in the Traffic Study.

- The planning department of the City of Redondo Beach has tentatively established a standard incremental significance threshold to determine if a project creates a significant traffic impact. These criteria are expected to be formally adopted by the City Council with the approval of the 2009 Circulation Element Update. A project impact on an intersection is deemed significant under these criteria if any of the following occur:
 - Four percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS C; or
 - Two percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS D; or

- One percentage point increase in the volume to capacity ratio at an intersection where the baseline intersection condition is LOS E or worse.
- The following additional impact criteria were developed from Section 27.2(c)(1) of Article XXVII Section 27.2(c)(1), which defines a “significant increase” in traffic for purposes of Article XXVII.
 - An increase in intersection capacity utilization (ICU) of 0.01 or more at any critical intersection operating at a level of service (LOS) “E” or worse, or having an ICU of 0.9 or higher
 - Any increase in ICU at any City intersection from less than 0.9 to 0.9 or higher
 - Any change in LOS at any critical intersection or on any critical corridor from better than “E” to “E” or worse.

B. As-Built Traffic Conditions

This section presents the As-Built traffic conditions in terms of peak hour LOS at study intersections and road segments, using both ICU and HCM methodologies. Additional detail, including measured As-Built traffic volumes used to calculate existing LOS at these intersections and road segments is contained in the full Traffic Study available at www.redondo.org/trafficstudy.

1. Intersection LOS Analysis

Table T6 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

Table T6: As-Built Conditions Intersection Levels of Service (ICU Methodology)

Intersection	As-Built Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
1. PCH & Anita/Herondo Street	E	0.924	E	0.917
2. PCH & Catalina Avenue	B	0.673	E	0.931
3. Catalina Avenue & Francisca Avenue	See Table T7 for HCM Analysis (ICU analysis for signalized intersections only)			
4. PCH & Beryl Street	D	0.856	E	0.953
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532
7. PCH & Torrance Boulevard	D	0.893	E	0.907
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353

Based on the ICU analysis, the following intersections operate at LOS E during one or both peak hours under As-Built Conditions:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (PM peak hour)

All other intersections operate at an acceptable LOS D or better during both peak hours under As-Built Conditions.

2. Road Segment LOS Analysis

The following tables summarize traffic conditions existing in the “As-Built Condition” which serves as the baseline for the traffic impact analysis.

Table T7 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

**Table T7: As-Built Conditions
Intersection Levels of Service (HCM Methodologies)**

Intersection	As-Built Conditions			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	D	36.5	D	47.5
2. PCH & Catalina Avenue	B	14.2	B	14.3
3. Catalina Avenue & Francisca Avenue *	B	13.4	F	63.1
4. PCH & Beryl Street	A	9.7	B	17.0
5. Catalina Avenue & Beryl Street	B	17.6	C	23.4
6. Catalina Avenue & Torrance Boulevard	C	22.6	C	22.5
7. PCH & Torrance Boulevard	D	38.2	D	39.6
8. Esplanade/Pearl Street & Catalina Avenue	B	12.4	B	11.6
* Unsignalized intersections analyzed using Two-Way Stop methodology from <i>Highway Capacity Manual</i> .				

Based on the HCM analyses, the following intersection operate at LOS E or worse during the PM peak hour under As-Built Conditions:

3) Catalina Avenue & Francisca Avenue

Table T8 details the As-Built condition daily volumes on critical road segments in the study area, as well as the LOS using the HCM Urban Arterials methodology. As can be seen in the table, all segments operate at LOS E or worse under As-Built Conditions.

Table T8: As-Built Conditions Daily Segment Volumes and Level of Service

Segment	As-Built Conditions	
	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F
PCH Torrance Boulevard to Topaz Street	37,500	E
Catalina Avenue PCH to Beryl Street	16,000	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E
Herondo Street Harbor to PCH	11,000	E
Anita Street PCH to Harkness Lane	22,100	E
Torrance Boulevard Western terminus to PCH	13,000	E
Torrance Boulevard PCH to Irena Avenue	22,200	E
Prospect Avenue Anita Street to Diamond Street	19,300	E

3. Qualitative Observations of As-Built Conditions

Observations made in June, 2010 record the following additional conditions affecting traffic performance and safety. It is believed these observations are reasonably likely to reflect conditions in the 2007 “As-Built Condition” defined by Article XXVII.

- Heavy Vehicle Traffic – A small amount of heavy vehicle traffic was observed on PCH and on Torrance Boulevard. No heavy vehicle traffic was observed on other roadway corridors. No issue with heavy vehicle traffic was noted.
- Bus Stops – Bus stops were observed every few blocks on PCH. In several locations, bus stops do not have a curb cut, so when a bus stops to pick-up or drop-off passengers, through traffic in some cases, or a right-turn lane in other cases, is temporarily blocked. For example, during the AM peak period, a bus stopped to pick up passengers at the northbound bus stop on Pacific Coast

Highway just north of Torrance Boulevard. This temporarily blocked one lane of northbound through traffic, and contributed to the queuing observed along PCH.

- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – Heavy traffic flows were observed along several points of PCH during AM and PM peak periods. During AM peak periods, northbound PCH was heaviest, while during PM peak periods, southbound PCH was heaviest, though the flows in both directions were more balanced than during the AM peak period. Moderately heavy north and southbound traffic was observed on Catalina Avenue at Torrance Boulevard during the PM peak period. Downstream queuing and oversaturation were observed at several points along PCH. For example, during the AM and PM peak periods, queues about two blocks long were observed along PCH south of Torrance Boulevard (northbound traffic) and north of Torrance (southbound traffic).
- Side Street and Driveway Entrances and Exits – No major issues related to the location of side streets and driveway entrances and exits were observed, as most side streets could be accessed via left-turn only lanes off of PCH, and so would not block traffic. The observed exception was at Garnett Street, where northbound or southbound vehicles waiting to make a turn onto Garnett would block traffic. However, no vehicles were observed making these turns. One vehicle was observed making a turn into a driveway from southbound Pacific Coast Highway. This move temporarily blocked one southbound through lane, but southbound traffic on PCH was relatively light at that point, so did not contribute to queuing.
- Ingress Stacking and Overflowing – No issues related to ingress stacking and overflowing were observed.
- Left-Turn Lane Queuing and Overflow – Overflow from left-turn pockets was observed at a limited number of intersections during the PM peak period. The westbound double left pockets at the intersection of PCH & Anita Street were observed to regularly fill to their storage capacity, with overflow of one or two vehicles into the westbound through lane. The southbound left-turn pocket at the intersection of PCH & Torrance Boulevard was also observed overflowing into one of the southbound through lanes.
- Traffic, Pedestrian & Bicycle Safety – No unsafe conditions were observed. All traffic controls were observed to operate according to relevant safety standards. All pedestrian crossings and on-street bike lanes appeared to be designed to relevant safety standards. Little pedestrian and bicycle traffic was observed in the study area.

While queuing and congestion was observed, the field observations indicated that all roadway facilities have been designed and maintained in accordance with the national standards outlined in *Geometric Design of Highways and Streets*, American Association of State Highway and Transportation Officials (AASHTO). Traffic signals and signage were observed to be designed in accordance with the national standards outlined in the *Manual on Uniform Traffic Control Devices (MUTCD)*, Federal Highway Administration (FHA), and the California state standards outlined in the Traffic Manual, California Department of Transportation (Caltrans). Thus traffic impacts resulting from unusual or unsafe street, intersection or driveway configurations or other anomalies are not expected to be a factor in traffic performance in the Project area or surrounding roadways and intersections.

C. As-Built Plus Project Traffic Conditions

This section assesses incremental traffic impacts directly caused by buildout of the proposed Coastal Land Use Plan and Coastal Zoning Ordinance. This analysis does not address actual traffic conditions that are likely to result in the Project area when cumulative increases in traffic from development outside the

Project area and in the region are considered. Assessments of expect cumulative background traffic increases and cumulative traffic plus Project traffic conditions are contained in Sections D and E below.

1. Vehicle Trip Generation and Distribution

Table T9 shows the total traffic estimated to be generated by new development allowed by the amended Coastal Land Use Plan and Coastal Zoning Ordinance, in terms of average total daily trips and AM and PM peak hour trips.

Table T9: Project Trip Generation Estimates

Designation	Size	Units	Trip Generation Rates			Trip Generation Estimates						
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
Harbor/Pier Parcels												
Coastal Commercial (CC-1 - CC-5) [a]	365	KSF	42.94	1.03	3.75	15,673	229	147	376	657	712	1,369
Government Office [b]	35	KSF	68.93	5.88	1.21	2,413	173	33	206	13	29	42
AES Power Plant/Catalina Corridor Parcels												
Commercial (C-3A, C-5A, MU-2) [a]	248.203	KSF	42.94	1.03	3.75	10,658	156	100	256	447	484	931
Industrial (I-2A, C-5A) [c]	96,358	KSF	6.97	0.92	0.98	672	78	11	89	11	83	94
Mini-Warehouse (C-5A)[d]	195.654	KSF	2.50	0.15	0.26	489	17	12	29	26	25	51
Park (P-GP) [e]	24.7	Ac	2.28	0.01	0.06	56	1	0	1	1	1	2
Multi-Family Dwelling Units (MU-2) [f]	46	DU	6.72	0.51	0.62	309	5	18	23	19	10	29
<i>Total</i>						<i>30,270</i>	<i>659</i>	<i>321</i>	<i>980</i>	<i>1,174</i>	<i>1,344</i>	<i>2,518</i>
Notes: [a] Trip generation rate and in/out split Land Use 820 from <i>Trip Generation, 7th Edition</i> . [b] Trip generation rate and in/out split Land Use 730 from <i>Trip Generation, 7th Edition</i> . [c] Trip generation rate and in/out split Land Use 110 from <i>Trip Generation, 7th Edition</i> . [d] Trip generation rate and in/out split Land Use 151 from <i>Trip Generation, 7th Edition</i> . [e] Trip generation rate and in/out split Land Use 412 from <i>Trip Generation, 7th Edition</i> . [f] Trip generation rate and in/out split Land Use 220 from <i>Trip Generation, 7th Edition</i> .												

The geographic distribution of the traffic generated by the Project depends on several factors, including the geographic population distribution from which visitors would be drawn and the location of the Project in relation to the surrounding street system. The trip distribution pattern used to assess impacts was generated by the Redondo Beach Traffic Model (RBTM) developed by Austin-Foust Associates (AFA). Further details as to how trip distribution was assigned to estimate project impacts are contained in the full Traffic Study available from the City of Redondo Beach website at www.redondo.org/trafficstudy, or copies may be viewed in the City Clerk’s office. If you wish to obtain copy please call the City Clerk’s office at (310) 318-0656.

2. As-Built Plus Project Intersection LOS

Table T10 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

**Table T10: As-Built Plus Project Conditions
Intersection Levels of Service (ICU Methodology)**

Intersection	As-Built Conditions				As-Built plus Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.951	F	1.153
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.689	E	0.999
3. Catalina Avenue & Francisca Avenue	See Table T11 for HCM Analysis (ICU analysis for signalized intersections only)							
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.901	F	1.038
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	A	0.550	E	0.967
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532	A	0.581	B	0.653
7. PCH & Torrance Boulevard	D	0.893	E	0.907	E	0.902	E	0.943
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353	A	0.421	A	0.378

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T11 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodology.

**Table T11: As Built Plus Project Conditions
Intersection Levels of Service (HCM Methodologies)**

Intersection	As-Built Condition				As-Built plus Project Conditions			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	D	36.5	D	47.5	D	44.4	F	104.4
2. PCH & Catalina Avenue	B	14.2	B	14.3	B	15.4	B	19.9
3. Catalina Avenue & Francisca Avenue [a]	B	13.4	F	63.1	B	15.0	F	>120 [b]
4. PCH & Beryl Street	A	9.7	B	17.0	B	12.3	C	25.8
5. Catalina Avenue & Beryl Street	B	17.6	C	23.4	C	24.6	D	54.2
6. Catalina Avenue & Torrance Boulevard	C	22.6	C	22.5	C	21.1	C	24.4
7. PCH & Torrance Boulevard	D	38.2	D	39.6	D	39.9	D	43.0
8. Esplanade/Pearl Street & Catalina Avenue	B	12.4	B	11.6	B	12.2 [c]	B	11.3 [c]
<p>Notes:</p> <p>[a] Unsignalized intersections analyzed using Two-Way Stop methodology from Highway Capacity Manual.</p> <p>[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.</p> <p>[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.</p>								

Based on the HCM analyses, the following intersections are projected to operate at LOS F during the PM peak hour, but LOS D or better during the AM peak hour:

- 1) PCH & Herondo Street/Anita Street
- 3) Catalina Avenue & Francisca Avenue

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T12 summarizes traffic impacts of the Project utilizing the significance criteria set forth in Section 5.A.5 above.

Table T12: As-Built Plus Project Conditions Intersection Levels of Service and Impact Analysis (ICU Methodology)

Intersection	As-Built Conditions				As-Built plus Project Conditions				As-Built plus Project Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact?	Change in VC	Sig Impact?
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.951	F	1.153	0.027	Yes	0.236	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.689	E	0.999	0.016	No	0.068	Yes
3. Catalina Avenue & Francisca Avenue	See Table T13 for HCM Analysis (ICU analysis for signalized intersections only)											
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.901	F	1.038	0.045	Yes	0.085	Yes
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	A	0.550	E	0.967	0.160	No	0.331	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532	A	0.581	B	0.653	0.052	No	0.121	No
7. PCH & Torrance Boulevard	D	0.893	E	0.907	E	0.902	E	0.943	0.009	Yes	0.036	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353	A	0.421	A	0.378	0.013	No	0.025	No

As indicated in Table T12, the Project is expected to impact the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)
3. Segment Volumes and Levels of Service

Daily project segment volumes were forecast using the same distribution pattern utilized for estimating intersection impacts. The Project-generated segment volumes were added to the existing daily segment volumes detailed in Section 5.C to develop As-Built plus Project Conditions daily segment volumes. These volumes were analyzed using the HCM Urban Arterials methodology to estimate LOS on the

roadway segments with the implementation of the Project. As seen in Table T13, the LOS is expected to remain the same for each segment with the addition of Project traffic, with all segments operating at LOS E or worse.

Table T13: As-Built Plus Project Conditions Segment Volumes and Level of Service

Segment	As-Built Conditions		As-Built plus Project Conditions	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	46,948	F
PCH Torrance Boulevard to Topaz Street	37,500	E	38,408	E
Catalina Avenue PCH to Beryl Street	16,000	E	20,502	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	21,916	E
Heronado Street Harbor to PCH	11,000	E	16,948	E
Anita Street PCH to Harkness Lane	22,100	E	29,062	E
Torrance Boulevard Western terminus to PCH	13,000	E	14,908	E
Torrance Boulevard PCH to Irena Avenue	22,200	E	24,622	E
Prospect Avenue Anita Street to Diamond Street	19,300	E	20,133	E

4. Qualitative Assessment of As-Built plus Project Conditions

The following details the expected changes to the qualitative operating conditions with the addition of Project traffic:

- Heavy Vehicle Traffic – The Project would modestly increase heavy vehicle traffic, as needed to support the typical service and delivery functions of the Project land uses. This increase in heavy vehicle traffic would not be expected to impact operating conditions.
- Bus Stops – With the addition of Project traffic, queues caused by temporary bus blockages would be longer.

- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of Project traffic, the heavy traffic flows and intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of Project traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of Project traffic.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of Project traffic.
- Traffic, Pedestrian & Bicycle Safety – The Project would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

In addition to these qualitative observations, some of the traffic concerns addressed above are a factor in the HCM analysis using the Synchro software package. Delay calculations are affected by traffic volumes on intersecting side streets, as well as turn lane queuing and overflow at intersections. Impacts on traffic flow from these factors are therefore reflected in the LOS analysis produced using the HCM methodology.

D. Cumulative Background Traffic Conditions

In order to evaluate the impacts of the Project on the local street system, estimates of future traffic conditions without the Project were developed for the build-out year using the RBTM developed by AFA. The RBTM is based on the Regional Transportation Model (RTM), which is prepared by the Southern California Association of Governments (SCAG), and uses a land use database for the City, which contained all cumulative projects from the last eight years, as well as future projects that are reasonably foreseeable. AFA also modified SCAG's model within the City to reflect the local network of streets and create a finer zone system to allow for more detailed forecasts for the City's streets. The RBTM can be used as a tool for forecasting future average daily traffic and peak hour traffic conditions in the City of Redondo Beach. The following forecasts of cumulative traffic conditions for the year 2030, excluding traffic generated from the Project area, were developed using the RBTM.

1. Cumulative Traffic Without Project - Intersection Traffic Volumes

Table T14 summarizes the results of the AM and PM peak hour cumulative traffic intersection analysis using the ICU methodology.

Table T14: Cumulative Base Intersection Levels of Service (ICU Methodology)

Intersection	Cumulative Base			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C or Delay	LOS	V/C or Delay
1. PCH & Anita/Herondo Street	F	1.008	F	1.073
2. PCH & Catalina Avenue	B	0.694	E	0.968
3. Catalina Avenue & Francisca Avenue	See Table T15 for HCM Analysis (ICU analysis for signalized intersections only)			
4. Pacific Coast Highway & Beryl Street	D	0.894	E	0.998
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682
6. Catalina Avenue & Torrance Boulevard	A	0.571	A	0.566
7. PCH & Torrance Boulevard	F	1.047	F	1.098
8. Esplanade/Pearl Street & Catalina Avenue	A	0.452	A	0.539

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T15 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

Table T15: Cumulative Base Intersection Levels of Service (HCM Methodologies)

Intersection	Cumulative Base			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	E	65.2	F	83.1
2. PCH & Catalina Avenue	B	15.5	B	15.1

Intersection	Cumulative Base			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay
3. Catalina Avenue & Francisca Avenue [a]	B	15.3	F	>120 [b]
4. PCH & Beryl Street	B	11.5	C	21.3
5. Catalina Avenue & Beryl Street	B	18.0	C	25.5
6. Catalina Avenue & Torrance Boulevard	B	17.7	C	28.6
7. PCH & Torrance Boulevard	E	65.6	F	87.3
8. Esplanade/Pearl Street & Catalina Avenue	B	13.6	B	13.1
Notes: [a] Unsignalized intersections analyzed using Two-Way Stop methodology from <i>Highway Capacity Manual</i> . [b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.				

Based on the HCM analyses, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 3) Catalina Avenue & Francisca Avenue (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

2. Cumulative Traffic without Project – Road Segment Volumes and Levels of Service

Cumulative traffic conditions on road segments were forecast using the HCM Urban Arterials methodology to estimate LOS on the roadway segments. As seen in Table T16, all segments are forecast to operate at LOS E or worse under Cumulative Base conditions:

Table T16: Cumulative Base Daily Segment Volumes and Level of Service

Segment	Cumulative Base	
	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F
PCH Torrance Boulevard to Topaz Street	42,943	E

Segment	Cumulative Base	
	Daily Volume	LOS
Catalina Avenue PCH to Beryl Street	16,000	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E
Herondo Street Harbor to PCH	12,691	E
Anita Street PCH to Harkness Lane	22,100	E
Torrance Boulevard Western terminus to PCH	15,806	E
Torrance Boulevard PCH to Irena Avenue	33,232	F
Prospect Avenue Anita Street to Diamond Street	21,672	E

3. Qualitative Assessment of Cumulative Base Conditions

The following details the changes to the qualitative operating conditions with the addition of traffic from background and cumulative development:

- Heavy Vehicle Traffic – With the addition of cumulative land use, heavy vehicle traffic would be expected to modestly increase to support the day-to-day deliver and haul needs for the cumulative land use. This would not be expected to negatively impact operating conditions.
- Bus Stops – With the addition of cumulative traffic, queues caused by temporary bus blockages would be longer.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of cumulative traffic, heavy traffic flows and intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of cumulative traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, unless particular cumulative developments attract significant traffic into or out of their driveways, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of cumulative traffic, unless particular developments attract heavy inbound or outbound traffic at their driveways that could overflow.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of cumulative traffic.

- Traffic, Pedestrian & Bicycle Safety – The Project would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

E. Cumulative Plus Project Traffic Conditions

The analysis of cumulative plus Project traffic volumes estimates traffic conditions that would occur with buildout under the amended Coastal Land Use Plan and Coastal Zoning Ordinance after taking into account cumulative traffic increases from local and regional development outside the Project area. Cumulative plus Project traffic conditions were forecast using the same baseline conditions, trip generation and distribution, estimates, cumulative traffic forecasts and methodologies described in Sections 5.B through 5.D above.

1. Cumulative Plus Project – Intersection Levels of Service

Table T17 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

Table T17: Cumulative Plus Project Intersection Levels of Service and Impact Analysis (ICU Methodology)

Intersection	Cumulative Base				Cumulative plus Project				Cumulative plus Project Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.092	F	1.251	0.084	Yes	0.178	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.711	F	1.037	0.017	No	0.069	Yes
3. Catalina Avenue & Francisca Avenue	See Table T18 for HCM Analysis (ICU analysis for signalized intersections only)											
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.939	F	1.100	0.045	Yes	0.102	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	A	0.552	F	1.019	0.160	No	0.337	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.571	A	0.566	B	0.622	B	0.687	0.051	No	0.121	No
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	1.055	F	1.124	0.008	Yes	0.026	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.452	A	0.539	A	0.464	A	0.539	0.012	No	0.000	No

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)

- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T18 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

TABLE T18 CUMULATIVE PLUS PROJECT INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (HCM METHODOLOGIES)								
Intersection	Cumulative Base				Cumulative plus Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	E	65.2	F	83.1	E	76.7	F	>120[b]
2. PCH & Catalina Avenue	B	15.5	B	15.1	B	17.1	C	22.7
3. Catalina Avenue & Francisca Avenue [a]	B	15.3	F	>120 [b]	B	17.1	F	>120 [b]
4. PCH & Beryl Street	B	11.5	C	21.3	B	14.1	C	31.9
5. Catalina Avenue & Beryl Street	B	18.0	C	25.5	C	24.3	E	62.0
6. Catalina Avenue & Torrance Boulevard	B	17.7	C	28.6	B	19.9	C	27.6
7. PCH & Torrance Boulevard	E	65.6	F	87.3	E	68.8	F	93.8
8. Esplanade/Pearl Street & Catalina Avenue	B	13.6	B	13.1	B	13.5 [c]	B	12.9 [c]

Notes:

[a] Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

Based on the HCM analyses, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)

- 3) Catalina Avenue & Francisca Avenue (PM peak hour)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

Utilizing the impact criteria detailed in Section 5.A.5 and the results shown in Table T18, the Project is expected to have significant impacts when compared to cumulative baseline conditions at the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
 - 2) PCH & Catalina Avenue (PM peak hour)
 - 4) PCH & Beryl Street (both peak hours)
 - 5) Catalina Avenue & Beryl Street (PM peak hour)
 - 7) PCH & Torrance Boulevard (both peak hours)
2. Cumulative Plus Project – Road Segment Volumes and Level of Service

The project segment volumes were added to the Cumulative Base daily segment volumes to develop Cumulative plus Project daily segment volumes. These volumes were analyzed using the HCM Urban Arterials methodology to estimate LOS on the roadway segments with the implementation of the Project. As seen in Table T19, the LOS is expected to remain the same for each segment with the addition of Project traffic, with the exception of Prospect Avenue, which would degrade to LOS F. All segments forecast to operate at LOS E or worse under Cumulative plus Project conditions.

TABLE T19 CUMULATIVE PLUS PROJECT SEGMENT VOLUMES AND LEVELS OF SERVICE				
Segment	Cumulative Base		Cumulative plus Project	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	46,948	F
PCH Torrance Boulevard to Topaz Street	42,943	E	43,851	E
Catalina Avenue PCH to Beryl Street	16,000	E	20,502	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	21,916	E
Herondo Street Harbor to PCH	12,691	E	18,639	E

Anita Street PCH to Harkness Lane	22,100	E	29,062	E
Torrance Boulevard Western terminus to PCH	15,806	E	17,714	E
Torrance Boulevard PCH to Irena Avenue	33,232	F	35,654	F
Prospect Avenue Anita Street to Diamond Street	21,672	E	22,505	E

3. Cumulative Plus Project – Qualitative Assessment of Cumulative plus Project Conditions

The following details the changes to the qualitative operating conditions with the addition of Project traffic:

- Heavy Vehicle Traffic – The Project would modestly increase heavy vehicle traffic, as needed to support the typical service and delivery functions of the Project land uses. This increase in heavy vehicle traffic would not be expected to impact operating conditions.
- Bus Stops – With the addition of Project traffic, queues caused by temporary bus blockages would be longer in length.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of Project traffic, the heavy traffic flows and intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of Project traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of Project traffic.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of Project traffic.
- Traffic, Pedestrian & Bicycle Safety – The Project would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

4. Possible Mitigation of Cumulative Plus Project Impacts

As part of the Traffic Study, Fehr & Peers attempted to identify feasible mitigation measures that could be implemented by the City to reduce traffic impacts for the five intersections significantly impacted by

Project traffic under cumulative plus Project conditions. However, only one feasible physical mitigation measure could be identified:

7) PCH & Torrance Boulevard – A physical improvement is proposed (restriping of northbound approach to include one left-turn lane, two through lanes, and one right-turn lane). This measure was proposed mitigation in the Circulation Element.

No feasible physical mitigation measures were identified at any other study intersections.

Operational mitigation measures such as signal timing optimization could also benefit operations at impacted intersections. However, because the ICU methodology is a volume to capacity analysis, the operational benefits of signal optimization cannot be quantified with ICU, and have therefore not been analyzed.

Tables T20 and T21 show traffic conditions at the five significantly impacted intersections with implementation of the above-identified mitigation measure for Intersection 7, under As-Built Plus Project Conditions and Cumulative Plus Project Conditions.

**TABLE T20
AS-BUILT PLUS PROJECT CONDITIONS WITH MITIGATIONS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	As-Built Conditions				As-Built plus Project Conditions with Mitigations				As-Built plus Project Conditions with Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.951	F	1.153	0.027	Yes	0.236	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.689	E	0.999	0.016	No	0.068	Yes
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.901	F	1.038	0.045	Yes	0.085	Yes
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	A	0.550	E	0.967	0.160	No	0.331	Yes
7. PCH & Torrance Boulevard	D	0.893	E	0.907	D	<i>0.873</i>	E	<i>0.909</i>	-0.020	No	0.002	Yes

Note: ***Bold italics indicate ICU improved by mitigation measures***

As Table T20 indicates, the mitigation measure would reduce the overall ICU at this intersection to an LOS D or better during the AM peak hour, thus mitigating that peak hour, but would not reduce the PM peak hour ICU to an LOS D or better during the PM hour. All other intersections would remain impacted under As-Built plus Project Conditions using the ICU methodology.

**TABLE T21
CUMULATIVE PLUS PROJECT WITH MITIGATIONS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	Cumulative Base				Cumulative plus Project with Mitigations				Cumulative plus Project with Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.092	F	1.251	0.084	Yes	0.178	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.711	F	1.037	0.017	No	0.069	Yes
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.939	F	1.100	0.045	Yes	0.102	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	A	0.552	F	1.019	0.160	No	0.337	Yes
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	1.008	F	1.066	-0.039	Yes	-0.032	Yes

Note: ***Bold italics indicate ICU improved by mitigation measures***

As Table T21 indicates, the mitigation measure described above would reduce the overall ICU at Intersection 7 (PCH & Torrance Boulevard), but the intersection would remain at LOS E, so would not be considered mitigated according to the impact criteria set forth in the Circulation Element and Article XXVII. All other intersections would remain impacted under Cumulative plus Project conditions using the ICU methodology.

Section 6: Comparative Traffic Analysis – Buildout Under Existing Land Use Regulations

A. Introduction And Summary

This section contains an analysis of traffic impacts that would result from buildout in LCP Area 2 under existing City land use regulations governing development in that area, and without approval of the additional policies and development standards contained in the amended Coastal Land Use Plan and Coastal Zoning Ordinance. These regulations include the existing General Plan Land Use Plan, certified Coastal Land Use Plan, operative zoning, and the Harbor/Civic Center Specific Plan. A comparison of the development and land uses allowed under these existing regulations versus development and land uses allowed with the addition of the amended Coastal Land Use Plan and Coastal Zoning Ordinance appears in Section 4.3 of this analysis. The detailed comparative analysis prepared by Fehr & Peers appears in Appendix E of the Traffic Report available on the City’s website at www.redondo.org/trafficstudy and copies may be viewed in the City Clerk’s office or if you wish to obtain copy please call the City Clerk’s office at (310) 318-0656.

1. Traffic Generation

For purposes of this analysis, land uses permitted under the existing regulations were assigned traffic generation categories as was done for the analysis of Project traffic, i.e. traffic generated by buildout under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance. Where differences occur in the relevant planning documents, it was assumed that the most restrictive regulations would apply, consistent with past City practice. Table T22 details the general types of land uses permitted by existing regulations, the land areas authorized for these uses, and the traffic generation rates assigned to these uses for purposes of the traffic analysis. As discussed in Section 4.3, the primary current regulatory constraint on development in the Project area is the Harbor/Civic Center Specific Plan. The differences in allowable amount and intensity of development in the Project area under current regulations and under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance results from the absence of a cumulative development cap for the Harbor/Pier area in the Harbor/Civic Center Specific Plan. This difference is reflected in that amount and intensity of development shown in the right-hand column of Table T22.

TABLE T22 NET-NEW PROJECT LAND USE TYPES (EXISTING REGULATIONS)		
Land Use Type	ITE Traffic Generation Category	Amount/Intensity
Harbor/Pier Parcels		
Coastal Commercial	#820 Shopping Center	621,363 sf
Government Office	#730 Government Office	59,583 sf
AES Power Plant/Catalina Corridor Parcels		
Commercial	#820 Shopping Center	248,203 sf
Industrial	#110 General Light Industrial	96,358 sf
Mini-Warehouse	#151 Mini-Warehouse	195,654 sf
Park	#412 County Park	24.7 Acres
Multi-Family Dwellings	#220 Apartments	46 DU*
Notes: SF = Square Feet, DU = Dwelling Units		
* Equivalent net increase over existing residential.		

2. Study Scope

The comparative analysis utilizes the same existing baseline conditions (As-Built Conditions, and Cumulative Base conditions) as the Project analysis in Section 5. The following traffic impact analyses were conducted for the comparative analysis:

- As-Built plus Buildout under All Existing Regulations: This analysis assesses changes in traffic conditions resulting from traffic reasonably expected to be generated by buildout of the Project area under existing regulations, and assuming no substantial future changes in allowable development. The incremental impacts of this buildout scenario on As-Built traffic operating conditions were then identified.
- Cumulative Base plus Buildout under All Existing Regulations: This analysis assesses changes in 2030 cumulative traffic conditions resulting from traffic reasonably expected to be generated by buildout of the project area under existing regulations. The incremental impacts of this buildout on future traffic operating conditions were then identified.

- **Buildout Under Existing Coastal Land Use Plan and Zoning Only:** This analysis was intended to compare potential buildout under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance against potential buildout under the existing Coastal Land Use Plan and zoning, without taking into account additional constraints imposed by other regulations, e.g., the Harbor/Civic Center Specific Plan. Since the existing Coastal Land Use Plan and zoning contain no quantitative limits on building intensity, no quantitative comparison was possible. Fehr & Peers conducted a sensitivity analysis to confirm that unrestricted development allowed by the existing Coastal Land Use Plan and zoning would result in saturation of the area road network and LOS “F” at all study intersections at some increment of development above that allowed by the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance.

The same study area and intersections and roadway segments as the Project were analyzed for the All Existing Regulations Analysis.

B. As-Built Plus Buildout Under All Existing Regulations.

1. Trip Generation

Daily, AM Peak Hour and PM Peak Hour vehicle trips expected to be generated by buildout under existing regulations are shown in Table T23. As indicated in Table T23, buildout under existing regulations would be expected to generate 1,388 AM and 3,509 PM trips. This increase in expected trips over expected trips from the amended Coastal Land Use Plan and Coastal Zoning Ordinance is attributable to the substantial increase in square footage of allowable development in the Harbor/Pier area (680,946 versus 400,000 sf) under the All Existing Regulations scenario

TABLE T23 BUILDOUT UNDER ALL EXISTING REGULATIONS TRIP GENERATION ESTIMATES												
Designation	Size	Units	Trip Generation Rates			Trip Generation Estimates						
			Daily	AM Peak Hour	PM Peak Hour	Daily	AM Peak Hour			PM Peak Hour		
							In	Out	Total	In	Out	Total
Harbor/Pier Parcels												
Coastal Commercial (CC-1 - CC-5) [a]	621.363	KSF	42.94	1.03	3.75	26,681	390	250	640	1,118	1,212	2,330
Government Office [b]	59.583	KSF	68.93	5.88	1.21	4,107	294	56	350	22	50	72
AES Power Plant/Catalina Corridor Parcels												
Commercial (C-3A, C-5A) [a]	248.203	KSF	42.94	1.03	3.75	10,658	156	100	256	447	484	931
Industrial (I-2A, C-5A) [c]	96.358	KSF	6.97	0.92	0.98	672	78	11	89	11	83	94
Mini-Warehouse (C-5A)[d]	195.654	KSF	2.50	0.15	0.26	489	17	12	29	26	25	51
Park (P-GP)[e]	24.7	Ac	2.28	0.01	0.06	56	1	0	1	1	1	2
Multi-Family Dwelling Units (MU-2) [f]	46	DU	6.72	0.51	0.62	309	5	18	23	19	10	29
Total						42,972	941	447	1,388	1,644	1,865	3,509
Notes:												
[a] Trip generation rate and in/out split Land Use 820 from <i>Trip Generation, 7th Edition</i> .												

- [b] Trip generation rate and in/out split Land Use 730 from *Trip Generation, 7th Edition*.
 [c] Trip generation rate and in/out split Land Use 110 from *Trip Generation, 7th Edition*.
 [d] Trip generation rate and in/out split Land Use 151 from *Trip Generation, 7th Edition*.
 [e] Trip generation rate and in/out split Land Use 412 from *Trip Generation, 7th Edition*.
 [f] Trip generation rate and in/out split Land Use 220 from *Trip Generation, 7th Edition*.

2. Intersection Traffic Volumes

The traffic volumes described above were analyzed using the analysis methodologies described in Section 5 above. The trip distribution for the Buildout Under All Existing Regulations is also consistent with the trip distribution used in the Project traffic analysis in Section 5. Table T24 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

TABLE T24 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (ICU METHODOLOGY)												
Intersection	As-Built				As-Built plus Buildout Under All Existing Regulations				As-Built plus Buildout Under All Existing Regulations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact?	Change in VC	Sig Impact?
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.977	F	1.246	0.053	Yes	0.329	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.696	F	1.026	0.023	No	0.095	Yes
3. Catalina Avenue & Francisca Avenue	See Table T25 for HCM Analysis (ICU Analysis is for signalized intersections only)											
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.921	F	1.073	0.065	Yes	0.120	Yes
5. Catalina Avenue & Beryl Street	A	0.390	B	0.636	B	0.634	F	1.137	0.244	No	0.501	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.529	A	0.532	B	0.601	C	0.701	0.072	No	0.169	No
7. PCH & Torrance Boulevard	D	0.893	E	0.907	E	0.905	E	0.962	0.012	Yes	0.055	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.408	A	0.353	A	0.426	A	0.388	0.018	No	0.035	No

Based on the ICU analyses, the following intersections are projected to operate at LOS E or F during the one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)

- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T25 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

TABLE T25 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE (HCM METHODOLOGIES)									
Intersection	As-Built				As-Built plus Buildout Under All Existing Regulations				
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	
1 PCH & Anita/Herondo Street	D	36.5	D	47.5	D	50.0	F	119.6	
2. PCH & Catalina Avenue	B	14.2	B	14.3	B	16.4	C	22.5	
3. Catalina Avenue & Francisca Avenue [a]	B	13.4	F	63.1	C	15.7	F	>120 [b]	
4. PCH & Beryl Street	A	9.7	B	17.0	B	13.3	C	31.2	
5. Catalina Avenue & Beryl Street	B	17.6	C	23.4	C	30.6	F	91.2	
6. Catalina Avenue & Torrance Boulevard	C	22.6	C	22.5	C	23.7	C	25.8	
7. PCH & Torrance Boulevard	D	38.2	D	39.6	D	40.5	D	45.0	
8. Esplanade/Pearl Street & Catalina Avenue	B	12.4	B	11.6	B	12.2 [c]	B	11.2 [c]	

Notes:

[a] Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

Based on the HCM analyses, the following intersections are projected to operate at LOS E or F during the PM peak hour:

- 1) PCH & Herondo Street/Anita Street

- 3) Catalina Avenue & Francisca Avenue
- 5) Catalina Avenue & Beryl Street

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Applying the impact criteria listed in Section 5.A.5, Buildout Under All Existing Regulations is expected to significantly impact the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street
- 7) PCH & Torrance Boulevard (both peak hours)

3. Segment Volumes and Levels of Service

Daily alternative segment volumes were forecast using the same approach described in Section 5 for the analysis of the Project, and were analyzed using the HCM Urban Arterials methodology to estimate LOS on the roadway segments with Buildout Under All Existing Regulations. As seen in Table T26, the LOS is expected to remain the same for each segment with the addition of Project traffic, and all segments are forecast to operate at LOS E or worse under As-Built plus Buildout Under All Existing Regulations.

TABLE T26 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS SEGMENT VOLUMES AND LEVEL OF SERVICE				
Segment	As-Built		As-Built plus Buildout Under All Existing Regulations	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	49,234	F
PCH Torrance Boulevard to Topaz Street	37,500	E	38,790	E
Catalina Avenue PCH to Beryl Street	16,000	E	22,584	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	22,678	E
Herondo Street Harbor to PCH	11,000	E	20,072	E
Anita Street PCH to Harkness Lane	22,100	E	31,984	E

Torrance Boulevard Western terminus to PCH	13,000	E	15,708	E
Torrance Boulevard PCH to Irena Avenue	22,200	E	25,638	E
Prospect Avenue Anita Street to Diamond Street	19,300	E	20,482	E

4. Qualitative Assessment of As-Built plus Buildout Under All Existing Regulations Conditions

Per the requirements of Measure DD, the following details the changes to the qualitative operating conditions with the addition of the Buildout Under All Existing Regulations traffic:

- Heavy Vehicle Traffic – Heavy vehicle traffic would be expected to marginally increase to support the day-to-day delivery and haul needs of the land use that could potentially be built with Buildout Under All Existing Regulations. This marginal increase in heavy vehicle traffic would not be expected to negatively impact traffic operations.
- Bus Stops – With the addition of traffic with Buildout Under All Existing Regulations, queues caused by temporary bus blockages would be longer.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of traffic with Buildout Under All Existing Regulations, intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of traffic with Buildout Under All Existing Regulations, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of traffic with Buildout Under All Existing Regulations.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of traffic with Buildout Under All Existing Regulations.
- Traffic, Pedestrian & Bicycle Safety – Buildout Under All Existing Regulations would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

C. Cumulative Plus Buildout Under All Existing Regulations Traffic Conditions

This section details the assessment of the Cumulative plus Buildout Under All Existing Regulations conditions. Cumulative Base conditions utilized in the assessment are consistent with the Cumulative Base scenario described in the Project traffic study in Section 5.

1. Levels of Service

Table T27 summarizes the results of the AM and PM peak hour intersection analysis using the ICU methodology.

TABLE T27 CUMULATIVE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (ICU METHODOLOGY)												
Intersection	Cumulative Base				Cumulative plus Buildout Under All Existing Regulations				Cumulative plus Buildout Under All Existing Regulations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.127	F	1.344	0.119	Yes	0.271	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.717	F	1.064	0.023	No	0.096	Yes
3. Catalina Avenue & Francisca Avenue	See Table T28 for HCM Analysis (ICU Analysis is for signalized intersections only)											
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.959	F	1.139	0.065	Yes	0.141	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	B	0.636	F	1.197	0.244	No	0.515	Yes
6. Catalina Avenue & Torrance Boulevard	A	0.571	A	0.566	B	0.643	C	0.735	0.072	No	0.169	No
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	1.059	F	1.143	0.012	Yes	0.045	Yes
8. Esplanade/Pearl Street & Catalina Avenue	A	0.452	A	0.539	A	0.469	A	0.539	0.017	No	0.000	No

* Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

Based on the ICU analysis, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 2) PCH & Catalina Avenue (PM peak hour)
- 4) PCH & Beryl Street (both peak hours)
- 5) Catalina Avenue & Beryl Street (PM peak hour)

7) PCH & Torrance Boulevard (both peak hours)

All other intersections are projected to operate at an acceptable LOS D or better during both peak hours.

Table T28 summarizes the results of the AM and PM peak hour intersection analysis using the HCM methodologies.

TABLE T28 CUMULATIVE BASE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS INTERSECTION LEVELS OF SERVICE (HCM METHODOLOGIES)								
Intersection	Cumulative Base				Cumulative Base plus Buildout Under All Existing Regulations			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. PCH & Anita/Herondo Street	E	65.2	F	83.1	F	84.1	F	>120 [b]
2. PCH & Catalina Avenue	B	15.5	B	15.1	B	18.4	C	30.1
3. Catalina Avenue & Francisca Avenue [a]	B	15.3	F	>120 [b]	C	18.1	F	>120 [b]
4. PCH & Beryl Street	B	11.5	C	21.3	B	14.9	D	40.0
5. Catalina Avenue & Beryl Street	B	18.0	C	25.5	C	30.2	F	104.1
6. Catalina Avenue & Torrance Boulevard	B	17.7	C	28.6	C	20.9	C	29.2
7. PCH & Torrance Boulevard	E	65.6	F	87.3	E	69.7	F	98.0
8. Esplanade/Pearl Street & Catalina Avenue	B	13.6	B	13.1	B	13.5 [c]	B	12.8 [c]

Notes:
 [a] Unsignalized intersections analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.
 [b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.
 [c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

Based on the HCM analyses, the following intersections are projected to operate at LOS E or worse during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
- 3) Catalina Avenue & Francisca Avenue (PM peak hour)
- 5) Catalina Avenue & Beryl Street (PM peak hour)
- 7) PCH & Torrance Boulevard (both peak hours)

Based on the impact criteria detailed in Section 5.A.5, cumulative traffic with Buildout Under All Existing Regulations is expected to significantly impact the following study intersections during one or both peak hours:

- 1) PCH & Herondo Street/Anita Street (both peak hours)
 - 2) PCH & Catalina Avenue (PM peak hour)
 - 4) PCH & Beryl Street (both peak hours)
 - 5) Catalina Avenue & Beryl Street (PM peak hour)
 - 7) PCH & Torrance Boulevard (both peak hours)
2. Segment Volumes and Level of Service

Table T29 shows daily volumes and LOS expected to occur along critical road segments in the traffic study area under the Cumulative Base plus Buildout Under All Existing Regulations condition. These volumes were analyzed using the HCM Urban Arterials methodology consistent with the analysis of the Project in Section 5. As seen in Table T29, the LOS is expected to remain the same for each segment with the addition of the Buildout Under All Existing Regulations's traffic, with the exception of Prospect Avenue, which would degrade to LOS F. All segments are projected to operate at LOS E or worse.

TABLE T29 CUMULATIVE BASE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS SEGMENT VOLUMES AND LEVELS OF SERVICE				
Segment	Cumulative Base		Cumulative plus Buildout Under All Existing Regulations	
	Daily Volume	LOS	Daily Volume	LOS
PCH Aviation Boulevard to Torrance Boulevard	41,500	F	49,234	F
PCH Torrance Boulevard to Topaz Street	42,943	E	44,233	E
Catalina Avenue PCH to Beryl Street	16,000	E	22,584	E
Catalina Avenue Beryl Street to Topaz Street	20,100	E	22,678	E
Herondo Street Harbor to PCH	12,691	E	21,763	E
Anita Street PCH to Harkness Lane	22,100	E	31,984	E
Torrance Boulevard Western terminus to PCH	15,806	E	18,514	E

**TABLE T29
CUMULATIVE BASE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS
SEGMENT VOLUMES AND LEVELS OF SERVICE**

Segment	Cumulative Base		Cumulative plus Buildout Under All Existing Regulations	
	Daily Volume	LOS	Daily Volume	LOS
Torrance Boulevard PCH to Irena Avenue	33,232	F	36,670	F
Prospect Avenue Anita Street to Diamond Street	21,672	E	22,854	F

3. Qualitative Assessment of Cumulative plus Buildout Under All Existing Regulations Conditions

The following changes to qualitative operating conditions within the study area are expected to occur with the addition of cumulative and Buildout Under All Existing Regulations traffic:

- Heavy Vehicle Traffic – Heavy vehicle traffic would be expected to marginally increase to support the day-to-day delivery and haul needs of the land use that could potentially be built with Buildout Under All Existing Regulations. This marginal increase in heavy vehicle traffic would not be expected to negatively impact traffic operations.
- Bus Stops – With the addition of the Buildout Under All Existing Regulations traffic, queues caused by temporary bus blockages would be longer in length.
- Intersection and Corridor Oversaturation (Downstream Traffic Queuing Impacts) – With the addition of the Buildout Under All Existing Regulations traffic, intersection and corridor oversaturation would increase.
- Side Street and Driveway Entrances and Exits – With the addition of the Buildout Under All Existing Regulations traffic, the length of any queues caused by vehicles waiting to turn onto a side street or driveway would increase. However, this is not expected to be a regular issue due to the presence of left-turn lanes for turns onto most side streets.
- Ingress Staking and Overflowing – Issues with ingress staking and overflowing are not anticipated with the addition of the Buildout Under All Existing Regulations traffic.
- Left-Turn Lane Queuing and Overflow – More frequent and longer queue spillback out of left-turn lanes would be expected with the addition of the Buildout Under All Existing Regulations traffic.
- Traffic, Pedestrian & Bicycle Safety – The Buildout Under All Existing Regulations traffic would result in increased traffic traveling on streets and through intersections in the study area. However, this increase in traffic is not expected to degrade safety, as traffic, pedestrian, and bicycle facilities have been designed to relevant safety standards, and any new facilities would continue to be designed to relevant safety standards.

D. Future Conditions with Mitigation

As noted in Section 5.E.4, attempts were made to identify mitigation measures for impacted intersections in the study area. One feasible physical mitigation measure was identified:

- 7) PCH & Torrance Boulevard – A physical improvement is proposed (restriping of northbound approach to include one left-turn lane, two through lanes, and one right-turn lane). This measure was proposed mitigation in the Circulation Element.

Table T30 details conditions that would be expected to occur with As-Built plus Buildout Under All Existing Regulations Conditions and the suggested mitigation. As the table indicates, the mitigation measure would reduce the overall ICU at this intersection to an LOS D or better during the AM peak hour, thus mitigating that peak hour, but would not reduce the PM peak hour ICU to an LOS D or better during the PM hour, so would remain impacted during that peak hour according to the impact criteria set forth in the Circulation Element and Article XXVII. All other intersections would remain significantly impacted under As-Built plus Buildout Under All Existing Regulations Conditions using the ICU methodology.

TABLE T30 AS-BUILT PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS WITH MITIGATIONS INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS (ICU METHODOLOGY)												
Intersection	As-Built Conditions				As-Built plus Buildout Under All Existing Regulations with Mitigations				As-Built plus Buildout Under All Existing Regulations with Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	E	0.924	E	0.917	E	0.977	F	1.246	0.053	Yes	0.329	Yes
2. PCH & Catalina Avenue	B	0.673	E	0.931	B	0.696	F	1.026	0.023	No	0.095	Yes
4. PCH & Beryl Street	D	0.856	E	0.953	E	0.921	F	1.073	0.065	Yes	0.120	Yes
5. Catalina Ave & Beryl Street	A	0.390	B	0.636	B	0.634	F	1.137	0.244	No	0.501	Yes
7. PCH & Torrance Boulevard	D	0.893	E	0.907	D	<i>0.877</i>	E	<i>0.928</i>	<i>-0.016</i>	No	<i>0.021</i>	Yes

Note: ***Bold italics indicate ICU improved by mitigation measures***

Table T31 details conditions that would be expected to occur with Cumulative plus Buildout Under All Existing Regulations Conditions traffic and the suggested mitigation measure. As the table indicates, the mitigation measure would reduce the overall ICU at the intersection of PCH & Torrance Boulevard, but would not reduce it to a level better than LOS E, therefore, the intersection would not be considered mitigated according to the impact criteria set forth in Article XXVII. All other intersections would remain impacted under As-Built plus Buildout Under All Existing Regulations Conditions using the ICU methodology.

**TABLE T31
CUMULATIVE PLUS BUILDOUT UNDER ALL EXISTING REGULATIONS WITH MITIGATIONS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	Cumulative Base				Cumulative plus Buildout Under All Existing Regulations with Mitigations				Cumulative plus Buildout Under All Existing Regulations Mitigations Impact			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Sig Impact	Change in VC	Sig Impact
1. PCH & Anita/Herondo Street	F	1.008	F	1.073	F	1.127	F	1.344	0.119	Yes	0.271	Yes
2. PCH & Catalina Avenue	B	0.694	E	0.968	C	0.717	F	1.064	0.023	No	0.096	Yes
4. PCH & Beryl Street	D	0.894	E	0.998	E	0.959	F	1.139	0.065	Yes	0.141	Yes
5. Catalina Avenue & Beryl Street	A	0.392	B	0.682	B	0.636	F	1.197	0.244	No	0.515	Yes
7. PCH & Torrance Boulevard	F	1.047	F	1.098	F	<i>1.012</i>	F	<i>1.087</i>	<i>-0.035</i>	Yes	<i>-0.011</i>	Yes

Note: ***Bold italics indicate ICU improved by mitigation measures***

E. Comparison of Buildout Under All Existing Regulations Impacts to Project Impacts

This section presents a comparison of the results of the analysis of Buildout Under All Existing Regulations to that buildout under the proposed amended Coastal Land Use Plan and Coastal Zoning Ordinance.

1. Intersection Operations Comparison

Table T32 compares the level of service and V/C ratios using ICU methodology for the As-Built plus Project scenarios.

**TABLE T32
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
AS-BUILT PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	As-Built plus Project				As-Built plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Change in VC
1. PCH & Anita/Herondo Street	E	0.951	F	1.153	E	0.977	F	1.246	0.026	0.093
2. PCH & Catalina Avenue	B	0.689	E	0.999	B	0.696	F	1.026	0.007	0.027
3. Catalina Avenue & Francisca Avenue	See Table T34 for HCM Analysis (ICU Analysis is for signalized intersections only)									
4. PCH & Beryl Street	E	0.901	F	1.038	E	0.921	F	1.073	0.020	0.035
5. Catalina Avenue & Beryl Street	A	0.550	E	0.967	B	0.634	F	1.137	0.084	0.170
6. Catalina Avenue & Torrance Boulevard	A	0.581	B	0.653	B	0.601	C	0.701	0.020	0.048
7. PCH & Torrance Boulevard	E	0.902	E	0.943	E	0.905	E	0.962	0.003	0.019
8. Esplanade/Pearl Street & Catalina Avenue	A	0.421	A	0.378	A	0.426	A	0.388	0.005	0.010

Note: **Bold** indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.

As shown in Table T32, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the ICU methodology:

- 2) Pacific Coast Highway/Catalina Avenue (AM peak hour)
- 5) Catalina Avenue/Beryl Street (both peak hours)
- 6) Catalina Avenue/Torrance Boulevard (both peak hours)

Table T33 compares the level of service and V/C ratios using ICU methodology for the Cumulative plus Project scenarios.

**TABLE T33
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
CUMULATIVE PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(ICU METHODOLOGY)**

Intersection	Cumulative plus Project				Cumulative plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	Change in VC	Change in VC
1. PCH & Anita/Herondo Street	F	1.092	F	1.251	F	1.127	F	1.344	0.035	0.093
2. PCH & Catalina Avenue	C	0.711	F	1.037	C	0.717	F	1.064	0.006	0.027
3. Catalina Avenue & Francisca Avenue	See Table T35 for HCM Analysis (ICU Analysis is for signalized intersections only)									
4. PCH & Beryl Street	E	0.939	F	1.100	E	0.959	F	1.139	0.020	0.039
5. Catalina Avenue & Beryl Street	A	0.552	F	1.019	B	0.636	F	1.197	0.084	0.178
6. Catalina Avenue & Torrance Boulevard	B	0.622	B	0.687	B	0.643	C	0.735	0.021	0.048
7. PCH & Torrance Boulevard	F	1.055	F	1.124	F	1.059	F	1.143	0.004	0.019
8. Esplanade/Pearl Street & Catalina Avenue	A	0.464	A	0.539	A	0.469	A	0.539	0.005	0.000

Note: **Bold** indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.

As shown in Table T33, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the ICU methodology:

- 5) Catalina Avenue/Beryl Street (AM peak hour)
- 6) Catalina Avenue/Torrance Boulevard (PM peak hour)

Table T34 compares the level of service and V/C ratios using HCM methodologies for the As-Built plus Project scenarios.

**TABLE T34
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
AS-BUILT PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(HCM METHODOLOGIES)**

Intersection	As-Built plus Project				As-Built plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Change in Delay	Change in Delay
1. PCH & Anita/Herondo Street	D	44.4	F	104.4	D	50.0	F	119.6	5.6	15.2
2. PCH & Catalina Avenue	B	15.4	B	19.9	B	16.4	C	22.5	1.0	2.6
3. Catalina Avenue & Francisca Avenue [a]	B	15.0	F	>120 [b]	B	15.7	F	>120 [b]	0.7	[b]
4. PCH & Beryl Street	B	12.3	C	25.8	B	13.3	C	31.2	1.0	5.4
5. Catalina Avenue & Beryl Street	C	24.6	D	54.2	C	30.6	F	91.2	6.0	37.0
6. Catalina Avenue & Torrance Boulevard	C	21.1	C	24.4	C	23.7	C	25.8	2.6	1.4
7. PCH & Torrance Boulevard	D	39.9	D	43.0	D	40.5	D	45.0	0.6	2.0
8. Esplanade/Pearl Street & Catalina Avenue	B	12.2	B	11.3	B	12.2	B	11.2 [c]	0.0	-0.1

Notes:

Bold indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.

[a] Unsignalized intersection analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

As shown in Table T34, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the HCM methodologies:

- 2) Pacific Coast Highway/Catalina Avenue (PM peak hour)
- 5) Catalina Avenue/Beryl Street (PM peak hour)

Table T35 compares the level of service and delay using HCM methodologies for the Cumulative plus Project scenarios.

**TABLE T35
COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS
CUMULATIVE PLUS PROJECT SCENARIOS
INTERSECTION LEVELS OF SERVICE AND IMPACT ANALYSIS
(HCM METHODOLOGIES)**

Intersection	Cumulative plus Project				Cumulative plus Buildout Under All Existing Regulations				Comparison	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	Change in Delay	Change in Delay
1. PCH & Anita/Herondo Street	E	76.7	F	>120 [b]	F	84.1	F	>120 [b]	7.4	[b]
2. PCH & Catalina Avenue	B	17.1	C	22.7	B	18.4	C	30.1	1.3	7.4
3. Catalina Avenue & Francisca Avenue [a]	B	17.1	F	>120 [b]	B	18.1	F	>120 [b]	1.0	[b]
4. PCH & Beryl Street	B	14.1	C	31.9	B	14.9	D	40.0	0.8	8.1
5. Catalina Avenue & Beryl Street	C	24.3	E	62.0	C	30.2	F	104.1	5.9	42.1
6. Catalina Avenue & Torrance Boulevard	B	19.9	C	27.6	C	20.9	C	29.2	1.0	1.6
7. PCH & Torrance Boulevard	E	68.8	F	93.8	E	69.7	F	98.0	0.9	4.2
8. Esplanade/Pearl Street & Catalina Avenue	B	13.5	B	12.9	B	13.5	B	12.8 [c]	0.0	-0.1

Notes:

Bold indicates where LOS degrades a letter grade with Buildout Under All Existing Regulations compared with the Project.

[a] Unsignalized intersection analyzed using Two-Way Stop methodology from *Highway Capacity Manual*.

[b] Intersection projected to be oversaturated. Delay cannot be calculated. Project trips added to through movements expected to increase delay at stop-controlled approach.

[c] The HCM methodology calculates average intersection delay, which is dependent on the number of vehicles at each approach and the amount of green time given to each approach. When project traffic is added to an intersection approach that has extra capacity – and therefore relatively little delay, the overall average delay for the intersection using this methodology can decrease slightly despite the increase in vehicles at the intersection.

As shown in Table T35, the following intersections degrade by one letter grade or more between the Project scenario and Buildout Under All Existing Regulations using the HCM methodologies:

- 1) PCH & Anita/Herondo Streets (AM peak hour)
- 4) PCH & Beryl Street (PM peak hour)
- 5) Catalina Avenue/Beryl Street (PM peak hour)
- 6) Catalina Avenue/Torrance Boulevard (AM peak hour)

2. Segment Operations Comparison

Expected daily volumes and LOS along critical road segments under the amended Coastal Land Use Plan and Coastal Zoning Ordinance and under Existing Regulations are compared Table T36. Although the Buildout Under All Existing Regulations would add additional traffic onto the roadway segments, the HCS operations along the roadway segment remain consistent with the Project operations, as shown in the table.

TABLE T36 COMPARISON OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS SEGMENT VOLUMES AND LEVELS OF SERVICE										
Segment	As-Built + Project		As-Built + Buildout Under All Existing Regulations		Volume Delta	Cumulative + Project		Cumulative + Buildout Under All Existing Regulations		Volume Delta
	Daily Volume	LOS	Daily Volume	LOS		Daily Volume	LOS	Daily Volume	LOS	
PCH Aviation Boulevard to Torrance Boulevard	46,948	F	49,234	F	2,286	46,948	F	49,234	F	2,286
PCH Torrance Boulevard to Topaz Street	38,408	E	38,790	E	382	43,851	E	44,233	E	382
Catalina Avenue PCH to Beryl Street	20,502	E	22,584	E	2,082	20,502	E	22,584	E	2,082
Catalina Avenue Beryl Street to Topaz Street	21,916	E	22,678	E	762	21,916	E	22,678	E	762
Herondo Street Harbor to PCH	16,948	E	20,072	E	3,124	18,639	E	21,763	E	3,124
Anita Street PCH to Harkness Lane	29,062	E	31,984	E	2,922	29,062	E	31,984	E	2,922
Torrance Boulevard Western terminus to PCH	14,908	E	15,708	E	800	17,714	E	18,514	E	800
Torrance Boulevard PCH to Irena Avenue	24,622	E	25,638	E	1,016	35,654	F	36,670	F	1,016
Prospect Avenue Anita Street to Diamond Street	20,133	E	20,482	E	349	22,505	F	22,854	F	349

3. Significant Impact Comparison

As indicated in Table T37, there are no additional intersection impacts with Buildout Under All Existing Regulations, than with the Project as analyzed in Section 5. While Buildout Under All Existing Regulations would add more traffic to intersections than the Project, because these intersections are already projected to be impacted with the Project, this further degradation does not lead to additional impacts.

TABLE T37 COMPARISON OF IMPACTS OF PROJECT TO BUILDOUT UNDER ALL EXISTING REGULATIONS								
Intersection	As-Built + Project		As-Built + Buildout Under All Existing Regulations		Cumulative + Project		Cumulative + Buildout Under All Existing Regulations	
	Impact		Impact		Impact		Impact	
	AM	PM	AM	PM	AM	PM	PM	PM
1. PCH & Anita/Herondo Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2. PCH & Catalina Avenue	No	Yes	No	Yes	No	Yes	No	Yes
4. PCH & Beryl Street	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5. Catalina Avenue & Beryl Street	No	Yes	No	Yes	No	Yes	No	Yes
7. PCH & Torrance Boulevard	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

F. Comparison of Existing and Proposed Coastal Land Use Plan and Zoning

For purposes of comparative analysis, Fehr & Peers was asked to compare traffic impacts that would occur under the proposed Coastal Land Use Plan and Coastal Zoning Ordinance with potential buildout under the existing Coastal Land Use Plan and zoning, without consideration of any additional constraints imposed by other land use regulations, e.g., the Harbor/Civic Center Specific Plan. This traffic analysis would reflect the comparison of buildout potential analyzed in Section 4.B, above. This technical analysis could not be performed, however, due to the lack of any quantifiable limits on development intensity in the existing Coastal Land Use Plan and zoning. Based on traffic analysis performed for the Buildout Under All Existing Regulations scenarios, however, it is readily foreseeable that unrestricted development under the existing Coastal Land Use Plan and zoning would saturate City streets and worst-case levels of service (LOS F) at all major intersections. Actual operating conditions could result in V/C ratios and delay times far in excess of the minimum thresholds for LOS F.

In order to forecast the approximate level of additional development that would result in LOS F at key intersections, Fehr & Peers conducted a sensitivity analysis. A sensitivity analysis was performed utilizing the intersection of Catalina Avenue and Beryl Street as a focal point. (See Appendix D to Traffic Report, at www.redondo.org/trafficstudy copies are available in the City Clerk’s office or if you wish to obtain copy please call the City Clerk’s office at (310) 318-0656.)

This intersection was selected because it serves as the major gateway intersection to the Harbor/Pier area. The test indicated that the PM peak hour LOS at this intersection would degenerate from LOS E to LOS F with the addition of approximately 200 additional vehicle trips added to As-Built Plus Project condition, i.e. to traffic estimated to occur under the amended Coastal Land Use Plan and Coastal Zoning Ordinance. This additional 200 vehicle trips would be generated by addition of approximately 53,300 square feet of additional commercial development in the Harbor/Pier area beyond the 400,000 square feet of development allowed by the proposed Coastal Land Use Plan and Coastal Zoning Ordinance. Additional increments of new development beyond the 400,000 square feet permitted in the Harbor/Pier area by the proposed amendments would be expected to compound these conditions and result in additional significant impacts at other locations. Unrestricted development, if permitted, could reliably be expected to further compound delay times and exceedances of vehicle/capacity ratios in the study area.

Figure 2: Coastal Land Use Plan Map (Resolution 0508-83)

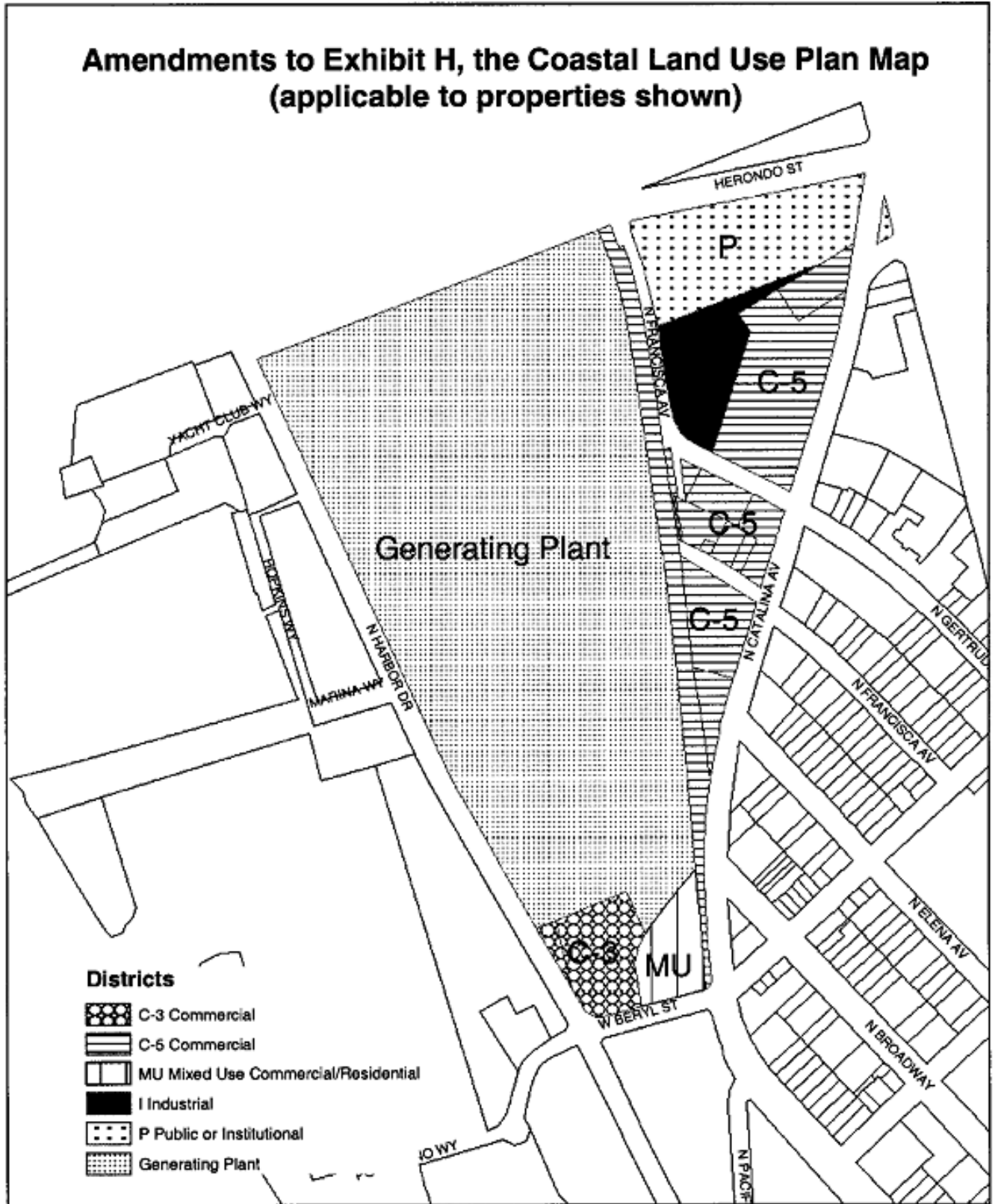


Figure 4: Coastal Zoning Map (Ordinance 2972-05)

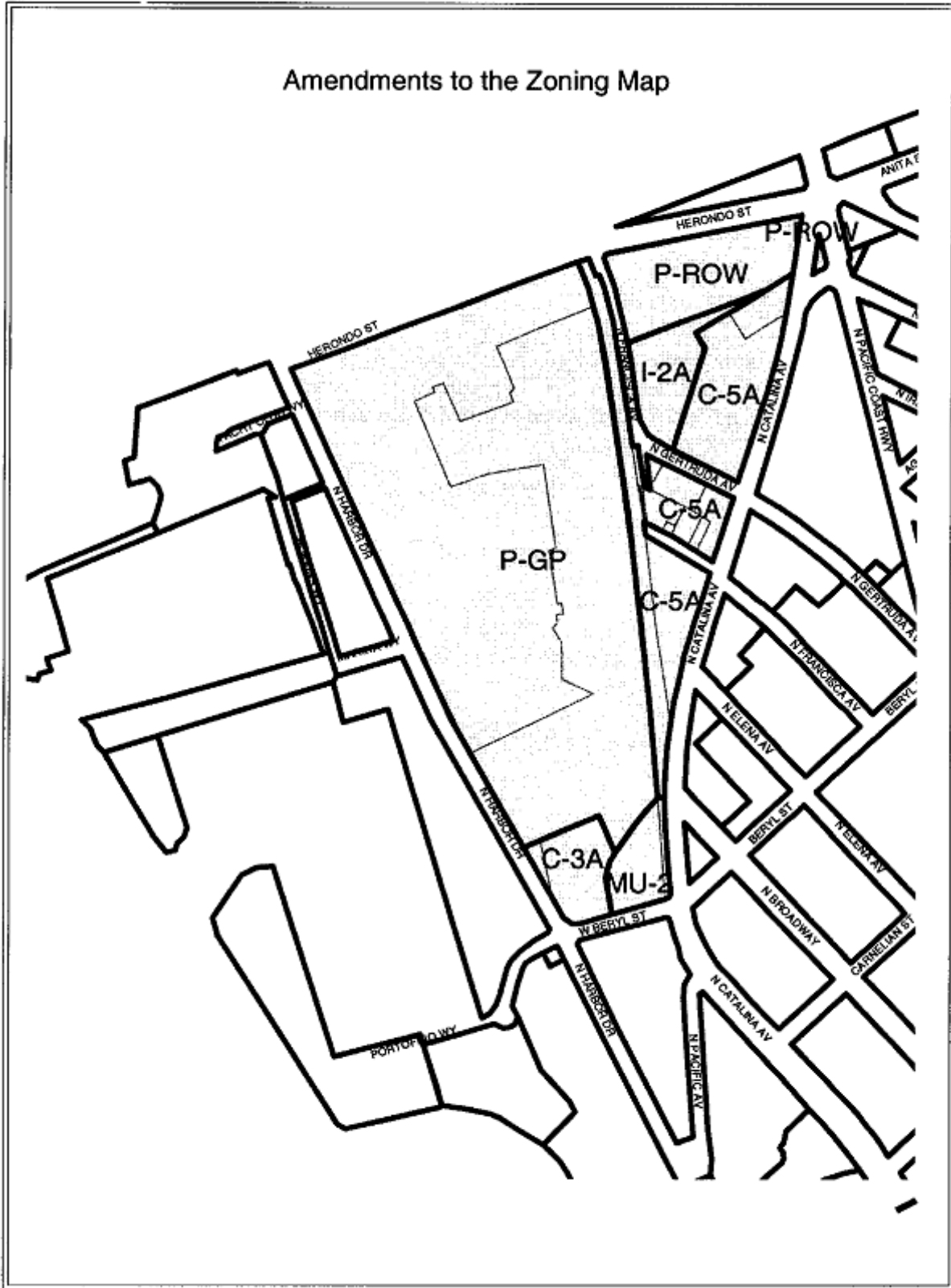


Figure 5: Proposed Coastal Land Use Plan Map Sub-Area 1(Resolution CC-0805-46)

Commercial Recreation Sub-area 1

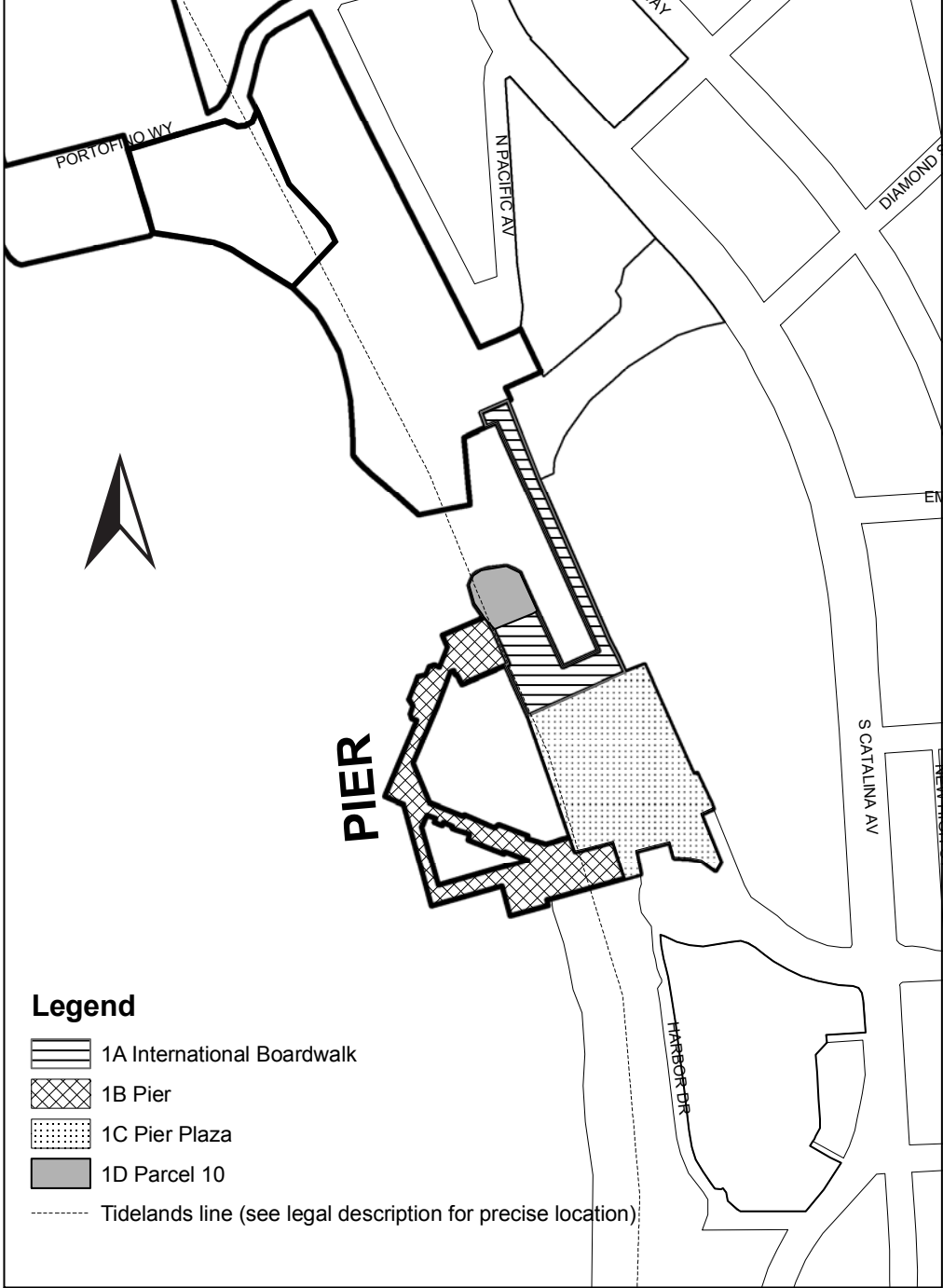
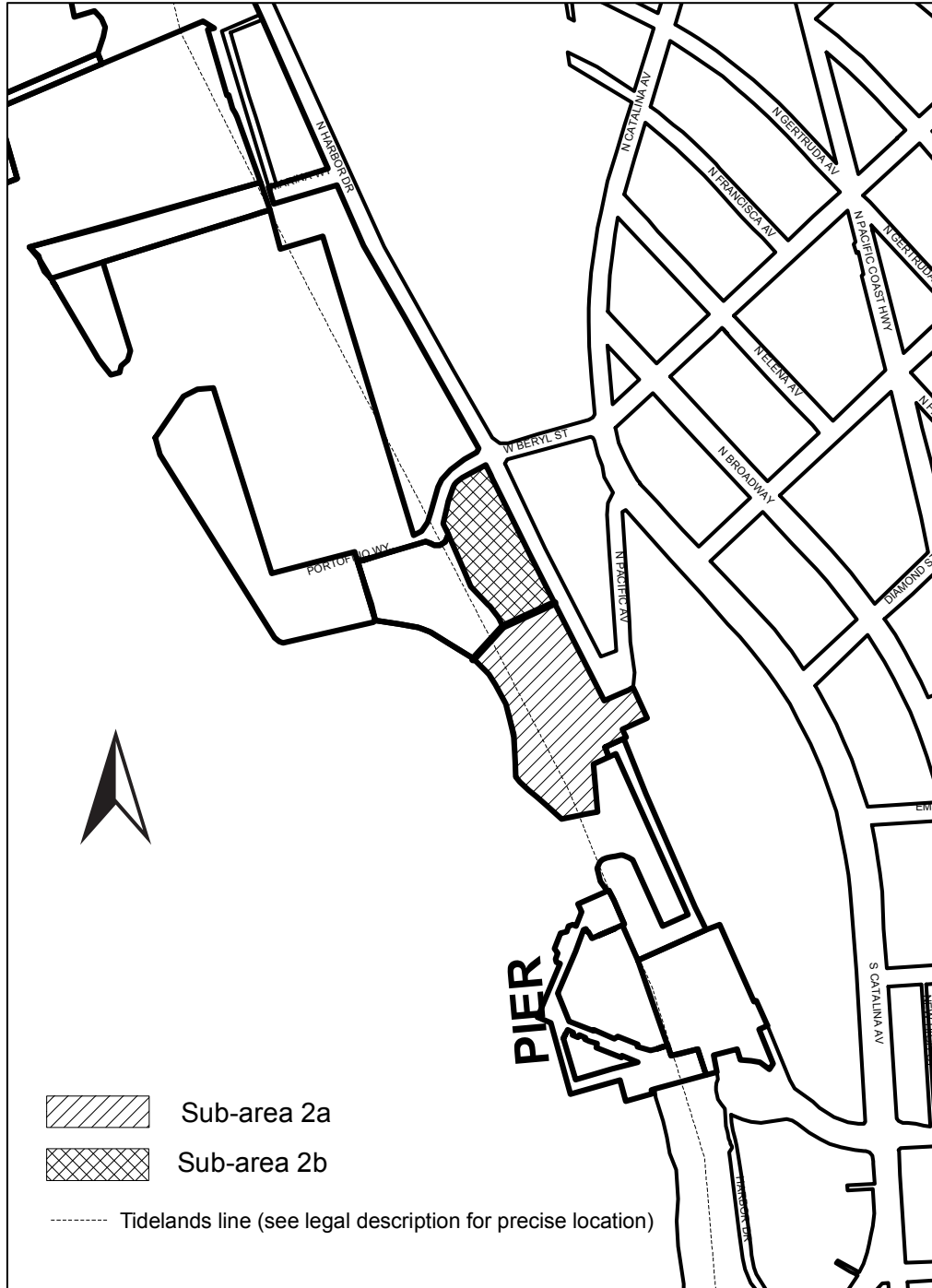


Figure 6: Proposed Coastal Land Use Plan Map Sub-Area 2(Resolution CC-0805-46)
Commercial Recreation Sub-area 2



**Figure 7: Proposed Coastal Land Use Plan Map Sub-Area 3(Resolution CC-0805-46)
Commercial Recreation Sub-Area 3**

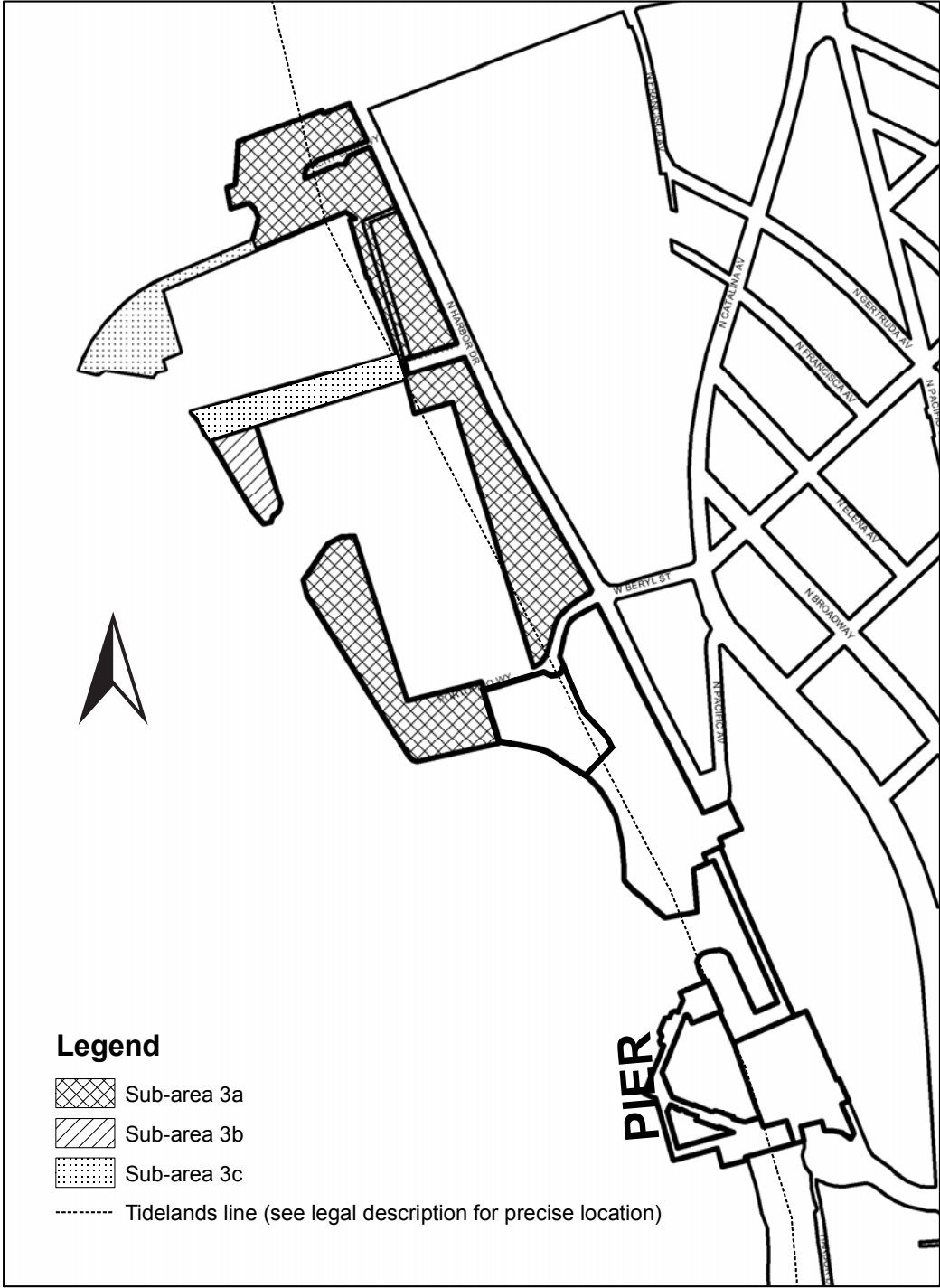


Figure 8: Proposed Coastal Land Use Plan Map Sub-Area 4(Resolution CC-0805-46)
Commercial Recreation Sub-area 4

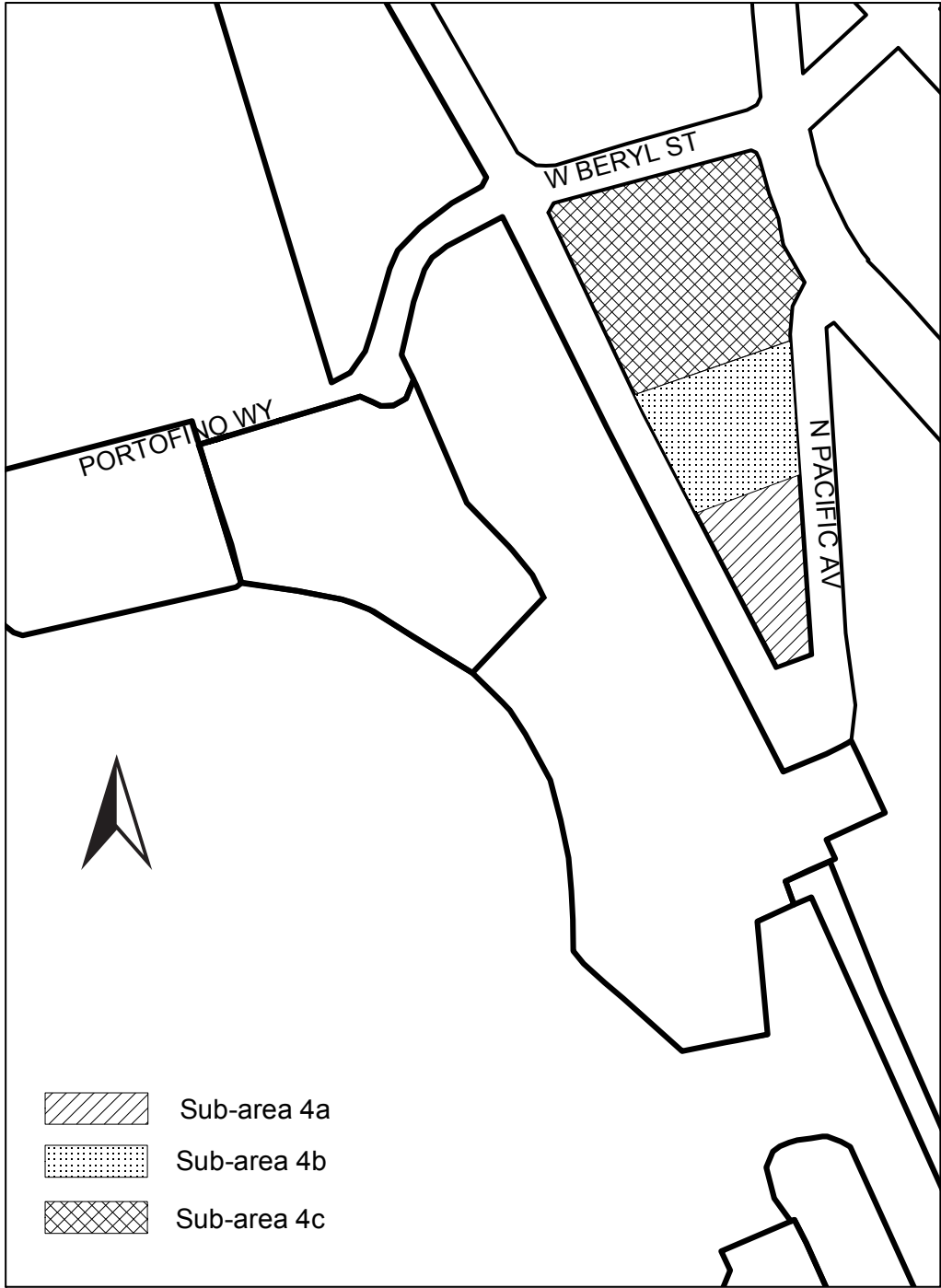


Figure 9: Existing Certified Coastal Land Use Plan Map

Exhibit H-1
Coastal Land Use Plan Map
(AES site, Harbor/Pier area, and N. Catalina corridor)

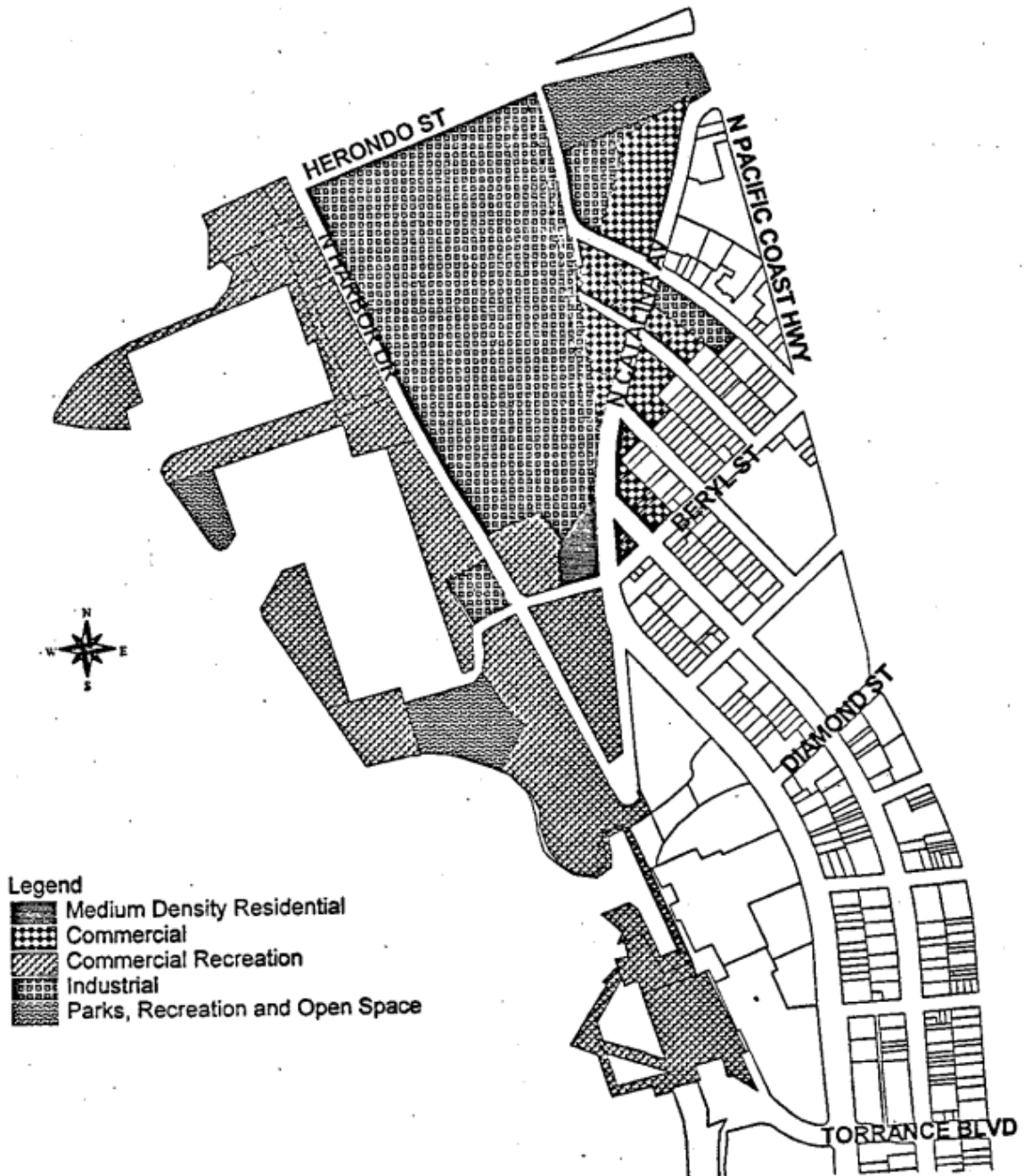
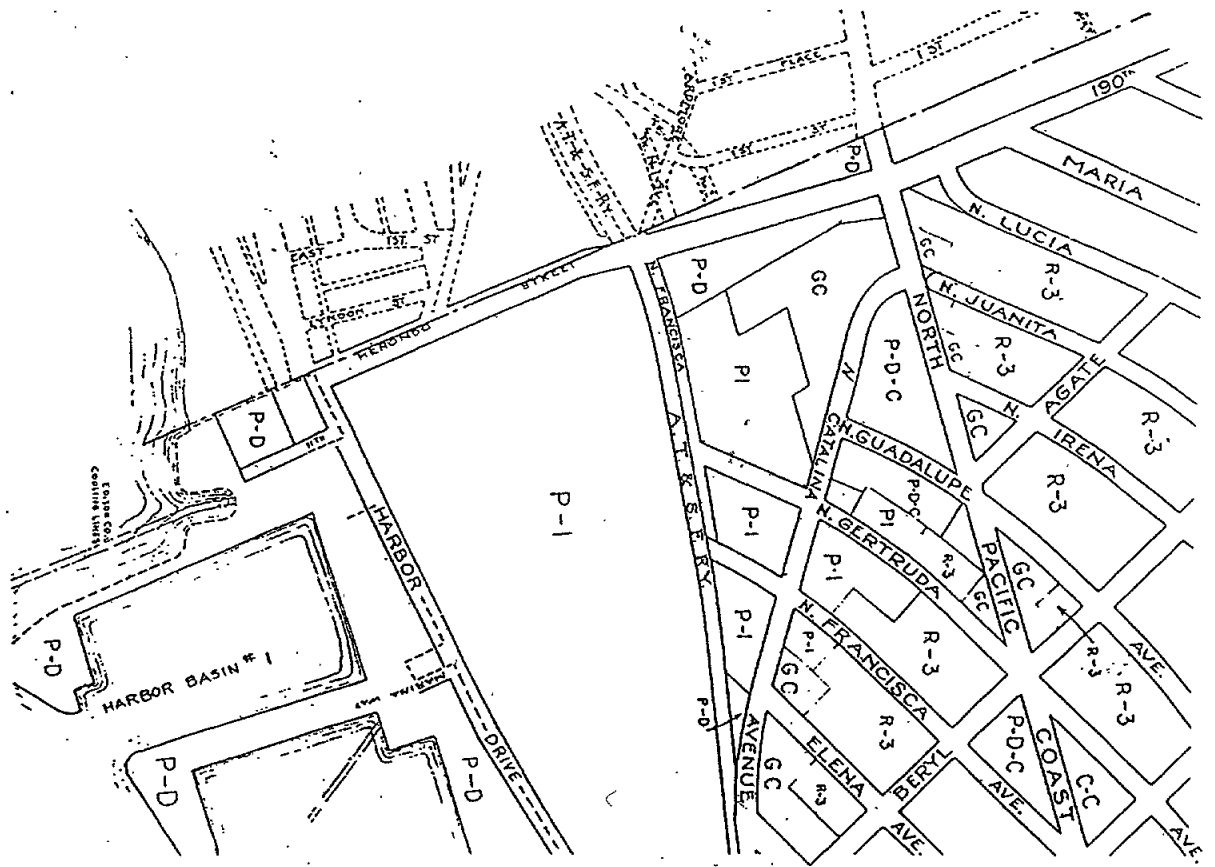


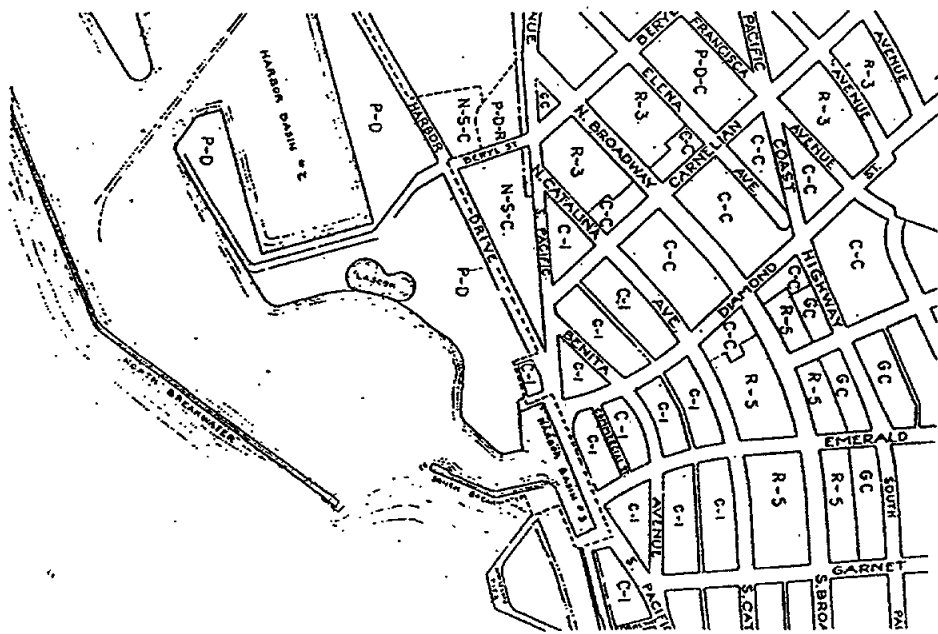
Figure 10: Existing Zoning Map (1981)



PRECISE LAND USE MAP NO. 3
 Amended by: Ord. 1966 c.s., eff. May 1, 1968; Ord. 1982 c.s., eff. December 25, 1968,
 and Ord. 2212 c.s., eff. September 7, 1977.

356-15

Reprint No. 44 - December 9, 1977



PRECISE LAND USE MAP NO. 4
 Amended by: Ord. 2048 c.s., eff. June 2, 1971.

356-16

Reprint No. 30 - December 10, 1971

Figure 11: Existing General Plan Land Use Designations
 For a color map refer to
http://crb-internet.redondo.org/depts/city_clerk/election_info/default.asp



Mark your calendar.
Don't forget to vote on
November 2, 2010

October 2010

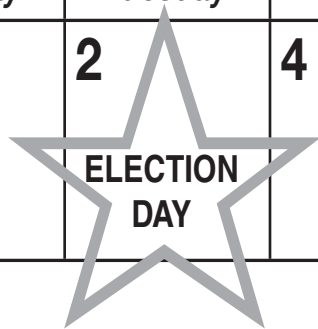
<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
17	18 Last day to register to vote for this election	19	20	21	22	23
24	25	26 Last day to request a Vote-by-Mail ballot by mail	27	28	29 * Last day to mail your voted Vote-by-Mail ballot locally	30

*** Vote-by-Mail ballots must be received by the LA County Elections Official or your polling place by November 2, 2010.**

Postmarks do not count.

November 2010

<i>Sunday</i>	<i>Monday</i>	<i>Tuesday</i>	<i>Wednesday</i>	<i>Thursday</i>	<i>Friday</i>	<i>Saturday</i>
October 31	1	2	4	5	6	7



WARNING !!! Your POLLING PLACE for this election may be different from the polling place you went to for the last election. See the back of the LA COUNTY Sample Ballot for your polling place or www.LAVOTE.net.



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AND CLOSE AT 8 P.M.**

NOTE: Your POLLING PLACE LOCATION, and the COMPLETE SAMPLE BALLOT, and the VOTE-BY-MAIL APPLICATION, are being mailed under seperate cover as required by the LA COUNTY REGISTRAR'S OFFICE, which is conducting this election.