

CALIFORNIA COASTAL COMMISSION

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December 19, 2000

**MEMORANDUM:****RECORD PACKET COPY****TO:** Commissioners and Interested Parties**FROM:** Deborah Lee, Deputy Director
Teresa Henry, District Manager, South Coast District **R**
Pam Emerson, Los Angeles County Area Supervisor**SUBJECT:** Major Amendment Request No. 1-2000 to the City of Redondo Beach certified Land Use Plan; (for public hearing and Commission action at the January 9-12, 2001 meeting in Los Angeles).**SUMMARY OF LUP AMENDMENT REQUEST**

Public hearing and action on request by the City of Redondo Beach to amend the Certified Land Use Plan: the purpose of the amendment is to bring the Land Use Plan into consistency with the City's General Plan and the Harbor/Civic Center Specific Plan. This phase of the update includes changes in land use designations and development standards applying to the residential and commercial areas located in the City's Coastal Zone. The City has deferred major changes applying to a steam generation facility at the northern boundary of the City (the AES Power Plant), its Harbor/Pier Area and a commercial/industrial corridor that is in the process of transition, (the north Catalina Avenue Corridor) pending public workshops. Although the City deferred adopting specific development standards for the entire pier, the Council adopted a policy reserving some parts of the pier for fishing and deleted descriptions of "future projects" which are now completed. The proposed LUPA includes changes to the land use designations of all remaining areas in the Redondo Beach Coastal Zone including the beach, the Civic Center, and the residentially and commercially designated areas. Among other changes, the proposed LUPA would increase the number of units per acre allowed in the R-1 single family designated areas from 6.5 d.u. /acre to 8.8 d.u. /acre, and lower height limits and re-designate some "Medium Density Residential" areas to the General Plan designation "R3¹." The proposed LUPA redesignates some strip commercial to residential or mixed use, and some areas previously designated for residential use to commercial. Public or institutional designations are now divided into three open space categories: (a) public beaches and parks, (b) parking and (c) public buildings. The changes are described in more detail in Exhibits 2, 3, 9 and 10.

¹ R-3, also a zoning term, is used in the City's LUP and General Plan as a Land Use designation. R-3 allows fewer units per acre than "Medium Density Residential."

**Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 2 of 33**

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending that the Commission, after a public hearing, deny the LUP amendment, as submitted and approve it with suggested modifications. The reason for denial is that the changes result in an incomplete plan for the Harbor/Pier areas. Although the City intends to adopt policies addressing the Harbor/Pier area that replace the obsolete "future projects" list, the remaining LUPA policies do not provide sufficient guidance to the City or to private developers to ensure that development is consistent within the Coastal Act. Staff is recommending that the Commission adopt modifications to the LUPA to provide guidance until the City adopts and submits new policies and land use designations as a subsequent amendment to this LUP. Secondly, this amendment is a citywide LUP update. Because the amendment is citywide it should include policies to reflect recent changes in state law with respect to water quality and housing.

SUBMITTAL OF LUP AMENDMENT

The Commission conditionally certified the Land Use Plan on March 17, 1981. The City of Redondo Beach Land Use Plan (LUP) was effectively certified on June 18, 1981. The City does not have a certified Implementation Program. After the LUP was approved, the City updated its General Plan and zoning, but did not update the LUP. In 1999 the Commission certified two project-driven amendments to the LUP. In May 1999 the Commission certified LUPA 1-99 which changed land use designations from Commercial to Residential on five acres at the inner boundary of the Coastal Zone. In June 1999, the Commission certified LUPA 2-99, which changed land use designations on 2.3 acres at the south end of the City from Community Shopping Center to Mixed-Use Commercial/Residential.

On September 16, 1999 The Planning Commission approved the current amendment, bringing the LUP of the entire City into conformance with the General Plan. The matter was reported to the City Council and, after two hearings, was adopted on December 14, 1999. After public testimony, the Council deferred consideration of most changes to LUP policies applying to the Harbor/Pier area, the AES power plant and transmission line corridor and the north Catalina Avenue Corridor. In deferring its decision, the Council noted that a planning process was currently underway for those areas in response to proposals to recycle the AES power plant land. The City forwarded its resolution submitting this amendment on February 9, 2000. On March 14, 2000, the Commission granted a one-year extension to allow analysis of the LUPA.

PUBLIC PARTICIPATION

The City of Redondo Beach held many public meetings in 1991 and 1992 in order to update its General Plan. After the adoption of the General Plan and associated zoning in May 1992, the City began issuing permits based on its new zoning. No

conflict with the previously certified Land Use Plan was evident until a developer requested to construct a residential development in an area that had been designated commercial in the certified LUP. The City submitted and the Commission certified a LUP amendment to enable that project to go forward. After certification of a second project-driven LUP amendment, the City determined that it was necessary to also update its Land Use Plan. A Planning Commission hearing was held on September 16, 1999 and adopted resolution Number 8721 recommending approval of the proposed amendments to the Land Use Plan. City Council hearings were held on October 16, 1999, November 16, 1999 and December 14, 1999. As a result of testimony, the City Council deferred its decision on the AES plant, the Pier/Harbor area and the related Catalina commercial /industrial corridor until a separate planning effort could be concluded.

STANDARD OF REVIEW

The standard of review for the proposed LUP amendment, pursuant to Sections 30512, 30512.1 and 30512.2 of the Coastal Act, is that the proposed amendment conforms to the policies of Chapter 3 (commencing with Section 30200).

ADDITIONAL INFORMATION

Copies of the City's submittal are available at the South Coast District office located in the ARCO Center Towers, 200 Oceangate, Suite 1000, Long Beach, 90802. For additional information, contact Pam Emerson in the Long Beach Office at (562) 590-5071 or by email at pemerson@coastal.ca.gov.

I STAFF RECOMMENDATION

Staff recommends adoption of the following motions and resolutions

A. DENIAL OF THE AMENDMENT TO THE CERTIFIED LAND USE PLAN AS SUBMITTED

MOTION: *I move that the Commission certify the Land Use Plan Amendment 1-2000 as submitted by the City of Redondo Beach.*

STAFF RECOMMENDATION OF DENIAL:

Staff recommends a **NO** vote. Failure of this motion will result in denial of the land use plan as submitted and adoption of the following resolution. The motion to certify as submitted passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO DENY CERTIFICATION OF THE LAND USE PLAN AS SUBMITTED:

The Commission hereby denies certification of the amendment to the Land Use Plan 1-2000 submitted for the City of Redondo Beach and adopts the findings set forth below on grounds that the land use plan as submitted does not meet the requirements of and is not in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan would not meet the requirements of the California Environmental Quality Act, as there are feasible alternatives and mitigation measures that would substantially lessen the significant adverse impacts on the environment that will result from certification of the land use plan as submitted.

II. CERTIFICATION WITH SUGGESTED MODIFICATIONS

MOTION: *I move that the Commission certify the Amendment 1-2000 to the Land Use Plan portion of the City of Redondo Beach Local Coastal Program if modified as suggested in this staff report.*

STAFF RECOMMENDATION TO CERTIFY IF MODIFIED:

Staff recommends a YES vote. Passage of this motion will result in certification of the amended land use plan with suggested modifications and adoption of the following resolution and findings. The motion to certify with suggested modifications passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN WITH SUGGESTED MODIFICATIONS:

The Commission hereby certifies the amended Land Use Plan for the City of Redondo Beach, if modified as suggested and adopts the findings set forth below on grounds that the land use plan with the suggested modifications will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan if modified as suggested complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan if modified.

II. SUGGESTED MODIFICATIONS.

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 5 of 33

(Note: Suggested modifications to the City's language are shown in ***bold italic*** and strike-out format.)

Page 2, (Resolution 8156) LUP Chapter VI, C Proposed Land Use Classifications:

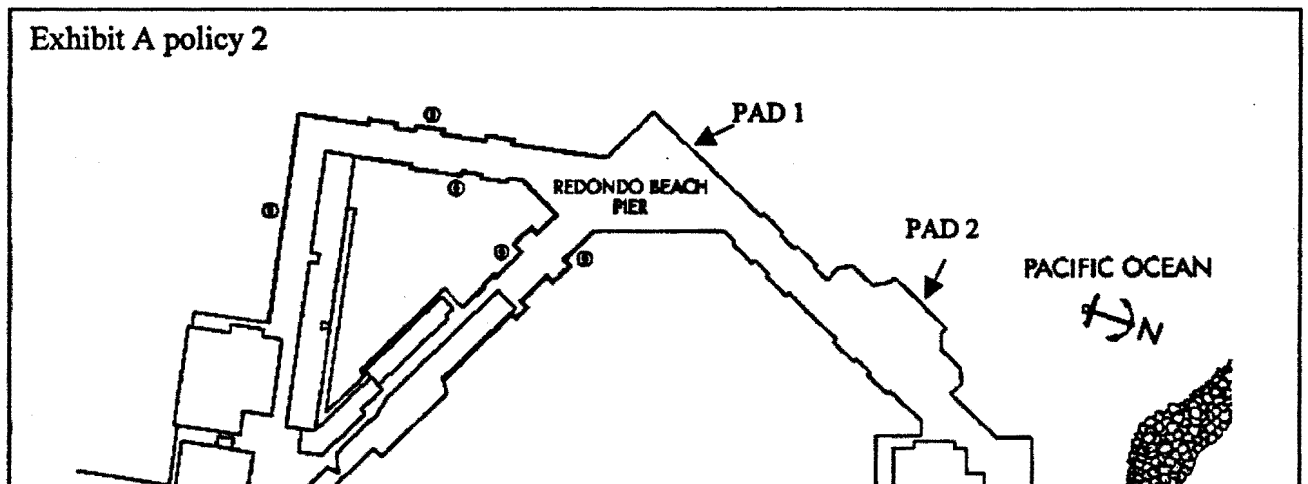
The following land use classifications in conjunction with the coastal Land Use Plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this coastal plan will guide future growth and development of the City's Coastal Zone. This section was substantially updated in 1999 for consistency with the City's General Plan, including more specific land use and development standards. Detailed development standards to implement these land use classifications are ~~contained in the city of Redondo Beach Zoning Ordinance~~ ***will be submitted as the implementation section of the City of Redondo Beach LCP.***

Page 8 , (Resolution 8156) Item D2:

2. New development, additions or major rehabilitation projects within the Harbor Pier area ~~shall will be required to 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, and***
- d) ***Provide appropriate public-serving amenities such as benches, pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc.***

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



Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 6 of 33

Page 8, item D3.

3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region, ensuring *maximum public access*, a high level quality of use and design, adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.

Page 9, Policy 10

For properties designated by the City of Redondo Beach as historic landmarks, *or under the State Historic Preservation Act, or which are listed on the National Register of Historic Places*, permit the establishment of an Historic Overlay zone, ~~pursuant to the procedures in the City's zoning ordinance,~~ to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a conditional use permit provided the use is compatible with the surrounding area and the use is reasonably necessary for the preservation of the historically significant building in which it is to be located. *Visitor serving or commercial uses shall be given priority in the reuse of such structures.*

Page 9 Add policy 11, Regarding Storm water run-off

11. The policy of the City is to control storm water runoff and pollution that may cause or contribute to adverse impacts on recreational access to beaches, or to other coastal resources, such as sensitive habitat areas or coastal waters. All development in the coastal zone, public and private, shall be in conformance with the storm water standards of the State of California as cited in section 5-701.101 of the Municipal Code, the Coastal Act and the most recent standards of the Regional Water Quality Control Board with regard to storm water runoff (specifically, the Standard Urban Storm Water Mitigation Plan issued March 8, 2000). New development or major rehabilitation projects will also be required to conform to any amendment to, or re-issuance of these state, federal and municipal standards. Pursuant to this:

- a) *All development on the pier and on the first row of lots adjacent to the beach shall comply with the provisions contained in Ordinance No. 2851, "Stormwater and Urban Runoff Pollution Control Regulations" and with applicable state and federal water quality standards for discharges into sensitive habitat areas.*
- b) *All development shall be designed to minimize the creation of impervious surfaces, and, to the maximum extent possible, to reduce directly-connected impervious area on the site. Setback areas should remain permeable (vegetated or crushed gravel) where feasible.*
- c) *Plans for new development and redevelopment projects shall incorporate Best Management Practices (BMPs) and other applicable Management Measures contained in the California Nonpoint Source Pollution Control Plan, that will reduce to the maximum extent practicable the amount of pollutants that are generated and/or discharged into the City's storm drain system and surrounding coastal waters. BMP's should be selected based on efficacy at mitigating pollutants of concern associated with respective development types or uses. This policy to incorporate BMP's shall also apply to all new or refurbished parking lots accommodating 25 or more cars.*
- d) *As part of the implementation of this Land Use Plan Amendment, the City shall develop a Public Participation component that identifies methods to encourage public participation in managing, development and minimizing urban runoff impacts to the coast. This component should include a public education program designed to: raise public awareness about stormwater issues and the potential impacts of water pollution; and involve the public in the development and implementation of the City's Stormwater and Urban Runoff Pollution Control Plan.*
- e) *It is the intent of the City to pursue opportunities to participate in watershed level planning and management efforts directed towards reducing stormwater and urban runoff impacts to water quality and related resources including restoration efforts and regional mitigation, monitoring, and public education programs.*

Page 9, Add policy 12. Regarding the provision of density bonuses to assure the provision of housing for low and moderate-income persons

12. Policy 12. Density Bonus for Low and Moderate Income Persons

(a) This is an incentive program that allows developers of any one of the types of residential projects described in Government Code Section 65915(b), and which complies with all standards set forth in Government Code Section 65915, to build no more than 25 percent more units than a property's zoning would ordinarily allow. In exchange for this density bonus, the owners must make the units affordable for 30 years if an incentive is utilized in addition to a density bonus specified in Government Code Section 65915(b) or for 10 years if a second incentive is not utilized.

(b) In accordance with Government Code Section 65915(f), the density bonus shall be calculated based on the otherwise maximum allowable residential density under the applicable zoning ordinance and land use element of the general plan. In the Coastal Zone, the otherwise maximum allowable residential density shall mean the maximum density determined by applying all site-specific environmental development constraints applicable under the coastal zoning ordinances and land use element certified by the Coastal Commission. The density bonus shall be applicable to housing development consisting of five or more units.

(c) In the coastal zone, any housing development approved pursuant to Government Code Section 65915 shall be consistent, to the maximum extent feasible and in a manner most protective of coastal resources, with all otherwise applicable certified local coastal program policies and development standards. If the City approves development with a density bonus, the City must find that the development, if it had been proposed without the 25 percent density increase, would have been fully consistent with the policies and development standards of the certified local coastal program. If the City determines that the means of accommodating the density increase proposed by the applicant do not have an adverse effect on coastal resources, the City shall require that the density increase be accommodated by those means. If, however, the City determines that the means for accommodating the density increase proposed by the applicant will have an adverse effect on coastal resources, before approving a 25 percent density increase, the City shall identify all feasible means of accommodating the 25 percent density increase and consider the effects of such means on coastal resources. The City shall require implementation of the means that are most protective of significant coastal resources.

(d) The City may prepare an LCP amendment for certification by the Commission for specific areas or sub-regions within the planning area where density bonuses in excess of 25 percent may be permitted based on a finding that no adverse impacts on coastal resources would result.

(e) In addition to a 25 percent density bonus, a qualifying housing development shall receive one of the incentives identified in Government

Code Section 65915(h), unless it is found that the additional incentive is not required in order to provide for affordable housing costs or rents. If the City determines that the additional development incentive requested by an applicant pursuant to this section will not have any adverse effects on coastal resources, the City may grant the requested incentive. If the City determines that the requested incentive will have an adverse effect on coastal resources, the City shall consider all feasible alternative incentives and the effects of such incentives on coastal resources. The City may grant one or more of those incentives that do not have an adverse effect on coastal resources. If all feasible incentives would have an adverse effect on coastal resources, the City shall grant only that additional incentive which is most protective of significant coastal resources.

(f) For the purposes of this section, "coastal resources" means any resource which is afforded protection under the policies of Chapter 3 of the Coastal Act, California Public Resources Code section 30200 et seq., including but not limited to public access, marine and other aquatic resources, environmentally sensitive habitat, and the visual quality of coastal areas.

Page 9 + , Add policy 13 regarding the safety of development.

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 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, and projections of sea-level rise expected 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 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 the 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 an analysis of the potential for seismic hazards, including liquefaction. The design of such structures shall include measures to minimize damage and loss of life and property from such hazards. All earthquake studies shall also comply with the latest recommendations of the California Department of Mines and Geology and the Seismic Safety Commission and shall adhere to all applicable building codes.*
- e) All development located 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 shoreline 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 bluff erosion or wave uprush.*

III. FINDINGS FOR DENIAL

The Commission hereby finds and declares as follows:

A. AMENDMENT DESCRIPTION AND LOCATION

The Coastal Zone in Redondo Beach is approximately 2.3 miles in length and is bounded on the north by the City of Hermosa Beach, inland by Pacific Coast Highway and on the south by the City of Torrance. The Redondo Beach Coastal Zone includes a major harbor and marina, a large pier complex, and a heavily used State Beach. In addition, the Coastal Zone area includes a major energy facility, the AES generation plant (formerly Edison), extensive commercial development adjacent to Pacific Coast Highway, a neighborhood shopping center and a diverse mixture of residential development ranging in size from small-scale units to high density, mid-rise development. The Coastal Zone extends no more than six blocks inland, incorporating only the beach and harbor complex and a few blocks of the developed upland.

Redondo Beach has a public pier that has suffered periodic damage in fires and major storms, requiring redevelopment. The City constructed a pier extension, a small craft harbor and a breakwater in the 1960's. Moles, landfill areas supported by revetments, have been used for public parking and are also leased to concessionaires.

Until it engaged in extensive redevelopment in the late 1960's, Redondo Beach was a typical low-rise beach community with small cottages, a few turn of the century "craftsman" buildings and some low rise multiple family attached cottages. Pacific Coast Highway, Catalina and streets leading to the water were zoned for strip commercial but not completely developed for those purposes. Other areas were zoned to accommodate highly dense high-rise development with designations such as R6 and R5. As is typical in the Los Angeles metropolitan area, many strip zoned commercial areas did not develop with commercial uses, and some older store front businesses that were developed on small commercial lots have lost business to inland shopping centers. By the early 1980's, many commercially zoned lots were developed residentially, and much residential land was zoned for high and mid-rise development that had never occurred.

In its 1981 LUP, the City reduced the densities and intensities of development allowed, reflecting these patterns. In recent years the City has again re-evaluated its land use designations and has concluded that even more modest levels of development would be appropriate and consistent with community character. In the 1992, the City updated its obsolete General Plan with one written to current planning standards. The revised General Plan changed the minimum lot sizes of R-1 development to reflect the sizes of the existing subdivided lots, which at 5,000 square feet, were smaller than "typical" lots in newer communities. The plan took extensive areas of "medium density residential" lots and reclassified them as R3, a category that afforded less intensity. Finally the plan lowered maximum heights in most districts to 30 feet. It has also replaced "ranges" of densities with clear maximum standards. The proposed amendment to the LUP would incorporate these revised land use designations and standards into the LUP.

The ocean front development in the City consists of the following: the Monstad Pier, which includes a large platform that accommodates several restaurants and snack and souvenir stores in addition to public fishing areas, the "Horseshoe Pier", a triangular extension of a parking and access platform that is large enough to include a hotel and a restaurant, and a harbor area delineated by three land fill moles that extend into the ocean. The mole areas are landfill areas supported by revetments that form the harbor bulkheads. Behind the most seaward of these moles there is a boater mooring area "the Harbor" and a separate "Fishing Pier", that accommodates commercial fishing charters. The moles are divided into leaseholds and developed privately, although the City has retained part of one mole, Mole B, as a public park. (See Exhibit 11) Another feature of the harbor area is a warm seawater pool (the Seaside Lagoon) that is fed by the cooling water discharge from the power plant. This is a highly popular local recreation area.

Upon development of the harbor in 1971, the City and the State Lands Commission agreed on the extent of public trust. The line between public trust land and inundated, previously privately owned land, was determined to be located at the 1935 mean high tide line. This line was established by an act of the Legislature in the tidelands grant to the City in 1971 and marks the delineation between public trust land and other publicly owned recreation land in the harbor. Some of this development is landward of the "1935 line" which means that it is located on City-owned property that is not subject to the public trust.

B. PUBLIC ACCESS AND RECREATION.

In approving a Local Coastal Program, the Coastal Commission must be assured that the new development envisioned in the plan does not prevent the public from reaching the beach. Typical policies establish limits on beach encroachments, preserve land for visitor serving facilities, reserve parking facilities, preserve existing informal accessways and limit development so that new development does not reduce the amount of parking available for beach goers.

The 1981 LUP includes a public access chapter. The chapter includes policies to identify and protect existing accessways and beaches. (Exhibits 5 and 6) In certifying the LUP in 1981, the Commission noted that the beach is publicly owned, that the City had created extensive public parking that could serve beach goers and that its Pier/Harbor area would be developed with visitor serving facilities that could serve the public. By reducing intensity of upland development and by reserving land for visitor serving facilities, the pattern of development was consistent with the provision of public access. The LUP limited uses in the Pier/Harbor area to Commercial recreation, which included visitor-serving uses, and did not permit office use on the pier. The LUP also included a list of future projects, such as hotels, that were then proposed in the Pier/Harbor area. For each

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 13 of 33

site, it contained a general project description, including approximate square footage of the development, heights, and the proposed access provisions. (See Exhibit 16 text of changes.)

The City is not proposing to change its public access policies. It has increased the protection for public recreational use of the beach, and in this LUPA does not propose to change the Commercial recreation designation that currently applies to the Pier/Harbor complex. In other parts of the City the LUPA replaces "commercial Recreation" and commercial designations with more precise commercial designations that include specific height limits and floor area ratios. In the Pier/Harbor area, the uses allowed under the commercial recreation designation include:

- 1) Food services.
- 2) Retail sales and services including specialty retail, general merchandise Marine Hardware etc.; barber, etc.; Bike rentals
- 3) Fishing supplies: live bait and bait and tackle shops.
- 4) Boat facilities, supplies and services: [List includes berthing, dry storage; shipyard ,repair, sport-fishing, floats, brokerage rides, clubs]
- 5) Other uses: hotels and motels, parking; harbor related office uses; arcades; recreational facilities including parks; discotheques, cocktail lounges with entertainment; multipurpose recreational facilities;
- 6) Apartments: no expansion or new construction, only maintenance. (See Exhibit 16 for full text.)

However, the City proposes to remove the parcel by parcel descriptions of proposed visitor-serving development on the moles and harbor triangle from the Land Use chapter of its LUP.

For example, the following paragraphs would be removed

Mole B is a vacant 71,256 square foot parcel located between boat basins I and II in King Harbor. It is a city-owned harbor parcel, which is not under lease to private enterprise. There was extensive discussion of the future use of this parcel at public meetings. The size and detailed design of any public facility developed on Mole B would depend on the ability of the city or the private sector or a combination thereof to finance the facility. Adequate parking will be provided in any development.

Mole C A vacant 40,000 square foot parcel is located on Mole C southwest of basin II. The parcel, which is currently utilized for overflow parking, is owned by the city and leased to Portofino Inc. The parking lot in conjunction with the Portofino Inn complex creates and integrated visitor serving commercial facility contains a 132-room hotel, apartments, a restaurant and cocktail lounge, and marina. Future development of the vacant parcel should increase visitor serving commercial uses such as motels/hotels; restaurants; specialty commercial, parking and public restrooms would be permitted. Any such development must be compatible with contiguous land uses in terms of height not to exceed 40 feet. A facility for the use of the general public, (such as a viewing structure or plaza) would also be

**Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 14 of 33**

required in conjunction with development of the parcel. Additionally any new development on the vacant portion of Mole C will provide vertical access along the waterfront.

The City proposes to delete three similar pages discussing the Harbor Triangle Shopping center, a parcel vacated by urban renewal located inland of the first public road and the possible future expenditure of the City's tidelands.

Some of the development outlined in these policies has occurred, although at less intensity that described in the plan. There is now a public parking lot and park on Mole B, a banquet facility on Mole C, and a new hotel and new commercial development on the "Triangle shopping center" parcel. However, many of the present structures are older and could be replaced. The pier fire has resulted in a newly constructed pier, not fully developed. Although the policies are obsolete and overly detailed, development standards to protect the scale of development and to assure the provision of public access are embedded within these descriptions. Without such direction concerning development and redevelopment of the pier and harbor, the LUP does not adequately protect public access, public views and public recreation and must be denied. While the Commission acknowledges that the City has resolved to develop a detailed plan for the Pier/Harbor area, the Commission cannot certify a plan that removes the previous project specific descriptions and leaves no substitute standards that could be used to evaluate development. Without controls on the kind, location, scale and intensity of new development, the LUP is not consistent with the Coastal Act and must be denied.

The beaches in Redondo Beach are owned and managed by Los Angeles County. The proposed LUPA increases the protection of public beaches, by designating beaches "Public or Institutional: Beach." This designation does not permit the development of structures on beaches except for beach recreation support facilities such as lifeguard towers, restrooms, volley ball courts and bike paths.

Most privately owned recreational development in Redondo Beach is located in the Harbor/Pier areas. The piers and harbors are public, although there is some private development on leaseholds the piers and harbor moles. In some cases, the existing development blocks access to the edge of the pier deck or the mole revetment. As part of rebuilding the Harbor/Pier area after the 1994 earthquake and an earlier fire, the City has required the preservation of public access. The City proposes to increase public access by requiring shoreline walkways on redevelopment of new structures. However the policy does not indicate that the walkways will be continuous or that the walk will be located between the development and the water in all cases. New development that protected some access and blocked some access could be found consistent with this policy as it is now worded. The City states that this wording is deliberate. The pier structure is designed so that the building pads are located along the pier edges. One pad at the inner side of the horseshoe pier is developed. On the two remaining pads, a set back for a continuous walkway would seriously reduce the amount of area available for the

concessionaire to place a restaurant or other structure. In response to an earlier staff report, the City has noted that the Commission's 1991 approval of the rebuilding (5-91-855) allowed all three pads to accommodate structures built adjacent to the pier railings. (Exhibits 17, 18)

The Commission notes that the view to and along the coast and out to sea is one of the principal attractions of a pier for the public. The view in a lane cluttered with general merchandise, refreshment stands, yacht brokers, cocktail lounges and restaurants is not different from a view in any inland shopping mall. The Commission finds that the policy as proposed fails to protect public access and public views to and along the coast, and is inconsistent with Sections 30210, 30211 30220 and 30251 must be denied.

The Commission notes that the City has specifically identified the current fishing access on the Horseshoe Pier and has proposed a new policy that would protect fishing access on the piers. The City has designated certain areas along the Horseshoe Pier rail specifically as a public fishing access. This particular designation is specific and does protect public access and public recreation, and does supply lower cost recreation. As such the designation of a portion of the rail for fishing is consistent with Sections 30210, 30220 and 30213 of the Coastal Act.

The LUP does not contain strict and clear policies assuring public visual and physical access along these shoreline structures. The City indicates that such more detailed policies would be provided at the end of a planning process. However, in the event the process fails, the policies in this LUPA will be the only indication of design standards and uses. The policies do not protect visual access to the water, and establish limits that are very general in all areas except the fishing access. Therefore, as proposed, the revised LUP is not consistent with Section 30210 of the Coastal Act, that requires maximum access to and along the beach and the waterfront. It is also inconsistent with Section 30221 that protects land essential for water dependent recreation, Section 30220 that requires public land along the coast to be reserved for recreational purposes, and Section 30251 that protects views to and along the coast and the ocean.

C. WATER QUALITY.

When considering an update to an LUP applying to most of the land in a City, the Commission must also consider the water quality standards of the LUP as they affect recreation and habitat.

Coastal act Sections 30231 and 30240 require:

Section 30231.

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 16 of 33

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 30240.

(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 in areas 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 the continuance of those habitat and recreation areas.

The currently adopted LUP includes no water quality standards. The City has recently adopted an ordinance that reflects Los Angeles County's current water quality improvement standards but has not incorporated these standards into its LUP. The standards are limited to major polluters such as large construction projects, industrial sites and service stations but do not address sources of run-off that can cumulatively affect beaches and waterways.

While most lots in the City are developed, the LUP will allow recycling to a higher intensity than now exists. With lower height limits, developers may seek to increase lot coverage, which can increase run-off. Development on the pier and on the first row of lots may discharge directly onto the beach or into the ocean, but the ordinance does not yet identify which lots discharge into sensitive resource and habitat areas. An LUP that contains policies for the entire coastal zone of the City but does not include water quality standards is not consistent with the Coastal Act. Without water quality standards development permitted under this LUP will have individual and cumulative impacts on water quality of the Bay, impacting recreational use and wildlife. For these reasons the LUPA is not adequate and is not consistent with the policies of the Coastal Act protecting habitat and recreation and must be rejected.

D. HAZARDS TO DEVELOPMENT.

Section 30253 of the Coastal Act requires that the Commission, or local government after certification, to review projects for safety. It requires that new development shall minimize risks to life and property in areas of high geologic, flood

and fire hazard. Redondo Beach has suffered surge and earthquake damage. Most recently, the end of the pier was damaged by waves. A fire destroyed most of the "Horseshoe Pier" in 1988. The pier was rebuilt in 1995. The 1994 earthquake caused liquefaction, which damaged the Seaside Lagoon and some of the harbor moles. (Exhibit 14 includes a report on the 1994 liquefaction.) Shoreline areas in Redondo Beach may be subject to risks from tsunami or wave run-up. Areas on fill, on old streambeds or lagoons, or on highly saturated sands may be subject to liquefaction in an earthquake. Houses on the bluffs in south Redondo could be subject to bluff raveling or failure. Worldwide sea level rise has been documented, raising concerns about the safety of beach level and beachfront development, worldwide.

Currently, the LUP does not include policies to address these issues. The absence of policies addressing hazards means that the LUP is not consistent with Coastal Act Section 30253.

The City contends that hazard policies should be developed in the second phase of its amendment, which will include development issues that apply to the harbor moles. As noted above, some of the changes suggested in this amendment apply citywide, including to the mole and pier areas. Secondly there is no guarantee that the City will be successful in its efforts to bring all interests together to develop a subsequent amendment.

If in the subsequent amendment the City can develop more detailed methods for addressing these problems, they can be incorporated into the LUP. The standard of review for this amendment, which applies to the entire city, is the Coastal Act, including section 30253. As proposed the LUP has no policies to protect development from geologic hazards, and therefore must be denied.

E. DEVELOPMENT

Coastal Act Sections 30250 and 30252 require communities to adopt orderly patterns of development and to locate development in areas that can accommodate it. Section 30251 requires development to protect community character and protect public views. Based on two development issues, traffic generation and community character, the City has been lowering its maximum build-out and the height densities and intensities of new developments. Most of the changes proposed in this plan involve clarification to present land use designations. A fuller description of the proposed changes is provided in the City's summary (Exhibit 9.)

While the City is not adopting zoning in the LUP, the standards on one occasion refer to the City's Zoning ordinance. This LUP will be the standard of review for the Local Implementation Program (LIP) that will include the zoning ordinance to carry out this LUP. The introductory paragraph in subchapter C states that the

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 18 of 33

zoning ordinance as now adopted is the standard of review for a coastal development permit:

C: The following land use classifications in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) and the policies as set forth in this coastal plan will guide 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. Detailed development standards to implement these land use classifications are contained in the City of Redondo Beach Zoning Ordinance.

As explained above, the LUP is the standard of review for the LIP and therefore, the statement in subchapter C is inconsistent with Coastal Act sections on procedures and must be rejected.

Single family. In single family areas, the City is changing the maximum density. Density will be changed from 6.5 units per acre to 8.8 units per acre to reflect the standard 5,000 square foot lots that already exist through much of the City. They are also adding a limitation that in single-family designated areas there shall be only one unit per lot. A few blocks along the Esplanade, a beachfront road, are being down zoned to single family use. Only a few blocks in the Coastal Zone are designated single family. This change is consistent with the community character and design and will not result in cumulative impacts on traffic or density. Because of the absence of undeveloped land, and because this change will not allow further subdivision of the residential lots that are typical of the City. In single family areas it will not be possible to combine lots to create larger lots for multifamily development or condominium use. No more than one unit can be built on any lot of 5,000 square feet or less in single family areas.

Multiple family. While the base density for certain kinds of multiple family designations is being increased, numerous lots are being re-categorized to a less intense classification. Many lots formerly in "Medium Density Residential" classification are being re-designated to R3, a density that will allow duplexes on typical lots and triplexes on larger lots. The City therefore contends that the effective density in multiple family areas is being reduced. Densities will increase, but will occur by more intense development of existing lots, within existing setbacks and building heights. Two adjacent lots in higher density areas could be combined to take advantage of the number of units per square foot, but it is the City's view that there will not be mega blocks of high intensity. It is the City's view that the most typical pattern of development would be the demolition of an older single family home or duplex and the construction of three condominium units within the thirty-foot height limit. Large developments are not likely or feasible because of the number of owners and the level of development of existing lots. In fact the Commission has seen many requests of this nature during the past ten

years, mostly processed as Waivers. The City will retain the highest densities only in areas that are already built out such densities.

Commercial areas. Four commercial areas are subject to this amendment. Two commercial areas will be changed to "Residential" or "Mixed Use", and two parcels designated "Shopping Center" will change to "Medium Density Residential". One residentially designated parcel will change to "C2 commercial designation". A list that the City prepared is located in Exhibit 9, as are maps showing the 1981 LUP land use designations (Exhibits 4 and 10) and the proposed land use designations (Exhibit 2) and the approximate location of the changes (Exhibit 10.) For example, in a small-scale, developed low intensity, "village" commercial area at the southern edge of town, the City is converting two lots from commercial to RMD (residential up to 22-du acre). Near the edge of the Coastal Zone the City is converting one part of a block from commercial to mixed use (Torrance Blvd and PCH) and one block from residential use to commercial or mixed use. The Salvation Army residential and recycling center is being considered to change from industrial to mixed use in a subsequent LUP amendment. Other changes are of similar scale and similar minor impact on the pattern of development. Other blocks will be re-designated to allow second and third story residential. A public parking lot is being redesignated to Public Use Parking. A third industrial/commercial area, the Catalina area will not changes designations at that time. None of these changes will affect coastal access or reduce visitor-serving uses. All are several blocks from the beach.

Changes in the Harbor/Pier Area. Currently the Harbor/Pier area is designated "Commercial Recreation," which favors visitor-serving uses over other uses. No change is proposed at this time in these designations. The changes that are proposed include:

- 1) Elimination of language describing projects proposed in 1981.
- 2) Designation of portions of the seaward edge of the pier deck for public fishing.
- 3) Determination to defer further LUP amendments for the pier, the AES energy facility, and the light industry corridor.

Industrial. Eliminates oil drilling as an allowable use. Consideration of a plan to remove or modify the Industrial designation entirely is deferred.

For more details and all these specific changes see Exhibits 2, 9, 10 and 16.

Changes in general citywide policies.

The following policies include both general policies to be adopted city wide and specific policies which are proposed to apply in the Harbor/Pier area (proposed new policies are underlined, existing certified policies are shown in straight type.)

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 20 of 33

1. Coastal dependent 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.
2. New development or major rehabilitation projects within the Harbor Pier area will be required to provide appropriate amenities such as pedestrian walkways adjacent to the water's edge, landscaped rest and viewing areas including benches, etc.
3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region, ensuring a high level quality of use and design, adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.
4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such use located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor serving uses and recreational facilities where feasible.
6. Maintain and preserve the existing public fishing access areas on the pier as indicated in Figure 16. (note: see Exhibit 16)
7. Allow for the development of private recreational, cultural, educational, institutional and health uses in areas classified as Commercial, and Religious uses in areas classified a Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.
8. Allow for provision of buildings or structures used by any public utility including gas electrical and telephone and cellular communications to be considered subject to a Conditional Use Permit in all districts.
9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan General Plan, and Zoning Ordinance to permit reuse of portions of the site for non-industrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This

planning process will also include consideration of new land use and development standards for the area surrounding the AES plant, including the Harbor/pier area and the North Catalina Avenue corridor.

10. For properties designated by the City of Redondo Beach as historic landmarks, permit the establishment of an Historic Overlay zone, pursuant to the procedures in the City's zoning ordinance, to permit consideration of additional uses not otherwise permitted in the zone the building is located in, subject to a conditional use permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located.

The City is now proposing to submit a second LUP amendment at a later date. The Council resolution states that a subsequent LUP amendment would address issues that are not addressed in this amendment. The issues which were impossible to resolve include heights on the harbor area, whether to require be a continuous pedestrian access on the seaward side of the deck and the moles, and whether to allow general offices on the Pier/Harbor area outside of the public trust lands. It is possible that such issues will be resolved, but until the City acts, the Commission must analyze the present amendment as if no subsequent amendment would occur.

Currently general offices are not an allowable use in the Commercial Recreation designation, but the use is advocated by the principal harbor leaseholder. One parcel, on Mole C, has a designated height limit of 40 feet. Other parcels do not have specific height limits. The possibility of explicit height limits on harbor parcels triggered major disagreements during consideration of this amendment, and was one reason that changes in harbor policies were deferred. However, without general "project descriptions" either height limits or view criteria need to be included in the LUP to assure that development will provide views to and along the ocean and that new development remains in scale with existing development. Without development standards protecting views and public access on these facilities, the LUP is not consistent with Sections 30250 and 30251 and 30253 must be denied.

Changes in scale and intensity of development.

These proposed changes are minor, and for the most part involve reduction in maximum height to 30 feet. Only in the most intensely developed commercial and residential areas does a height limit of 45 feet remain, and in commercially designated areas, that limit is modified by the inclusion of a floor area ratio (F.A.R.) limitation. The proposed changes to the Land Use section of this LUPA will result in development that is compatible in scale and character with existing development and will concentrate development in areas able to accommodate it.

Many of the proposed changes in the Land Use Plan are improvements and are consistent with the development policies of the Coastal Act. However, the removal of existing standards applying to the mole and pier areas, with no new view protection, scale and access standards leaves gaps in the LUP. As submitted, the LUP amendment is inconsistent with Coastal Act Sections 30250, 30251 and 30253 and must be denied.

E. HISTORIC STRUCTURES

The amendment to the LUP proposes a policy that will enable landowners to seek a variance to make the preservation of historic structures feasible. The policy states:

For properties designated by the City of Redondo Beach as historic landmarks, permit the establishment of an Historic Overlay zone, pursuant to the procedures in the City's zoning ordinance, to permit consideration of additional uses not otherwise permitted in the zone the building is located, in subject to a conditional use permit provided the use is compatible with the surrounding area and the use is reasonably necessary for the preservation of the historically significant building in which it is to be located.

The policy allows the City to approve a use that would not be permitted in the district, if it is necessary to protect a historic structure. The LUP is silent about the kind of use contemplated, but examples given included allowing a historic house to be converted to a bed and breakfast, gift shop, clinic or restaurant if such a conversion would make it feasible to preserve the structure.

The Coastal Act provides for the preservation of archaeological resources, but is silent with respect to historic structures. In the definition section of the Coastal Act, designated archaeological sites are defined as sensitive coastal resource areas.

Section 30116.

"Sensitive coastal resource areas" means those identifiable and geographically bounded land and water areas within the coastal zone of vital interest and sensitivity. "Sensitive coastal resource areas" include the following:

- (a) Special marine and land habitat areas, wetlands, lagoons, and estuaries as mapped and designated in Part 4 of the coastal plan.
- (b) Areas possessing significant recreational value.
- (c) Highly scenic areas.
- (d) Archaeological sites referenced in the California Coastline and Recreation Plan or as designated by the State Historic Preservation Officer.

- (e) Special communities or neighborhoods which are significant visitor destination areas.
- (f) Areas that provide existing coastal housing or recreational opportunities for low-and moderate-income persons.
- (g) Areas where divisions of land could substantially impair or restrict coastal access.

Section 30244 requires mitigation for damage to archaeological or paleontological resources that have been identified by the state historic preservation officer. That section does not mention historic sites.

Section 30244.

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

However, Section 30251 encourages the protection of visual resources and Section 30253(5) encourages the protection of special communities and neighborhoods. Section 30253 states in part:

Section 30253

- (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

:
As written, the policy does not include criteria to determine whether the alternate use is consistent with the Coastal Act, nor does it encourage the use of the structure for visitor serving purposes. Preservation of historic structures can be considered among other methods to preserve the character and design of a community that is fast changing, and to attract visitors to the area. Potentially, such structures can be visitor serving. The City states that only one such structure exists in its Coastal Zone. The proposed language adopts the zoning by reference, which as noted above, cannot occur, under the sections of the Coastal Act that set out the procedures for the certification of local coastal programs, until the LUP has itself been certified. At that time the standards of review will be the adequacy of the zoning ordinance to carry out the LUP, not the reverse. Secondly, the proposed language establishes no priorities in the process of considering uses that might be considered in order to preserve the structure. The Commission finds that it would be more consistent with the Coastal Act to consider a visitor serving use for such a structure before other uses. Without including consideration of the possibility of using such structures for visitor serving purposes, the Commission finds that the LUPA as drafted is not consistent with Coastal Act and must be denied.

G. STATE LAW WITH REGARD TO LOW AND MODERATE INCOME HOUSING REQUIREMENTS

State law requires that density incentives be granted to make the construction of low and moderate-income housing feasible. Section 65915 of the State Government Code requires all local jurisdictions in California to offer a density bonus for affordable housing. The law requires a density bonus of 25% above the maximum density otherwise permitted by the underlying zone and one other incentive or concession. While the General Plan does include density incentives for purposes of providing low and moderate income housing, the standards are not reflected in the City's coastal plan. In this LUP, the City identifies one area in which the underlying zoning is high enough to trigger this requirement. The area is located along Pacific Coast Highway a high-density corridor where there are shops and services. It is not located in an area where there are scenic or natural resources.

To be consistent with state law, the LUP should allow the density standards in the LCP to be exceeded when required under the housing code. The LUP amendments modify the allowable density for residential areas in the City. However, the amendment fails to recognize that this density must be exceeded to allow for affordable housing in accordance with the Government Code section cited above. Providing the density bonus required under the Government Code may potentially have an impact on coastal resources. Because the LUPA fails to address how the density bonus requirements will be implemented in the coastal zone, it should be rejected.

IV. FINDINGS FOR APPROVAL IF MODIFIED.

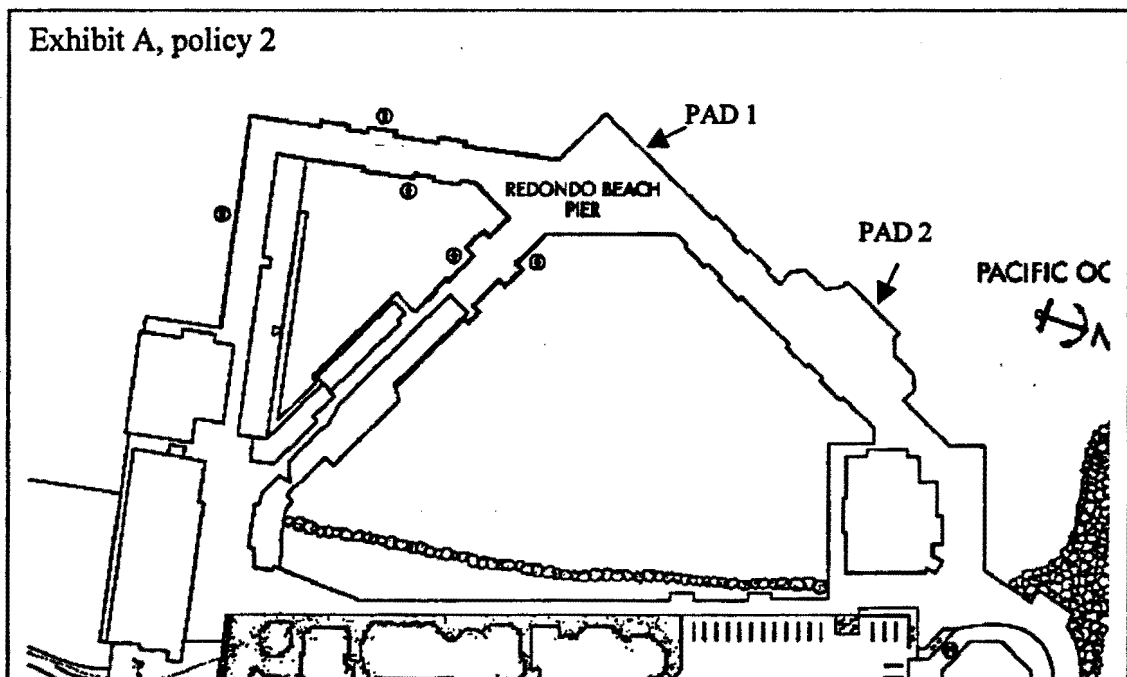
A. PUBLIC SHORELINE ACCESS AND RECREATION

In general the underlying access policies are quite strong, reflecting the public ownership of the shoreline in Redondo Beach. However, the revised development policies do not sufficiently protect access and recreational use on the pier and on the harbor moles. Only if modified to require maximum access in developing concessions on publicly owned piers and moles, and to require continuous access along the a substantial and significant portion of the seaward side of pier decks, public rights can be protected in the future, while the pier redevelops.

As modified to state:

2. New development, additions or major rehabilitation projects within the Harbor Pier area *shall will be required to 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, and*
 - d) *Provide appropriate public-serving amenities such as benches, pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc*

Consistent with the objectives and policies in a-d above, no permanent building shall be developed on "Pad 1" of the Pier (see Exhibit A).



Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 26 of 33

3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region, ensuring *maximum public access*, a high level quality of use and design, adequate safety and compatibility with adjacent residential neighborhoods and commercial districts.

These policies require development allowed within the publicly owned and developed Pier/Harbor area to be sited and designed to provide public pedestrian access along most of the edges of the moles and the pier deck. There is one pad on the landward side of the pier that is already occupied by a restaurant that is constructed adjacent to the rail. Two pads remain vacant. The City asserts that the pier foundations that can support buildings are different from the foundations in other locations. In order to allow fire and emergency access, the structure on pad 2 has to be set back from the center of the pier. There is not enough room on pad 2 to allow this setback and a commercially viable facility. In the staff report for this LUPA written for the October 2000 hearing the staff recommended that both pads be reserved for access on the seaward side. The Redondo Beach City Council received and reviewed this report. After considering the public access and lower cost recreation issues, the Council agrees that three large structures along the periphery of the pier could effectively block public views and access. Instead, the Council has proposed to allow one vacant platform (Pad 2, see above) to be constructed adjacent to the railing, but to reserve the seaward-most pad, Pad 1, for public access and to allow no permanent structure in that location. The City Council noted that the Commission approved reconstruction of the pier in 1991 with three pads adjacent to the railing. (See letter, Exhibit 17)

The seaward-most pad, Pad 1, provides the best public views. The Commission notes that its action on the permit to rebuild the pier allowed a structure on the railing on all three pads. In retrospect that does not give sufficient public access, but after considering the history of its action in the early 1990's the Commission agrees that reserving the seaward pad, the fishing access and a substantial portion of other areas allows sufficient area for public access to ocean views. Allowing a second restaurant on Pad 2 can be allowed consistent with the requirement of Section 30251 to allow views to and along the coast as long as all the other public viewing areas are provided. The Commission finds that as modified, the LUPA will protect public access to the sea and public views to and along the coast and lower cost public recreation.

In coastal settings, the recreational experience includes visitors' views of the coast and ocean. The quality of the recreational experience on a pier harbor area is affected by the availability of access to the edge of the pier (the pier railing). The availability of the pier as a low and moderate cost recreational experience depends on the accessibility of views of the water to persons who do not want to or who

are not able to afford the cost of a meal in order to look at the water. Previously, the LUP policies had no method of analyzing the impacts of development on views of the ocean and visual access. As modified so that development can be analyzed for its impacts on visual access and be required to be subordinate to its setting, the: LUPA is consistent with the Coastal Act visual quality policies. As further modified to allow no more than one additional structure to be constructed adjacent the pier railing, but to protect the remaining pier rail for free public access, the LUPA would be consistent with coastal act policies that protect public access and the recreational experience. As modified, the LUPA is consistent with the Coastal Act policies 30220, 30241 and 30252 that protect public access and recreation.

B. WATER QUALITY/ BIOLOGICAL AND RECREATIONAL IMPACTS.

Redondo Beach, like other State Beaches in the Los Angeles /Orange County Region, has been closed numerous times in response to pollution from storm drain runoff. Redondo Beach supports a sport fishing industry, which is dependent on the biological productivity of the ocean offshore of Redondo Beach. Run-off from storm drains, discharge of chemicals, sewage outfalls and siltation from construction has resulted in severe impacts to the biological quality of offshore waters, reduction in the extent of kelp forests, and has raised concerns about the safety of locally caught fish for human consumption.

The City of Redondo Beach has adopted ordinances that control runoff from major polluters, but smaller non-point sources of pollution can also result in the build-up of pollutants in the ocean. Beach front and water front development discharges directly into the ocean, which is a sensitive habitat. The Regional Water Quality Control Board requires additional measures to filter and control discharges that directly impact sensitive environmental areas. As modified, the LUP policies require that new development reduce off-site storm water runoff to the maximum extent afforded by the State Water Resources Board. As modified, the policy will do as much as possible within the confines of the City to reduce storm drain discharge into beaches. As modified the policy is consistent with the habitat and recreation sections of the Coastal Act and with state law that requires cooperative efforts between the State Department of Water Resources and the Commission.

C. HAZARDS

Redondo Beach Pier has suffered damage from storm waves. The harbor was damaged by storm surges, and also by earthquakes. During the 1994 Northridge earthquake, severe damage occurred at the Redondo Marina, and the Seaside Lagoon was breached and required repair. The damage was attributed to liquefaction, which can occur in fill soils where there is a high water table, a situation that is quite common in coastal areas. Development located on fill -on old lagoon or riverbed areas-- is similarly subject to liquefaction hazards. The

**Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 28 of 33**

suggested modifications require review of all structures that are located on fill for their resistance to liquefaction hazards consistent with current state law. In the six years following the Northridge earthquake, State law has become increasingly stringent with respect to seismic safety. Such new rules have been incorporated into the uniform building code (UBC). In response to the ongoing changes in standards of for review of development for seismic safety staff now recommends that coastal compliance with that code, which requires studies, conducted according to standards applicable at the time of the development for the type of structure proposed.

Seawalls. Similarly coastal bluffs, even low bluffs such as occur in Redondo Beach have become oversteepened over the years due to wave attack. Development on such bluffs may require additional review to assure stability. In addition, the Commission has received requests from people who first constructed near bluff edges, asserting the development was safe and who then requested to armor the toe of the bluff on which they were situated in order to assure stability for the structure. As now recommended this practice would be discouraged by requiring anyone who constructs in such an area to agree to seek alternatives other than seawalls such as moving the house farther the back on the lot, if a structure was in no danger. .

The Commission has heard substantial evidence that revetments and seawalls at the toes of bluffs can hasten shoreline erosion and lead to loss of beaches. Coastal Act Section 30235 allows construction of seawalls to protect existing structures. However Section 30235 does not allow shoreline protective devices in when they are not necessary to protect existing development. The Commission has concluded that the Commission as a permitting agency and local government in carrying out their LUP's should not approve new development on vacant lots or substantially reconstructed development if that development would depend on the construction of a seawall or other shoreline device for its long-term safety. The recommended language requires new or substantially reconstructed development to be sited and designed to avoid the necessity of future shoreline structures and also requires that the developer agree as an enforceable condition of development that no such structure will be requested in the future. The Commission imposed a policy of this kind on the City of Pismo Beach.

There has been documentation of sea-level rise. With a change in sea level there is a risk of wave uprush on property that has not normally been subject to inundation. In response to data on changes in sea level, the Commission has required projects at the edge of the water or the inland of the beach to provide wave uprush studies in advance of construction. Again development in the Pier Harbor area is lower and more likely to be at risk from sea level rise than bluff top development. As modified, the policies allow the City to require an assessment of a proposed project's vulnerability to sea-level rise in advance of construction if the project is located in the Pier Harbor area. The land use plan policies suggest that an initial

survey could allow the City to draw a line to use to determine which properties should require additional investigation prior to reconstruction.

Finally a tsunami, although a rare occurrence could pose great danger to life. As modified, the LUP requires that projects most likely to be inundated during a tsunami be required to adopt measures, including evacuation plans, to reduce potential loss of life during such events.

As modified the policies of the Redondo Beach LUP will assure stability and structural integrity and protect development in the coastal zone from hazards due to liquefaction slope failure or inundation. As modified the LUP is consistent with Section 30253 of the Coastal Act.

D. HISTORIC STRUCTURES

As noted, the Coastal Act does not specifically refer to historic structures, but does allow historic structures to be protected as part of an effort to preserve community character and special communities that are visitor serving. Section 30251 allows the Commission, or local government under its LCP to protect views and community character and section 30253 allows the Commission and local government to protect "special" communities that may attract visitors. The City proposes to allow exceptions to its zoning to protect the structures that appear on the City or federal lists, but does not include the state lists. The Commission finds that if Redondo Beach intends to rely on the broader "community character" and "special community" standards of the coastal act to protect its historic structures, the identifying lists should also include the State list of historic structures. In this way all potentially visitor-serving sites will be identified for the use exceptions contemplated in the policy. Since the Coastal Act identifies special communities that "attract visitors" as worthy of protection, the uses considered to protect these structures should favor visitor serving uses before other uses. As modified the LUP will be consistent with Section 30251 with respect to visual character and section 30253(5) with respect to special communities or neighborhoods. As modified the LUPA is consistent with the Sections 30251 and 30253(5) of the Coastal Act.

E. DEVELOPMENT.

Coastal Act section 30250 requires the Commission to concentrate development in areas able to accommodate it. Section 30252 requires the Commission to locate and plan new development to facilitate access to the coast. These sections state:

Section 30250.

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in

**Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 30 of 33**

close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

(b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

(c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

(Amended by Ch. 1090, Stats. 1979.)

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

The revised LUPA, proposing a range of densities from 8.8 dwelling units per acre to 28 dwelling units per acre is consistent with existing development and within the capacity of both local and regional transportation systems. Like much of the South Bay, (Manhattan Beach, Hermosa Beach, Redondo Beach and the Torrance shoreline are considered the South Bay) the beaches and piers are not served efficiently by transit systems. Beach visitors arrive by automobile. Redondo Beach has extensive beach parking structures. The development contemplated does not exceed the capacity of those structures nor devote those structures to other uses. The scale of development permitted, for the most part 30 feet high, is consistent with the scale of existing development. The amount of development proposed will not "crowd out" recreational users.

As modified to assure that the standard of review of new development is this LUP, and to assure that development on the pier and harbor area is evaluated in terms of

Redondo Beach LUPA 1-2000
Staff Report and Recommendation
Page 31 of 33

providing physical and visual access to the coast, the LUPA is consistent with the development policies of the Coastal Act.

F. HOUSING FOR LOW AND MODERATE INCOME PERSONS

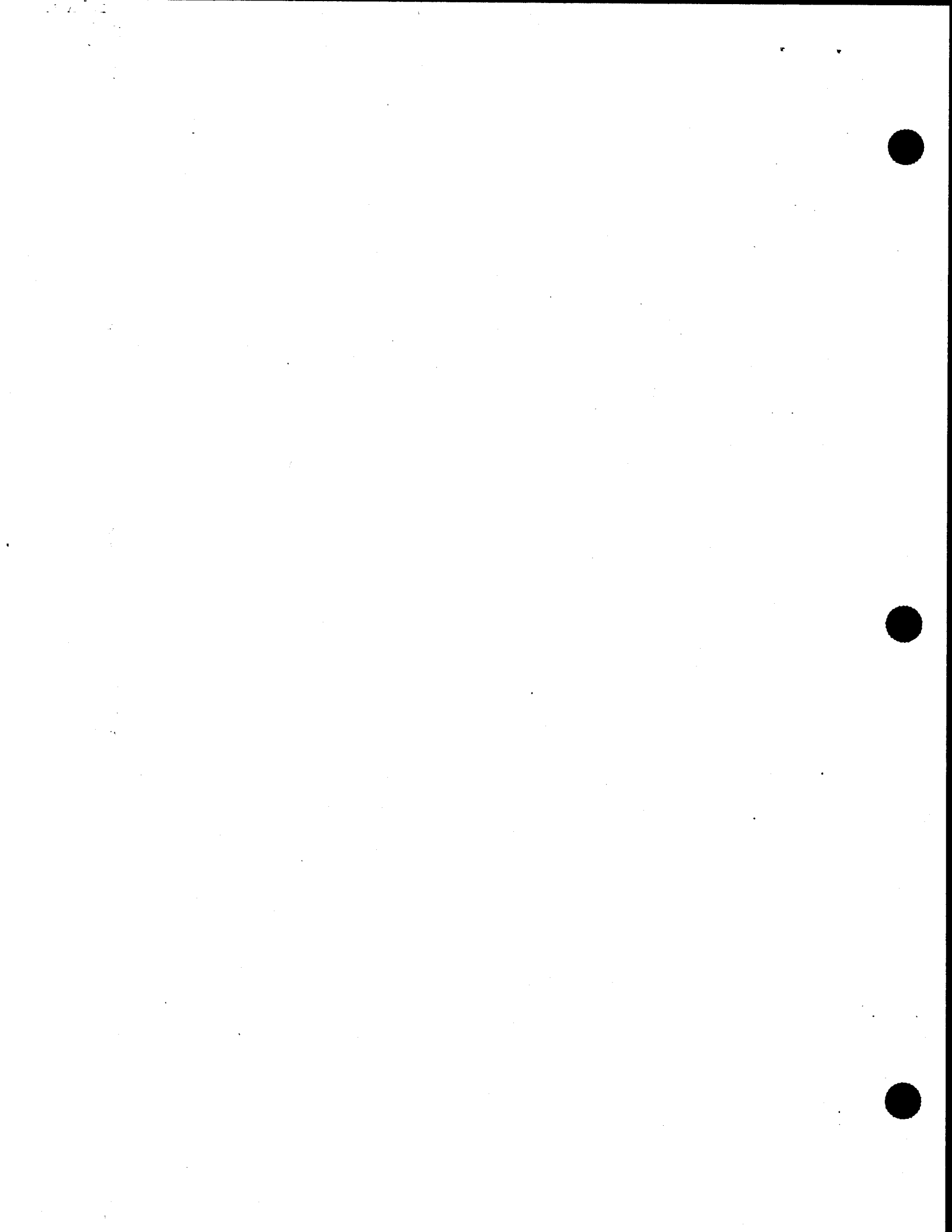
As noted above, State law requires that density incentives be granted to make the construction of low and moderate-income housing feasible. Section 65915 of the State Government Code requires all local jurisdictions in California to offer a density bonus for affordable housing. The law requires a density bonus of 25% above the maximum density otherwise permitted by the underlying zone and one other incentive or concession. In this LUP, the City identifies one area in which the underlying zoning is high enough to trigger this requirement. The area is located along Pacific Coast Highway a high-density corridor where there are shops and services. It is not located in an area where there are scenic or natural resources.

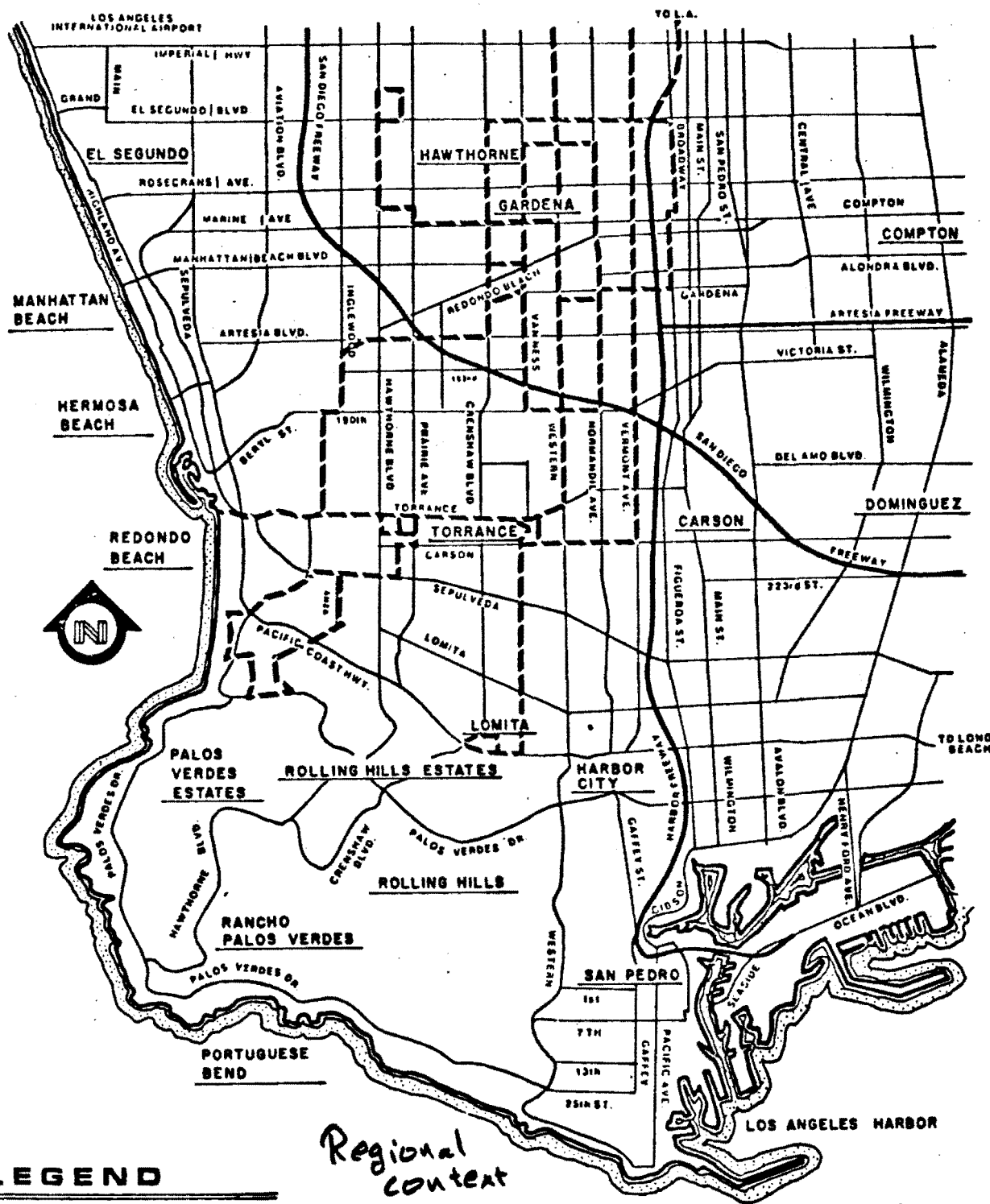
As modified, the LUP includes methods for granting the density incentives required in the government code within the City's Coastal Zone to ensure protection of coastal resources. As modified, the City's LUPA is consistent with Government Code Section 65915 and the Coastal Act.

G. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local governments from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program (LCP). Instead, the CEQA responsibilities are assigned to the Coastal Commission. However, the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under Section 21080.5 of CEQA, the Commission is relieved of the responsibility to prepare an EIR for each LCP. Nevertheless, the Commission is required in an LCP submittal to find that the LCP does conform with the provisions of CEQA. The City of Redondo Beach LCP amendment 1-2000 consists of a Land Use Plan (LUP) amendment.

As outlined in this staff report, the proposed LUP amendment as modified, preserves existing public open space, reduces heights over most of the city and controls development to existing levels. As modified, the LUPA minimizes risk to life and property from geologic hazards and flooding, provides housing for low and moderate income persons to the extent required by the Government Code, preserves historic structures and controls development to the level of intensity that can be accommodated by the existing transportation system. Therefore the Commission finds that the proposed amendment is in conformity with the policies of Chapter 3 of the Coastal Act. The approval of the LUP amendment as modified will not result in significant adverse environmental impacts under the meaning of CEQA and certifies LUP Amendment 1-2000 as modified.





LEGEND

- 1- LOS ANGELES VIA VERMONT & FIGUEROA
- 2- LOS ANGELES VIA CRENSHAW
- 3- LOS ANGELES VIA CITY OF GARDENA
- 4- RIVIERA-EL CAMINO-GARDENA
- 5- EL CAMINO-REDONDO PIER
- 6- REDONDO PIER-LOMITA
- 7- WESTERN & VERMONT

Regional context

*Redondo Beach LUPA
1-2000*

**PROPOSED SOUTH BAY AREA
TRANSIT SYSTEM**

(FIGURE 10)

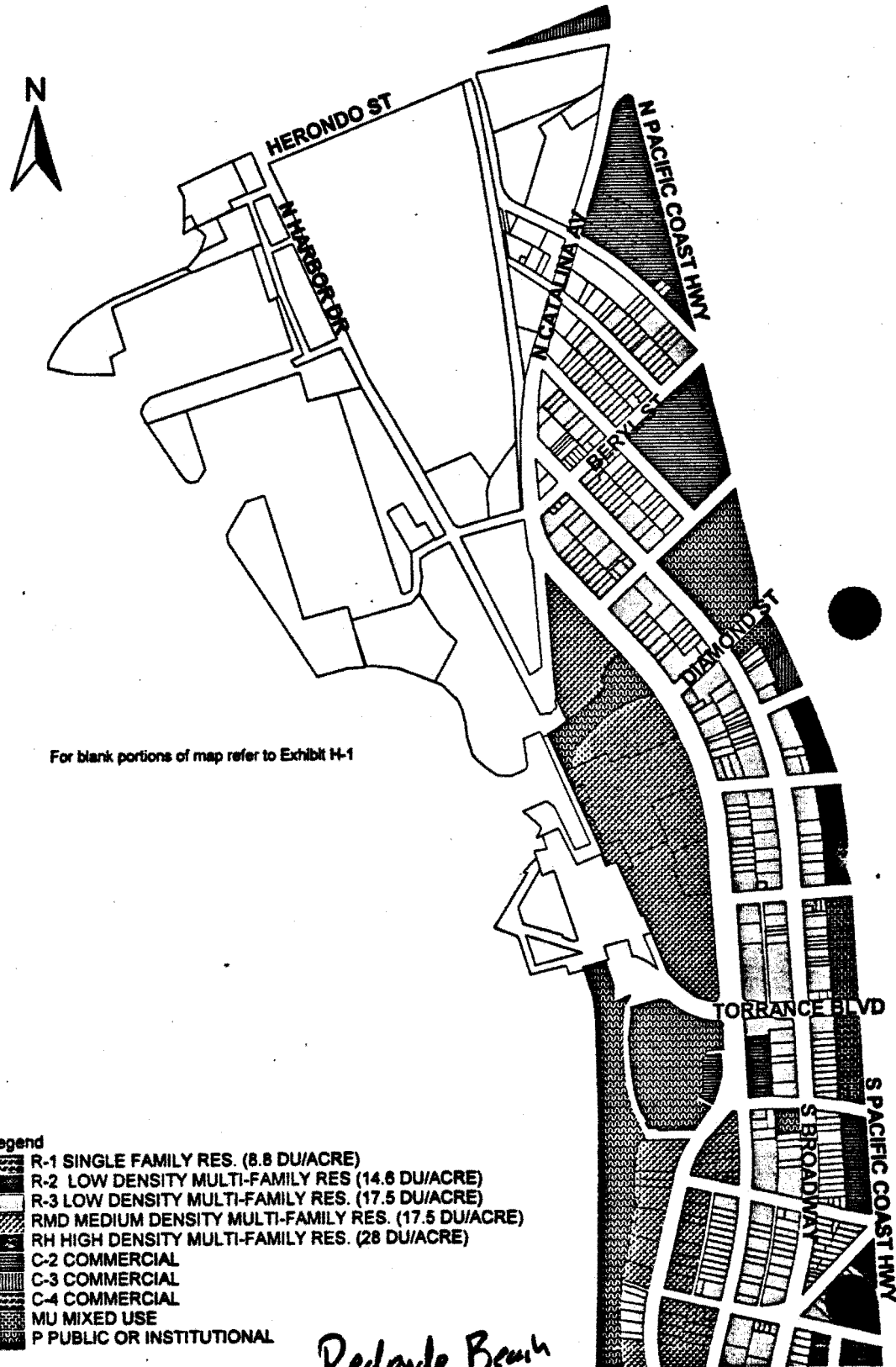
Exhibit 7

Coastal Program



REDONDO BEACH COASTAL LAND USE PLAN

EXHIBIT H (Map 1 of 2)



For blank portions of map refer to Exhibit H-1

Legend

- R-1 SINGLE FAMILY RES. (8.8 DU/ACRE)
- R-2 LOW DENSITY MULTI-FAMILY RES (14.6 DU/ACRE)
- R-3 LOW DENSITY MULTI-FAMILY RES. (17.5 DU/ACRE)
- RMD MEDIUM DENSITY MULTI-FAMILY RES. (17.5 DU/ACRE)
- RH HIGH DENSITY MULTI-FAMILY RES. (28 DU/ACRE)
- C-2 COMMERCIAL
- C-3 COMMERCIAL
- C-4 COMMERCIAL
- MU MIXED USE
- P PUBLIC OR INSTITUTIONAL











*Redondo Beach
Exhibit 2 LUPA
changes p 2*

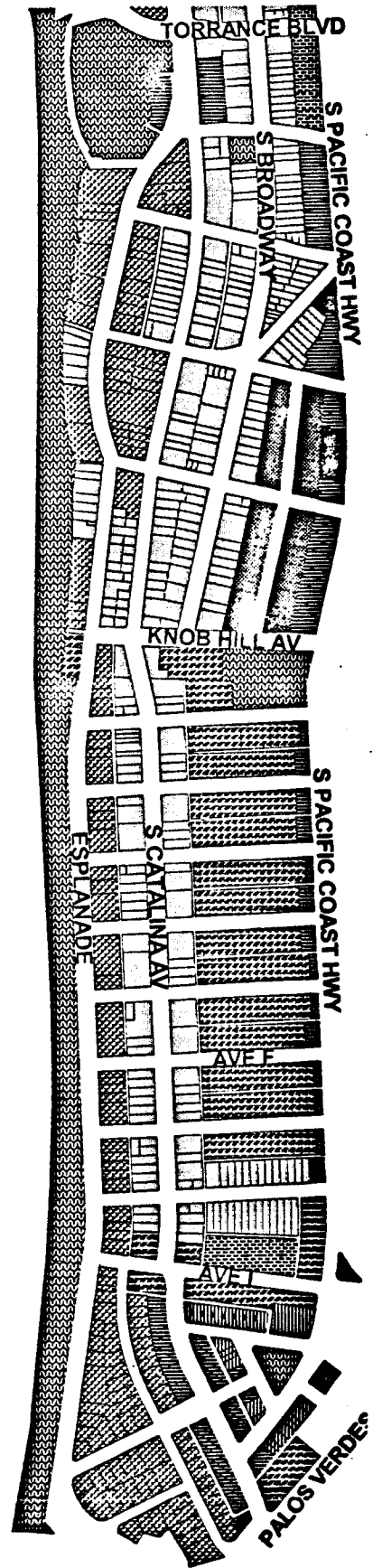
REDONDO BEACH COASTAL LAND USE PLAN

EXHIBIT H (Map 2 of 2)



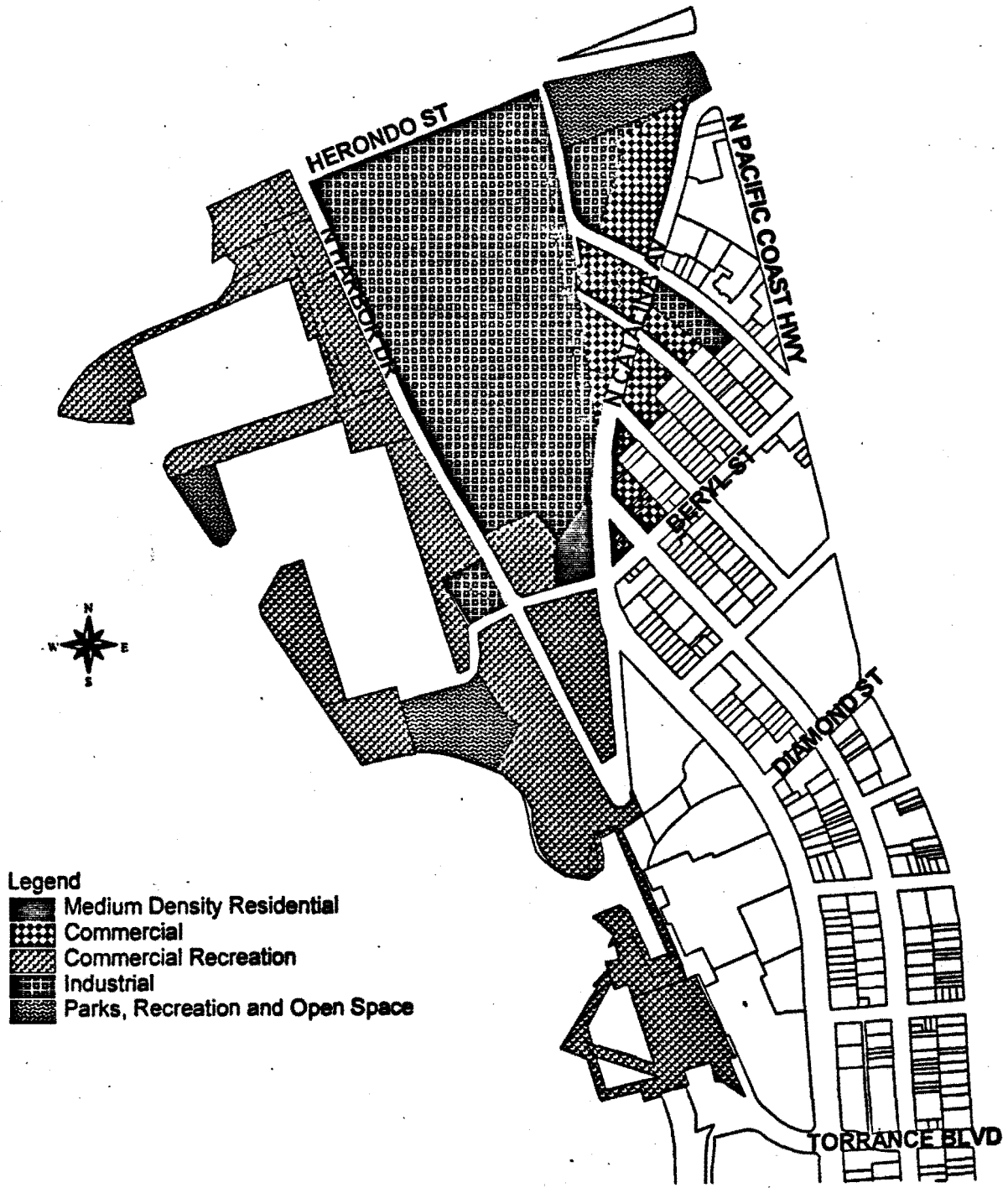
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-  R-1 SINGLE FAMILY RES. (8.8 DU/ACRE)
-  R-2 LOW DENSITY MULTI-FAMILY RES. (14.6 DU/ACRE)
-  R-3 LOW DENSITY MULTI-FAMILY RES. (17.5 DU/ACRE)
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-  C-2 COMMERCIAL
-  C-3 COMMERCIAL
-  C-4 COMMERCIAL
-  MU MIXED USE
-  P PUBLIC OR INSTITUTIONAL



Redondo Beach
LUPA
1-2000
Exhibit 2
p. 2

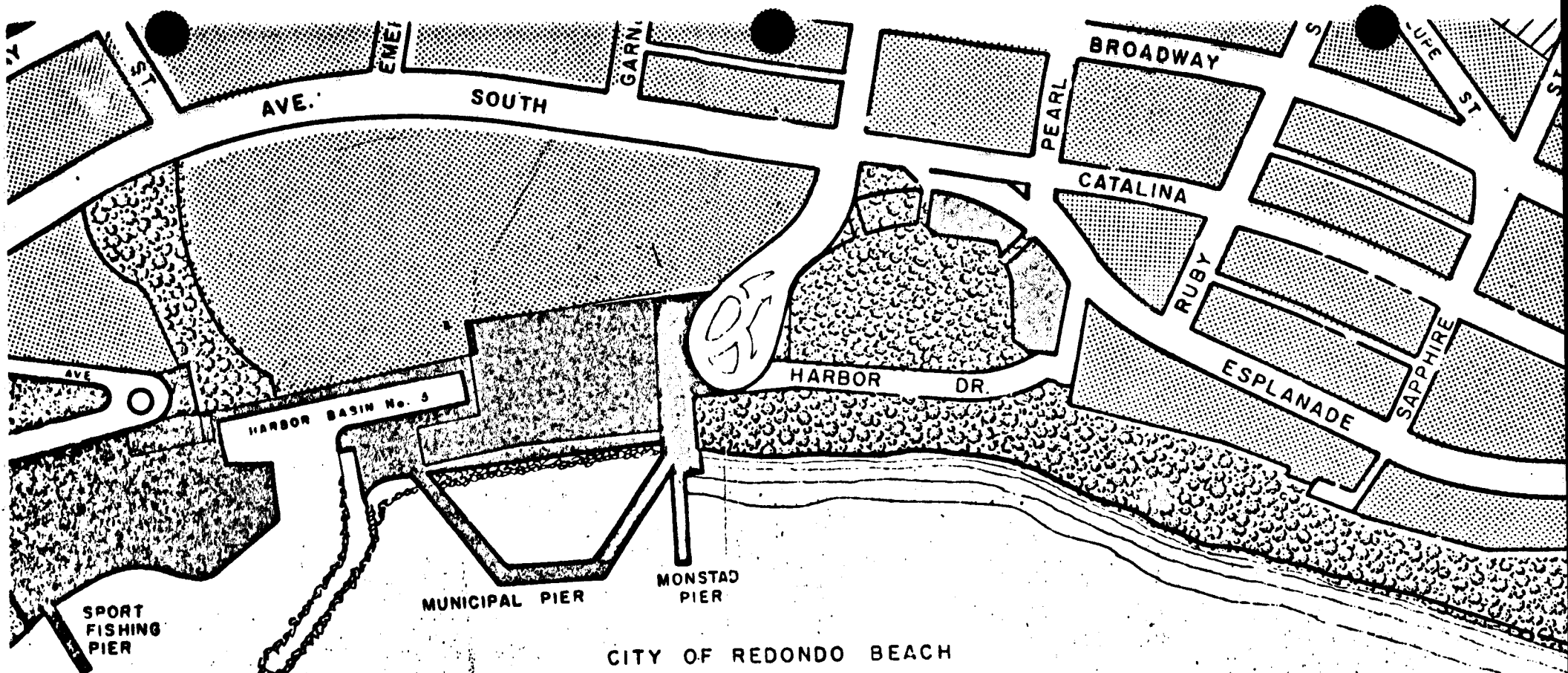
Exhibit H-1
Coastal Land Use Plan Map
(AES site, Harbor/Pier area, and N. Catalina corridor)



- Legend
- Medium Density Residential
 - Commercial
 - Commercial Recreation
 - Industrial
 - Parks, Recreation and Open Space







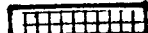


300 0 300 600 900 1200 Feet

Redondo Beach
LAPA 1-2000
Exhibit 3
Harbor area

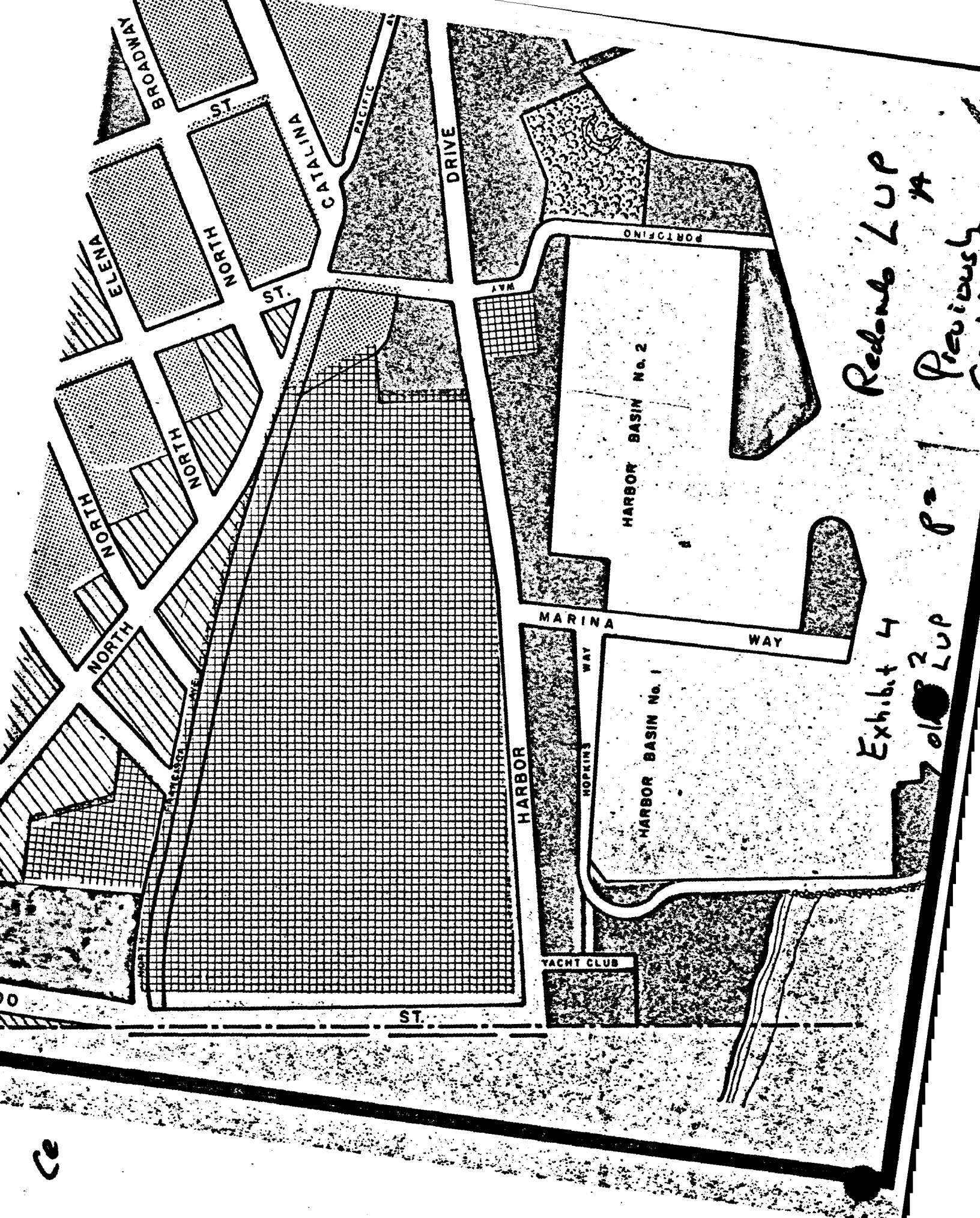


CITY OF REDONDO BEACH
COASTAL ZONE

LAND USE DISTRICTS
LEGEND

-  SINGLE FAMILY
 -  LOW DENSITY
 -  MEDIUM DENSITY
 -  SHOPPING CENTER
 -  COMMERCIAL
 -  COMMERCIAL RECREATION
 -  INDUSTRIAL
 -  PARKS, RECREATION AND OPEN SPACE
 -  CIVIC CENTER
- } RESIDENTIAL

*Previously
 Certified
 LUP.
 Redondo
 LUPA 1-2000
 Exhibit 4*



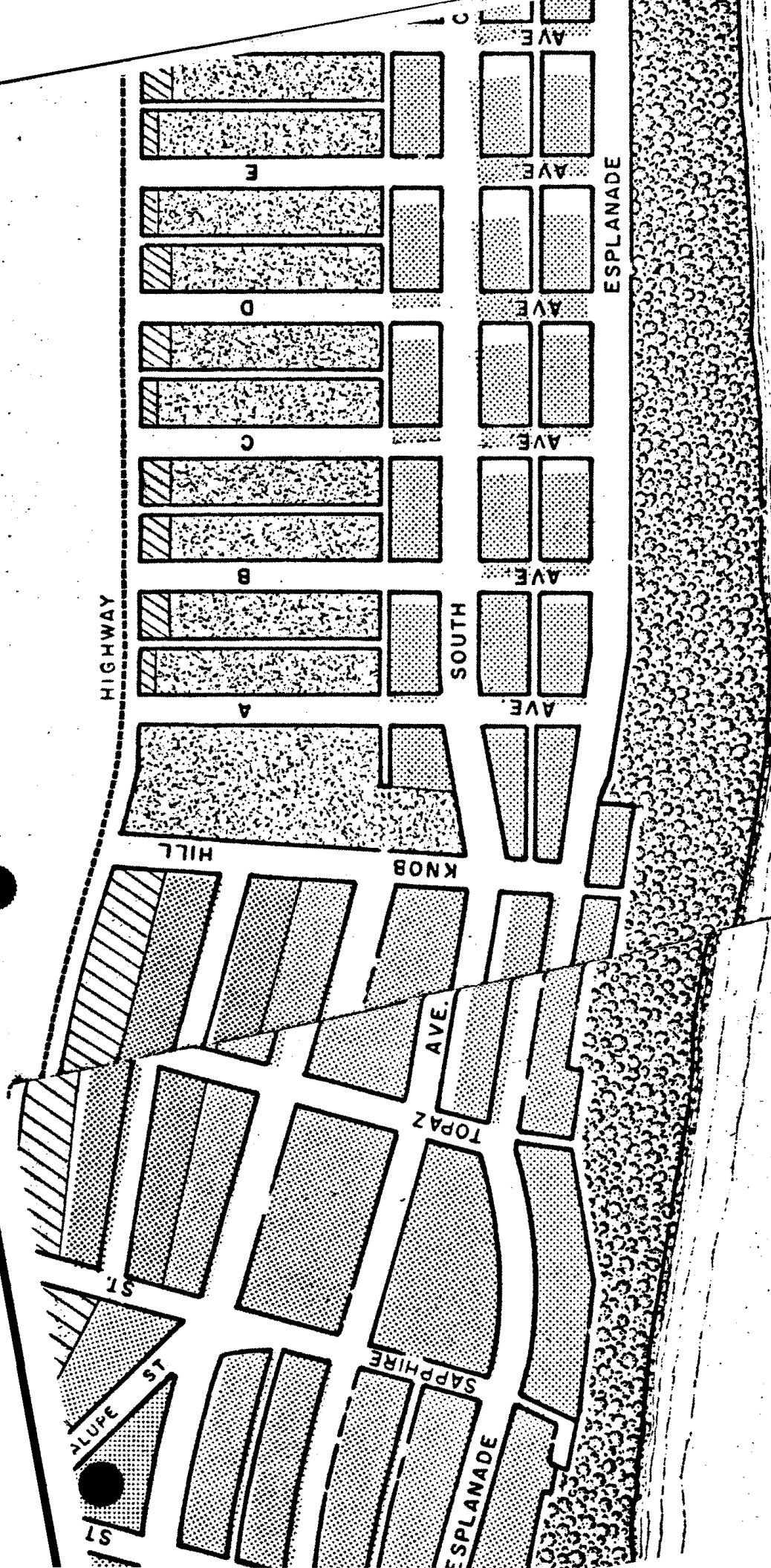
Redondo LUP
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Previously

Exhibit 4

2018 LUP 82

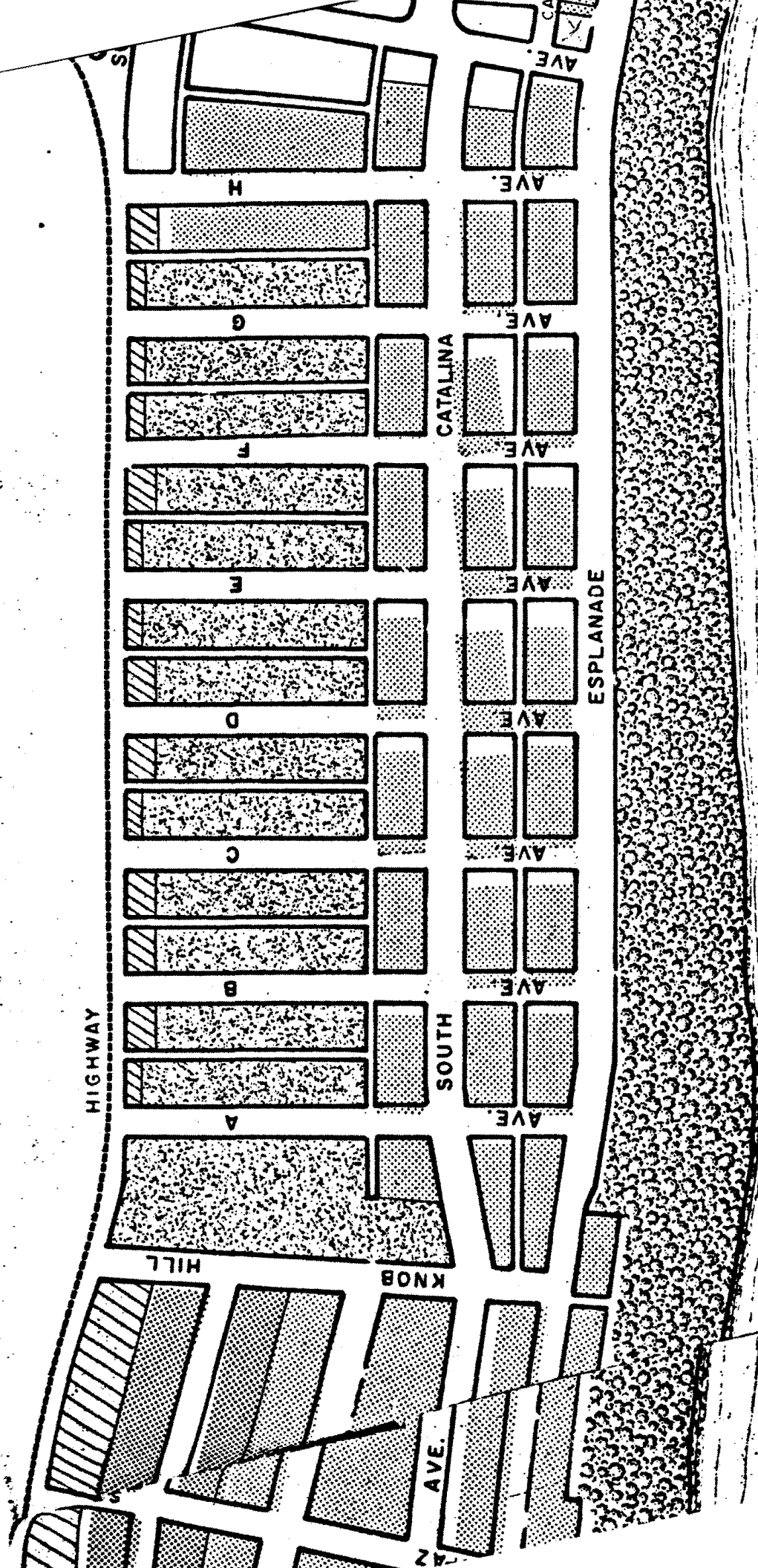
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Redondo Beach
 Exhibit 4
 P 3
 LUPA 1-2000



SCALE 500'



Redondo Beach Ex. 1/16/84
 LUCEA 8.4

1:2000



SCALE 1/500'

F. Access Policies

The following policies insure that access is protected and provided in the Coastal Zone for all income groups, consistent with the policies of the 1976 Coastal Act.

1. An additional parking structure in the vicinity of Veteran's Park is proposed to be constructed by the City to maximize public access in the Harbor-Pier and beach areas.

The existing pier parking structure fills to capacity by early afternoon on peak recreational days causing a traffic congestion situation on Torrance Boulevard and Catalina Avenue as the overflow of cars leaves the parking structure to search for other available parking. An additional parking structure consisting of approximately 600 to 700 spaces would alleviate this problem by providing direct access to another parking structure for the overflow.

2. As part of Phase III, Implementation, the existing walkways within the Harbor-Pier area will be more clearly identified. An access program indicating the location and type of signs, benches, landscaping and other improvements will be developed.

During Phase II, Preparation of the Land Use Plan, it became apparent through public input that existing walkways within the Harbor-Pier area are not adequately identified for the public. Therefore, to improve accessibility within this area it is important to develop a continuous system that links all of the major activities and pedestrian and recreation areas. Funding sources will be investigated for construction of improvements.

3. The City will continue to diligently enforce existing parking standards for new development.

By requiring adequate parking for new developments within the Coastal Zone in the past, the City has assured adequate parking accessibility to the beach and the Harbor-Pier area. This policy will be continued by assuring the adoption of adequate parking standards in the implementing ordinances of the Local Coastal Program.

Exhibit 5
Redondo LUP
Access Policies
Redondo LUPA 1-2000

4. The total supply of on-street parking within the Coastal Zone will be retained to assure adequate parking access to the beach and Harbor-Pier areas.

During Phase II, parking inventories were conducted to include all on-street parking within the Coastal Zone west of Catalina Avenue. The existing supply of on-street parking in conjunction with the existing parking lots and structures was determined to adequately meet total demand. Therefore, it is important to preserve the existing parking supply.

5. The City will construct additional bikeways on inland routes leading into the Coastal Zone as funding becomes available.

The City's bikeway plan proposes bikeways along and connecting to the Coastal Zone. Continued implementation will lead to the improvement of bicycle access within the Coastal Zone.

6. Transit usage for recreational purposes will be encouraged.

The City will encourage transit agencies to promote broader public consciousness and acceptance of mass transportation as a practical means of recreational travel. Public transportation will include accommodations for the physically handicapped, bicyclists, surfers, divers, and others with bulky equipment. Weekend schedules should be established with specific stops and pick-up points designed to serve recreational users.

7. During Phase III, Implementation, the City will investigate funding sources for implementation of a tram service within the Harbor-Pier area.

The feasibility of any tram service for the Harbor-Pier area depends on several factors. First, funding sources must be investigated and obtained, and secondly the system must be convenient, dependable and inexpensive enough to attract ridership. Experience has proven that many tram systems fail due to insufficient trial periods of operation. Adequate funding must be obtained to provide ample opportunity for attracting riders.

Exhibit 5 p 2
Redondo LUP
Access Policies
Redondo LUPA
1-2000

8. As new development occurs or as leases are renegotiated in the Harbor-Pier area the City will to the extent practical and feasible, require access for the public.

Unrestricted physical access for the general public within the Harbor-Pier area will be provided whenever possible as new development occurs or as leases are negotiated.

9. Existing public parking spaces in the Harbor-Pier area will not be reduced as a result of further development in the area.

In the event of the removal of existing public parking spaces in the Harbor-Pier area, additional spaces equal in number to those removed must be provided within the Harbor-Pier area.

10. Public support facilities, specifically public restrooms and fish cleaning facilities will be provided within the Harbor-Pier area to serve the interests of the public.

The need for public support facilities in the Harbor-Pier area became evident during the public input phase of the Local Coastal Program. Priority will be made for the provision of public restrooms and/or fish cleaning facilities on Mole A, the Monstad and Horseshoe Piers promenade extension, in the vicinity of the hand carry small boat launch facility and at the base of the 3-acre park under construction in the Redevelopment Area.

Existing access policies

*Exhibit 5
p 3*

Redondo LUPA

1.2000

E. Recreation Policies

The following policies will preserve and maintain the existing variety of recreational and boating uses in the Coastal Zone as well as provide for expansion of uses where feasible:

1. All existing public recreational and visitor-serving facilities will be maintained, enhanced and preserved and, where possible, expanded.

The Harbor-Pier area contains a variety of commercial and recreational development that provides unique regional recreational opportunities. Existing visitor-serving and recreational facilities should be protected, and new developments within the Harbor-Pier area will be encouraged where feasible to incorporate recreational opportunities for public usage.

2. Lower-cost visitor-serving and recreational facilities will be protected, encouraged, and where possible, provided.

The Pier Complex contains a wide variety of lower cost recreational facilities which will be protected to ensure that all income groups have access to coastal recreation. New development proposals will additionally incorporate lower-cost public recreation or visitor-serving facilities. All development plans for areas designated for commercial recreation facilities will be encouraged to provide accommodations that will serve all economic groups to the maximum extent feasible and that special provision is made for groups such as the elderly and the handicapped.

3. All existing boating and boating-related facilities will be maintained, enhanced and preserved and, where possible, expanded.

All of the existing slips within the Harbor area will be maintained, enhanced, and preserved. If possible, day tie-up slips will be provided for visiting boaters. If it becomes feasible in the future to expand the numbers of boat slip facilities, these uses will be accommodated within the Harbor-Pier area.

4. The existing sandy beach areas (Redondo State Beach and the Horseshoe Pier area beach) will be maintained and preserved.

The present capacity of the beach areas is adequate to serve visitors from throughout the Los Angeles region. The design capacity of parking areas and roadways serve to limit the overuse of the beaches. Incentives should be investigated to increase beach usage during off-season periods. Additional public safety personnel will also be required and should be provided by the agency with jurisdiction over the beach.

5. Increased fishing access will be provided by extending the Monstad Pier and by linking the Monstad Pier and the Horseshoe Pier with an additional promenade.

Plans for the construction of an additional fishing area by extending the Monstad Pier to connect with the Horseshoe Pier will be developed during Phase III, Implementation, and funding sources will be investigated for completion of the project. Fishing will be permitted along both sides of the pier addition and any commercial development will be prohibited except a bait and tackle shop if needed.

6. Any expansion of or new construction of commercial recreational facilities will not interfere with or delete any existing fishing areas.

Any further expansion of commercial recreational facilities in the Coastal Zone or the Pier Complex will not delete any existing fishing areas. During the citizen input stage it became apparent that fishing areas, especially in the fishing area on the south side of the Pier Complex west of Tony's Fish Market was an important means of access to the coast. The City will protect all of the existing fishing areas as well as attempt to expand access for fishing. No further commercial expansion of the south side of the Monstad Pier west of Tony's Fish Market will be permitted.

7. Commercial fishing operations will not be accommodated within the City's Coastal Zone due to inadequate facilities and space.

Commercial fishing enterprises cannot effectively operate in the City's Coastal Zone due to the unavailability of facilities and space required for unloading and processing the catch. The primary purpose of the Harbor area is for recreational boating and sportsfishing. Attempts to conduct commercial fishing would present unresolvable conflicts and interfere with the major purpose of the Harbor.

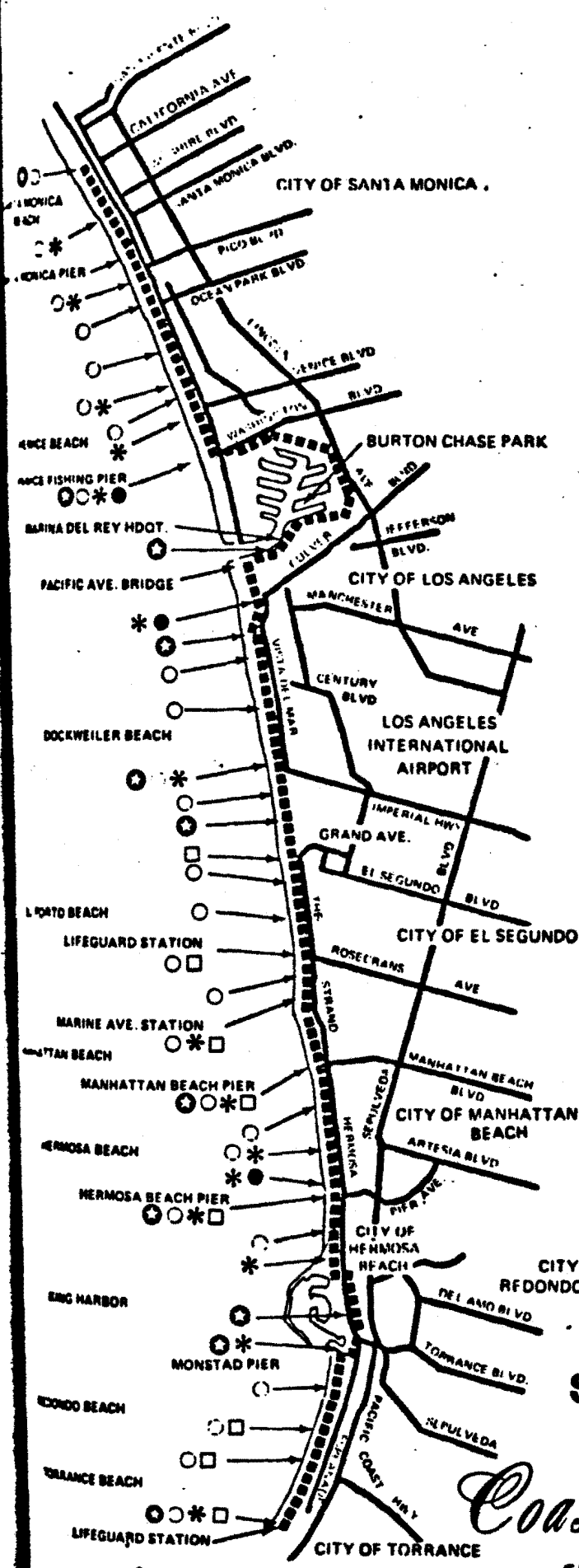
8. The location and installation of a sewage pump-out station to accommodate the needs of boaters in the Harbor area will be investigated during Phase III, Implementation of the Local Coastal Program.

During Phase III of the Local Coastal Program, a program to install a sewage pump-out station will be developed.

9. The provision of day tie-up boat slips for visiting boats will be investigated during Phase III, Implementation of the Local Coastal Program.

During Phase III of the Local Coastal Program, meetings with the Harbor Lessees will be conducted in an effort to arrange a greater provision of day tie-up boat slips.

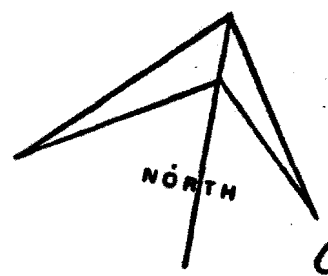
Existing Recreation
policies
Exhib. 6 p 3
LUPA
Radards
1-2000



MILEAGE CHART

	MILES BETWEEN POINTS	MILES FROM CALIFORNIA AVE.	MILES FROM TORRANCE BEACH
CALIFORNIA ST. (SANTA MONICA)	0.0	18.1	
SANTA MONICA PIER	0.7	17.4	
SANTA MONICA LOS ANGELES BOUNDARY	1.3	17.1	
VENICE FISHING PIER	1.5	15.6	
MARINA DEL REY HEADQUARTERS	2.7	12.9	
PACIFIC AVENUE BRIDGE	0.9	12.0	
PLAYA DEL REY	0.6	11.4	
DOCKWEILER BEACH (IMPERIAL HWY.)	2.1	9.3	
GRAND AVE. (I.A.-EL SEGUNDO BOUNDARY)	1.0	8.3	
EL SEGUNDO EL PORTO BOUNDARY	0.9	7.4	
ROSECRANS STATION (MANHATTAN BEACH)	0.4	7.0	
MARINE AVE STATION (MANHATTAN BEACH)	0.7	6.3	
MANHATTAN BEACH PIER	0.5	5.8	
MANHATTAN BEACH HERMOSA BEACH BOUNDARY	0.5	5.3	
HERMOSA BEACH PIER	1.2	4.1	
HERMOSA BEACH-REDONDO BEACH BOUNDARY	0.7	3.4	
KING HARBOR	0.8	2.6	
MONSTAD PIER	0.9	1.9	
REDONDO BEACH-TORRANCE BOUNDARY	1.8	0.3	
TORRANCE BEACH	0.3	0.0	

- LEGEND**
- FUTURE MAP
 - RESTROOMS
 - * PHONE
 - AIR COMPRESSOR
 - COUNTY TOOL BOX



(FIGURE 13)

SOUTH BAY BICYCLE TRAIL

Coastal Program



CITY OF REDONDO BEACH

SUMMARY OF PROPOSED AMENDMENTS TO THE COASTAL LAND USE PLAN. p1

The proposed amendments to the Coastal Land Use Plan (LUP) include amendments to the land use classifications and land use policies in subsections C and D of Section VI ("Locating and Planning New Development") and to the Coastal Land Use Plan Map.

SUBSECTION C OF SECTION VI: LAND USE CLASSIFICATIONS

Residential District

The existing Low Density district is now divided into the R-2 and R-3 districts. All areas proposed to be designated R-3 are designated Medium Density Residential in the existing LUP.

Residential District Height and Density Standards
 (under existing LUP and proposed amendments to the LUP)

Existing LUP District	Existing LUP standards	Proposed standards (consistent with the General Plan)
Single Family Residential	Maximum 6.5 units/acre; Maximum height 30 feet	Maximum 8.8 units/acre; Maximum height 30 feet
Low Density Residential	Maximum 14.5 units/acre Maximum height 30 feet	Area designated R-2: Maximum 14.6 units per acre; Maximum height 30 feet
Medium Density Residential	Maximum 23 units/acre Maximum height 38 feet	Area designated R-3: Maximum 17.5 units per acre; Maximum height 30 feet Area designated RMD: Maximum 23.3 units per acre; Maximum height 30 feet
High Density Residential	Maximum 28 units/acre Maximum height 30 feet along PCH between Ruby and Topaz; 35 feet between Emerald and Garnet ¹	No change proposed

¹ Heights up to 45 feet may be granted in this district on the west side of PCH between Emerald and Garnet in conjunction with the granting of a density bonus for affordable housing.

Commercial District

The uses permitted in commercial districts is updated, with no significant changes. The only significant change is the inclusion of height and floor area ratio standards, utilizing three commercial classifications (C-2, C-3, and C-4).

Commercial District Height and Intensity Standards
(under existing LUP and proposed amendments to the LUP)

Existing LUP District	Existing LUP standards	Proposed standards (consistent with the General Plan)		
			<u>FAR</u>	<u>HEIGHT</u>
Shopping Center	No height or intensity standards	C-2 Commercial:	0.5	30 ft.
Commercial	No height or intensity standards	C-3 Commercial:	0.7	30 ft.
		C-4 Commercial:	1.0	45 ft.

Mixed Use Commercial/Residential District

No changes are proposed for this district.

Parks District

This section currently is highly generalized and includes no development standards. The proposed draft adds a "Public or Institutional" district broken down into subcategories (public beach; parks and open space; community facilities, governmental facilities, and public safety facilities; and Riviera Village public parking). Maximum height and floor area ratio standards are provided for parks (maximum height 2 stories, 30 feet; maximum f.a.r 0.25) and the civic center (maximum height 3 stories, 45 feet; maximum f.a.r 1.25).

Civic Center District

The existing civic center district category is a vaguely defined commercial district including City Hall and adjacent areas. This category is deleted in the proposed amendments and City Hall is included in a more defined "governmental facilities" subcategory within the Public and Institutional category. The area adjacent to City Hall is redesignated as mixed use commercial/residential or R-3 residential (see the summary of Land Use Map amendments for specific redesignations).

AES Power Plant, Harbor/Pier area, and North Catalina corridor

These areas, as shown in Exhibit H-1, are the subject of a major new planning process currently underway in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant, making a significant portion of the site available for reuse. Following this planning process, a second phase of amendments to the Coastal LUP will be considered for these areas, completing the update to the LUP. Until that time, there are no substantive changes proposed for these areas, and the existing categories (Commercial Recreation; Commercial; Industrial; Residential Medium Density; and Parks, Recreation and Open Space) have been retained and are summarized below. The only revisions to these sections relate to elimination of obsolete descriptions of land use and development projects written in 1980 that no longer are factually accurate. The removal of these descriptions does not alter any land use standards or development standards applicable to these areas.

Commercial Recreation

This category applies to the harbor/pier area, Crowne Plaza hotel site, and Sunrise hotel site. The land uses which may be considered are not being amended during this phase of the update to the LUP.

It should be noted that this section includes factually obsolete descriptions of areas that are now built-out with developments that did not exist when this section was adopted in 1980. It is necessary to delete all these factually incorrect descriptions in order to eliminate confusion about what actually is developed in this area. For example, the reference to a vacant 40,000 square foot parcel on Mole C is obsolete, and the parcel is now developed with banquet facilities for the Portofino Hotel. The references to the proposed development of the Harbor Triangle Shopping Center with a 125-foot hotel are obsolete, and this area is now built-out with the Crowne Plaza Hotel (75 feet) and associated uses and parking structure. All of the deleted text involves factually obsolete descriptions and the deletion of these descriptions does not impact any standards applicable for review of new projects in the harbor/pier area. New standards may be proposed during Phase II of the update to the LUP.

Commercial

This category permits a wide variety of commercial uses, and includes no development standards. This category would continue to apply to the N. Catalina commercial corridor as

Exhibit 7 p 7
Redondo LUP
1-2000
City staff summary

shown in Exhibit H-1. New and more detailed land use and development standards would be considered for this area during Phase II of the update to the LUP.

Industrial

This category would continue to apply unchanged to areas mapped as industrial in Exhibit H-1. The only change proposed prior to Phase II of the LUP update is the deletion of the reference to permitting of oil drilling pursuant to Ordinance No. 1467 adopted in 1955, since this ordinance has expired and oil drilling is no longer permitted anywhere in the City.

Residential, Medium Density

This category would be retained for areas shown in Exhibit H-1 (only applicable to the Salvation Army site). The designation will need to be changed in Phase II of the LUP update, but since the Salvation Army site is already built out with senior apartments and associated community-serving facilities, the retention of this obsolete designation will not impact existing use of the site.

Parks, Recreation and Open Space

This category would be retained with no changes for areas shown in Exhibit H-1 (Seaside Lagoon, Mole B, and Edison right-of-way). The existing language is highly generalized and includes no development standards.

SUBSECTION D OF SECTION VI: LAND USE POLICIES

The update to the LUP eliminates obsolete and out-dated land use policies and adds a number of new policies consistent with the General Plan and Harbor/Civic Center Specific Plan. Included are policies to: preserve public fishing access areas on the Pier; protect and provide lower cost visitor-serving uses and recreational facilities; require that major rehabilitation projects as well as new developments provide appropriate amenities such as pedestrian walkways adjacent to the water's edge; and permit the establishment of an Historic Overlay zone to allow consideration of additional uses necessary for the preservation of a historically significant building, subject to a Conditional Use Permit.

Obsolete policies are proposed to be deleted. For example, the vacant parcel referred to on Mole C is already built out with banquet facilities, and the policy proposing development of the "Harbor Complex" relates to the site now built-out with the Crowne Plaza hotel and associated

uses. The policies relating to development of land in the commercial recreation district with visitor serving uses, subject to approval by the City based on compatibility with surrounding uses, is redundant of language already contained in subsection C establishing the commercial recreation land use classification. The policy relating to consolidation of the R-6, R-5, and R-3 districts occurred in 1982. The policies relating to traffic circulation on Catalina Avenue and Harbor Drive are also obsolete (and circulation issues will be restudied as part of the new planning process underway in the AES/Harbor-Pier/N. Catalina Avenue area).

AMENDMENTS TO THE LAND USE PLAN MAP

The Coastal Land Use Plan Map will be updated in 2 phases. Exhibit H shows the amendments proposed at this time for consistency with the City's General Plan. Exhibit H-1 shows the areas which will retain their current mapping classifications, and which will be considered for amendment in the second phase of the update to the LUP, expected to occur by 2001.

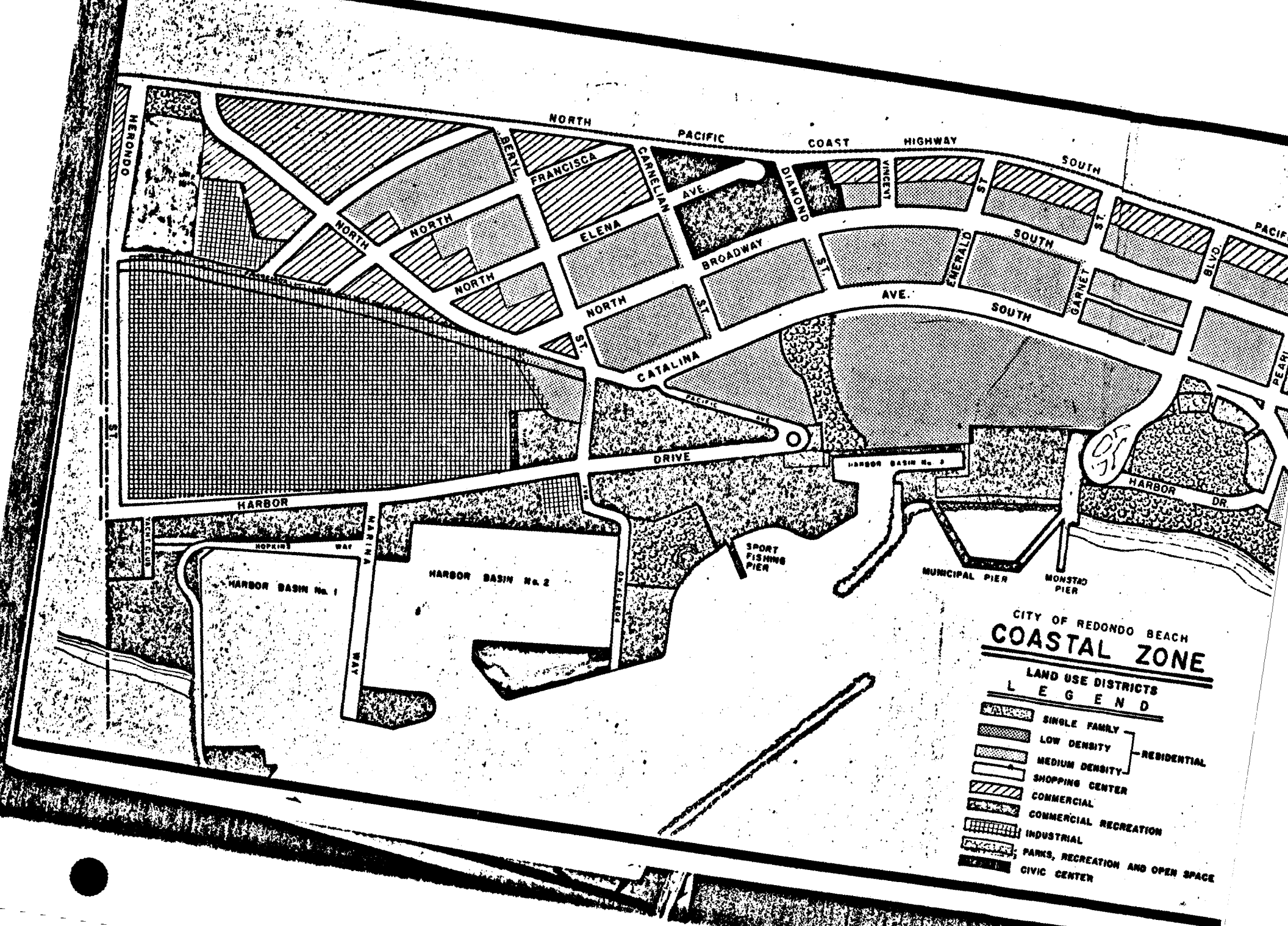
Summary of mapping changes contained in Exhibit H

General changes in classifications are as follows. These are areas where there have been minor changes to development standards for residential districts, or addition of height and floor area ratio standards in the case of nonresidential districts (as discussed previously).

1. areas previously classified as "low density residential" are now "R-2 low density multiple family residential";
2. areas previously classified as "medium density residential" are now either "R-3 low density multiple family residential" or "RMD medium density multiple family residential";
3. areas previously classified as "shopping center" or "commercial" are now designated as either "C-2, C-3, or C-4 commercial";
4. areas previously classified as "parks, recreation and open space" and areas previously classified as "civic center" are now designated as "P public or institutional"










The following table indicates specific locations where there have been major changes in categories (such as commercial redesignated as residential or vice-versa). These areas are also shown in the maps attached to this summary).

LOCATION	EXISTING DESIGNATION	PROPOSED DESIGNATION
① 517-519 N. Elena Ave.	Commercial	R-3 low density multi-family residential
② 235 N. Pacific Coast Hwy. And 400 Diamond St.	Civic center	MU mixed use
③ 220-222 N. Broadway	Civic center	R-3 low density multi-family residential
④ 201-339 S. Pacific Coast Hwy., 212 Torrance Blvd., 215	Commercial	MU mixed use

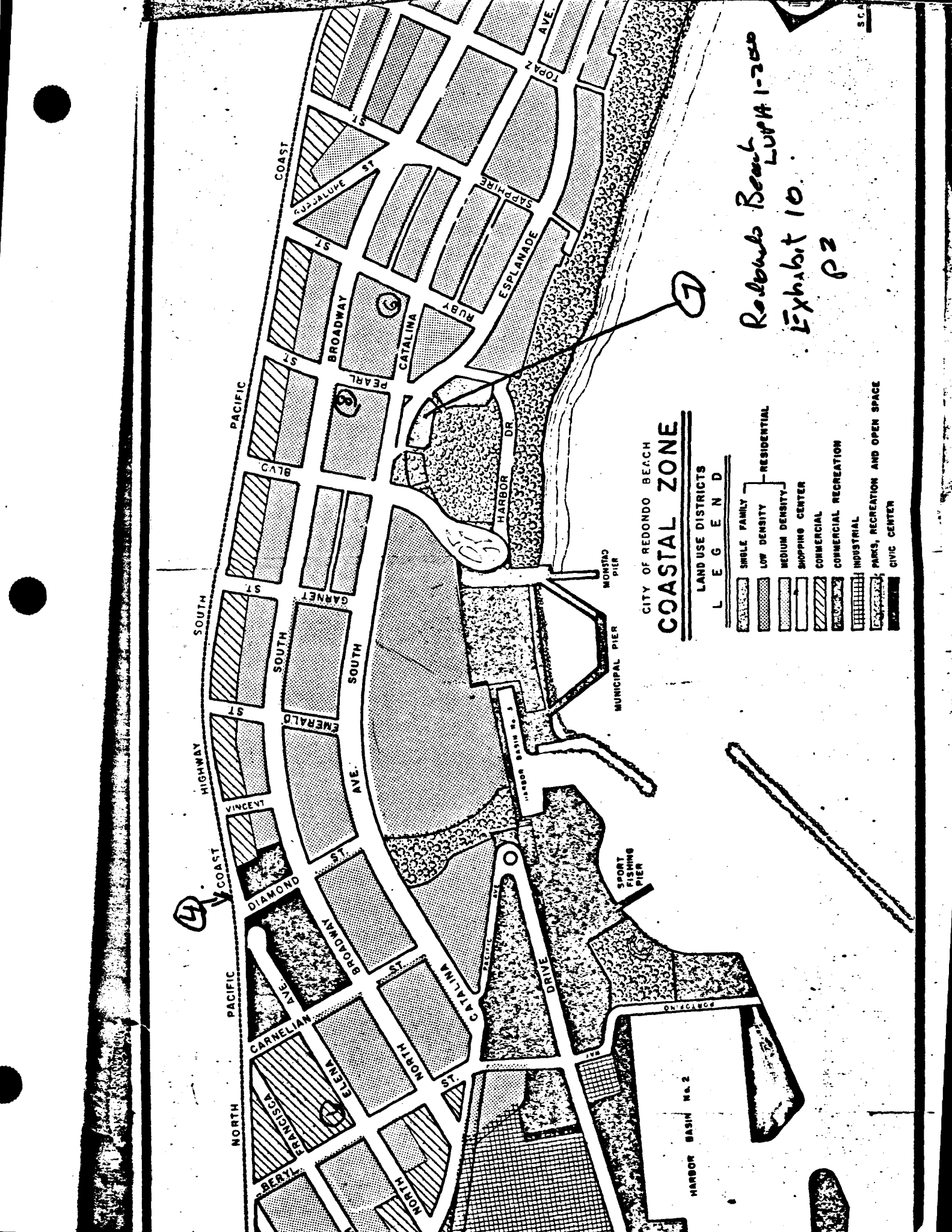


CITY OF REDONDO BEACH
COASTAL ZONE

LAND USE DISTRICTS
LEGEND

-  SINGLE FAMILY
-  LOW DENSITY
-  MEDIUM DENSITY
-  SHOPPING CENTER
-  COMMERCIAL
-  COMMERCIAL RECREATION
-  INDUSTRIAL
-  PARKS, RECREATION AND OPEN SPACE
-  CIVIC CENTER

Palmdale LUPA 1-2000
 District 1



CITY OF REDONDO BEACH
COASTAL ZONE

LAND USE DISTRICTS
 L E G E N D

[Pattern]	SINGLE FAMILY	[Pattern]	RESIDENTIAL
[Pattern]	LOW DENSITY	[Pattern]	SHOPPING CENTER
[Pattern]	MEDIUM DENSITY	[Pattern]	COMMERCIAL RECREATION
[Pattern]	COMMERCIAL	[Pattern]	INDUSTRIAL
[Pattern]	COMMERCIAL RECREATION	[Pattern]	PARKS, RECREATION AND OPEN SPACE
[Pattern]	INDUSTRIAL	[Pattern]	CIVIC CENTER

Redondo Beach
 LUPA 1-2000
 Exhibit 10
 P 2

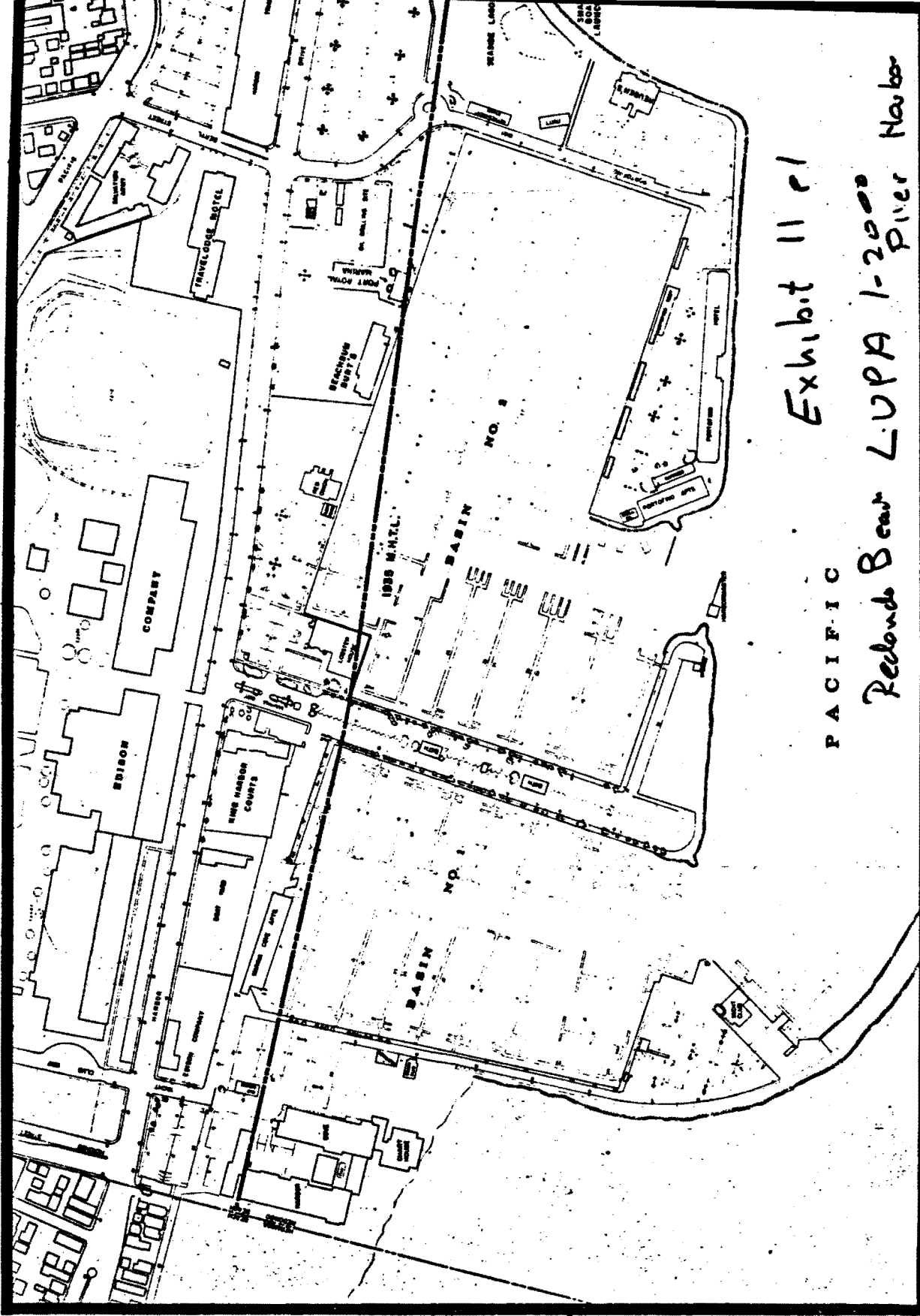


Exhibit 11 e1

PACIFIC

Redondo Beach LUPA 1-25-00 Pier Harbor

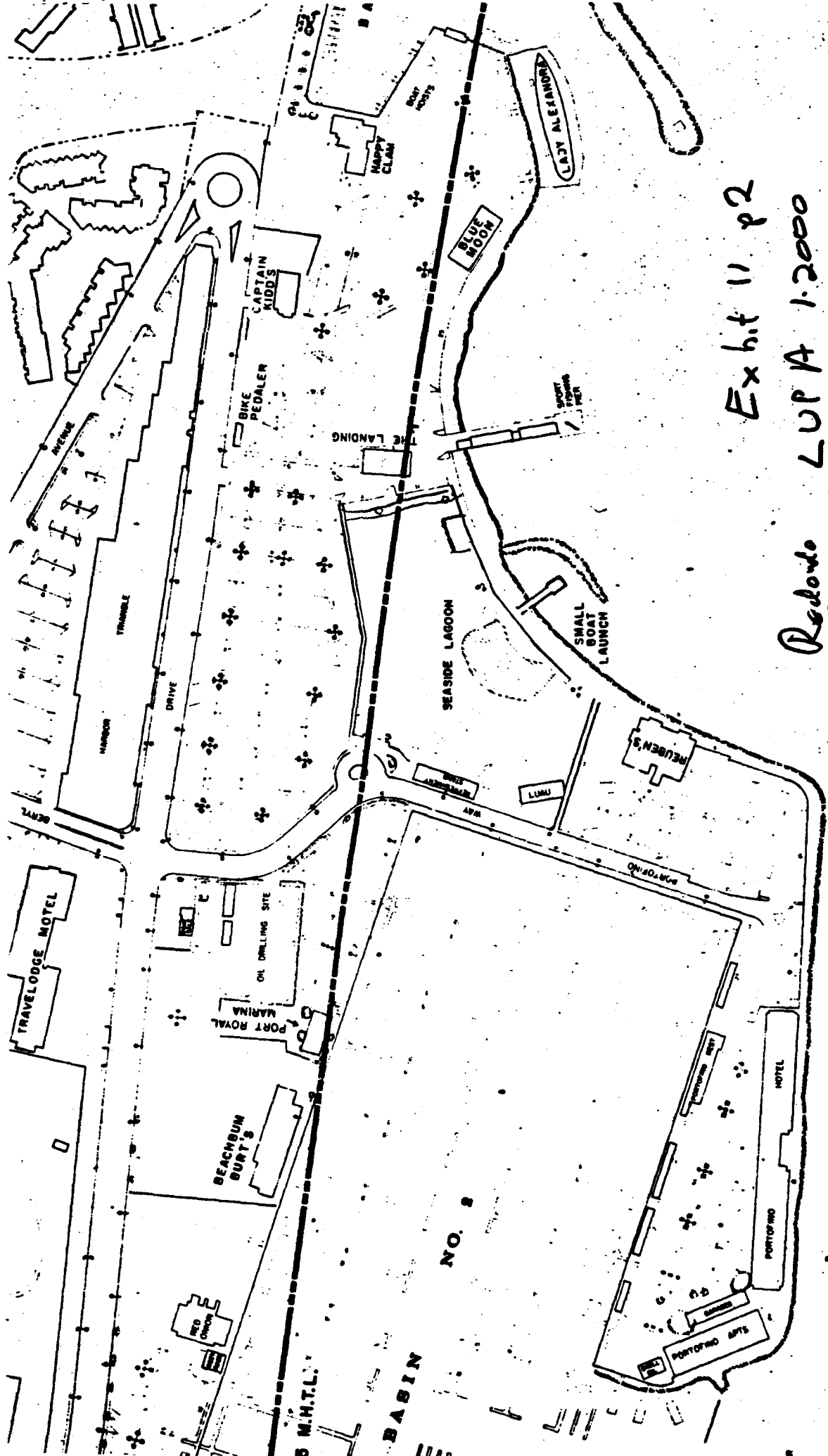


Exhibit 11 p2

Redondo Beach
LUPA 1-2000
Pier Harbor

August 12, 1999

Mr. Randy Berler
Planning Department
City of Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277

Redondo Beach
LUPA
1-2000
Exhibit 12
P1

Correspondence

Dear Randy,

On Monday night you updated the Harbor Commission on your proposed changes to the "Land Use Section of the Coastal Land Use Plan (LUP)". On July 2, 1999, I submitted to the Planning Department detailed comments regarding changes to the City's General Plan, Harbor Specific Plan, and Zoning Ordinance that would bring them in conformance with the intent of our lease with the City and allow reasonable and economically feasible development and/or redevelopment to occur. Since practically all of the suggestions I gave to the Planning Department on July 2, 1999 are not included in the report you gave the Commission, I will only discuss what is in that report as follows.

1. I believe there is a gross misconception regarding our position about allowing offices in the Harbor Pier area. We believe that:
 - a. General offices should only be allowed to the extent that parking for allowed uses such as marinas, restaurants, hotels, etc. is vacant during the normal times general offices are open;
 - b. General offices should be built in a manner not to prevent allowed uses from occurring (such as in non-usable areas or over/under/between allowed uses);
 - c. Not allowing "harbor-related offices" on the first floor makes no sense especially if it is for a use that always must be in contact with boat tenants such as anyone providing a boating service.
 - d. Instead of limiting the "1st floor" to "offices solely for the administration of a Master lease", the provisions should:
 - (1) Add after the last word "or any allowed tenant". The current and proposed wording does not allow offices for the boat yard, a restaurant, or any other allowed use;
 - (2) Eliminate the "1st floor" restriction and state that the total area rented for general offices shall be limited to the office area above or below the 1st floor, and there must be the equivalent of the 1st floor office area rented to offices solely for "harbor-related uses" anywhere in the building. It should not make any difference where an office is located in a building so long as the total amount of area you want for a particular use is actually available to rent.
 - e. General offices shall be limited to that
 - (1) Which does not conflict with allowed uses;
 - (2) Only utilizes no more than 85% of the vacant parking spaces within 600 feet that are available when the offices are open. (The amount of vacant parking spaces would be subject to actual count and verification.)

Marina Cove, Ltd.

212 Yacht Club Way, Redondo Beach, California 90277-2006 • Tel: (310) 376-4440 • Fax (310) 374-6067 • E-mail: Marinacove@Kingharbor.com

King Harbor

Exh. h. 1 12
P2
Redondo LUPA
1-200

2. Although your report states that "the Coastal Commission staff... under no circumstances will they support permitting general offices within the Tidelands", there is evidence to suggest that the Coastal Commission would support such use:
 - a. For example, there is substantial general office space in the Tidelands just west of the Long Beach Marina.
 - b. Providing general offices are restricted as I have suggested above.
3. Since "the existing LUP includes no height and development intensity standards within the Coastal Commercial District", why you are now recommending amending the LUP to include such limitations also makes no sense. All this would do would make buildings in the harbor non-conforming with Coastal Commission Standards and make it much more difficult to raise standards at a later date. This is especially true if the City at some future date has a need for additional revenues, wants replacement of obsolete or deteriorated facilities, or wants to insure redevelopment of properties such as the AES site. Past experience confirms that it is always very difficult to raise density and height standards once they have been reduced.
4. Although it is commendable for the City to include "design policies to encourage a high quality pedestrian-orientated environment in the Pier and Harbor area and to encourage reconfiguration of development within King Harbor to create a unified seaside 'village' ", such policies will be worthless unless the City is prepared to provide the money required to accomplish this or have compatible "economic policies" that give the private sector the incentive to support these objectives. Since this has not occurred, I would not be optimistic about your design policies actually accomplishing its objectives. Almost everything that is now being done in regards to the existing Harbor and Pier lessees acts as a disincentive to do anything to upgrade and/or change.

Although I appreciate the planning staff's attempt to eliminate some of the restrictions on allowing general office space on our leasehold, I believe that if the recommendations in your report before the Harbor Commission are followed, the City will suffer substantial long-term economic damage. Harbor and Pier leaseholders will simply invest their resources elsewhere and at the end of their lease with the City they will leave on their leaseholds as little economic value as possible. When all parties are not always working to maximize values, it damages everyone. Due to the great impact this issue has on our business, I would be most appreciative of being informed when it will come before the Planning Commission and City Council.

Sincerely,

Marina Cove Ltd.
By MCL Marina Corp
General Partner


L. Guthrie, Jr.
President

cc: Councilman Kevin Sullivan
Councilman John Parsons
Barry Kielsmeier

0811-1.em

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

Exhibit 13
Redondo LUPA 1-2000
Beach



October 15, 1999

Randy Berler
Senior Planner
City of Redondo Beach
Planning Division
PO Box 270
Redondo Beach, CA 90277-0270

OCT 18 1999

Subject: The City of Redondo Beach Proposed LUP amendment

Dear Mr. Berler,

Thank you for forwarding the proposed revisions to the Redondo Beach Coastal Land Use plan for staff comments. As we understand it, the City is considering an amendment to the Land Use chapter of the plan, leaving the other policies intact. The document is clear and easy to understand. The attention to pedestrian access and the visual environment is consistent with Coastal Act section 30251, which requires the scale and design of development to protect views to and along the coast.

We would like to comment on several issues.

1. Protection of public fishing access on the public piers. The Commission has consistently reserved the existing fishing area on Monstad Pier for a free angling area. We suggest you consider designating areas of the railing as P. Without such a designation, the limitation "where feasible," that applies to the policy on low and moderate cost visitor serving facilities is, in our view, insufficient for a public pier.
2. General office use in tidelands. Thank you for responding to our earlier comments. Both State Lands rules and Coastal Commission policies discourage general offices in tidelands and give priority to coastal dependent or coastal related and recreational uses. This policy has been interpreted to allow the rental office of a marine related use to be located on tidelands. Our concern would be with building conventional offices on tidelands that would be open to general clientele, such as insurance or real estate agencies. A boat rental or a bait shop that contains an area for record keeping or customer contact would be considered a marine related use. As we discussed, the Commission would refer to the certified Land Use Plan in processing a coastal development permit in this area. However, seaward of the 1935 mean high tide line, the Commission would retain the authority to issue coastal development

Randy Berler
Redondo Beach Planning division
Comments on prose LUP
Page 2, October 15, 1999

Exhibit 13
p2

permits even after certification of the plan. The standard of review for those permits would be the Chapter 3 policies of the Coastal Act.

3. There is some local controversy regarding height limits in the Harbor. The Commission has given weight to the opinions of local government regarding the appropriate height limits in their communities, as long as the proposed buildings are not greatly out of scale with natural landforms or existing development. In evaluating a plan or a proposal for a plan amendment, the Commission's standard of review would be the preservation of views to and along the coast, the recreation and access policies of the Coastal Act and compatibility with existing development. In Marina del Rey, the Commission approved a plan with greater maximum height than had been allowed in the past. In that case, the height increase was tied to a program that would create view corridors extending over twenty to forty percent of the width of a lessee's shoreline frontage, opening the wall between the access road and the harbor. These corridors would allow ground level views of the water. While we are not recommending such a complicated program, its approval is an indication that the Commission will consider height limits in the context of the entire proposed LUP. The Commission will review the plan as a whole and will be primarily concerned with recreational and visual access to the water as well as the protection of natural habitat and public safety.
4. Public parks and public parking. The plan clearly identifies the public parks and parking lots in the City. The existing plan also protects public street parking. The staff will review that language of these sections to assure that beach access is protected.

Procedure. After adoption of the LUP, the City will submit the document to the Commission for its review. The staff will review the plan, a process that takes a number of months. During this process, issues that have not been identified in this preliminary review may emerge. One example of this is the possible inclusion of Best Management Practices to protect water quality as part of any new development. If so, the staff will work closely with your staff to develop modifications necessary to bring the LUP into consistency with the coastal act. In the past, more specificity than is normally employed in general plans has been found to be necessary to assure consistency with the coastal policies. The coastal staff will prepare a recommendation, which will be reviewed by the Commission. The Commission will review the staff recommendation and take testimony for the City and the public. The LUP will be certified as is or, if it is necessary to make minor changes, with suggested modifications.

Randy Berler
Redondo Beach Planning division
Comments on prose LUP
Page 3, October 15, 1999

We look forward to working with you in the future. If you have any questions,
please contact Jim Ryan or me at (562) 590-5971.

Sincerely,



Pam Emerson
Los Angeles County Area Supervisor

cc. Jim Ryan

Redondo Beach
LUPA
1-2000
Exhibit 13
p3



CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET
P.O. BOX 270
REDONDO BEACH, CALIFORNIA 90277-0270

January 31, 1994

Ms. Pam Emerson
California Coastal Commission
South Coast District
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, California 90802-4416

**SUBJECT: REDONDO BEACH KING HARBOR, EARTHQUAKE DAMAGE TO
MOLE B AND SEASIDE LAGOON**

Dear Ms. Emerson:

As you requested, enclosed are copies of photographs of damage suffered in King Harbor due to the January 17, 1994 6.6 earthquake, plus a map to locate the areas shown. If you need additional information, please do not hesitate to contact me at 310/318-0662.

Sincerely,

Rick Becker
Associate Civil Engineer

enclosures

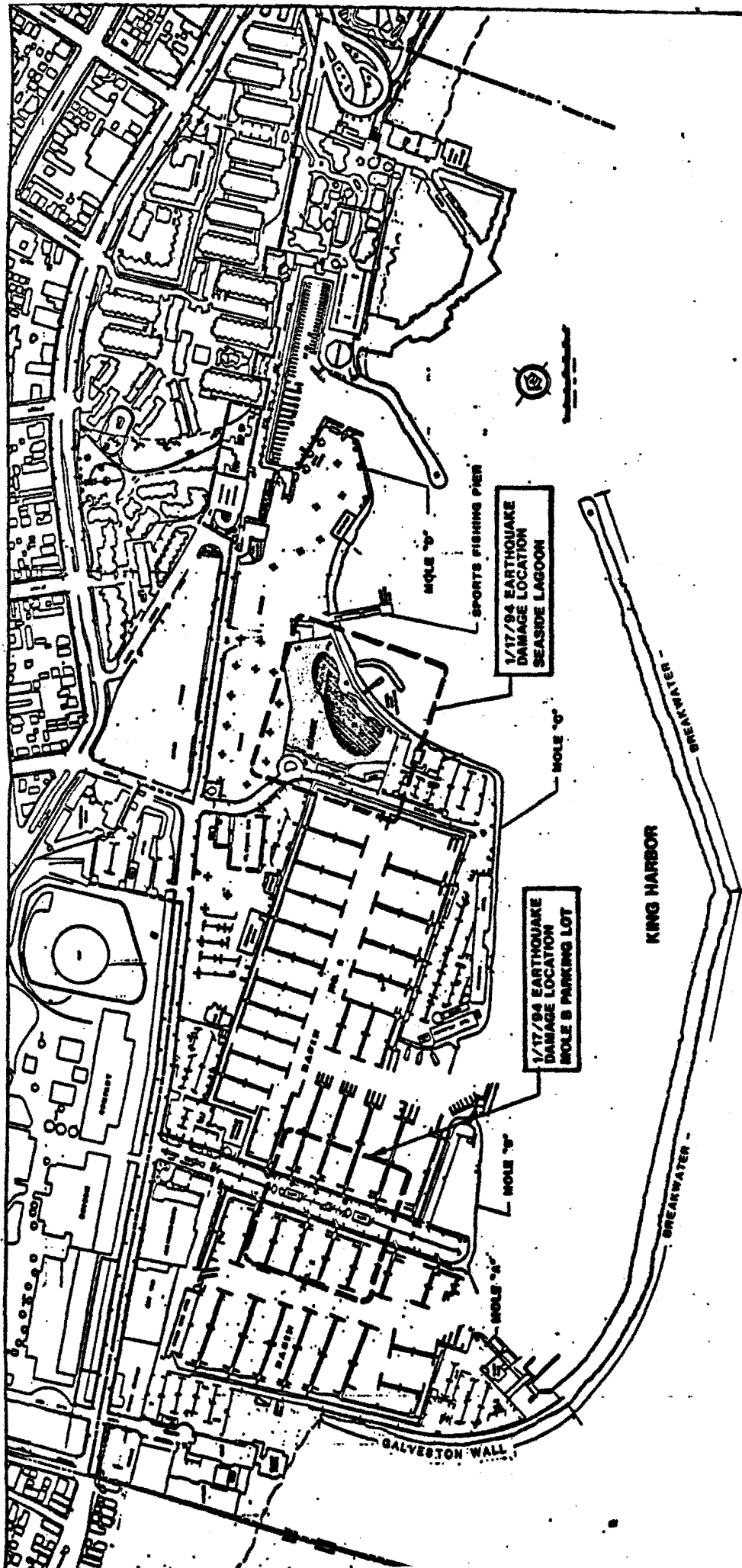
Redondo Beach

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P1

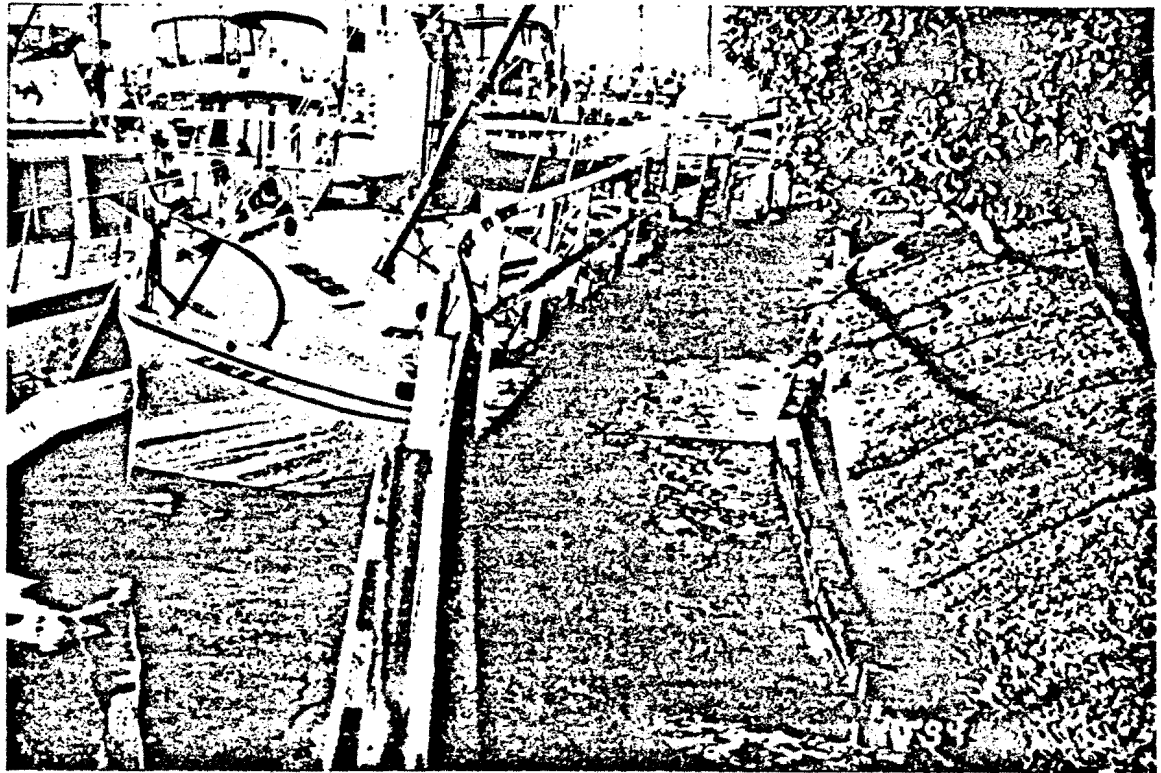
Exhibit 14



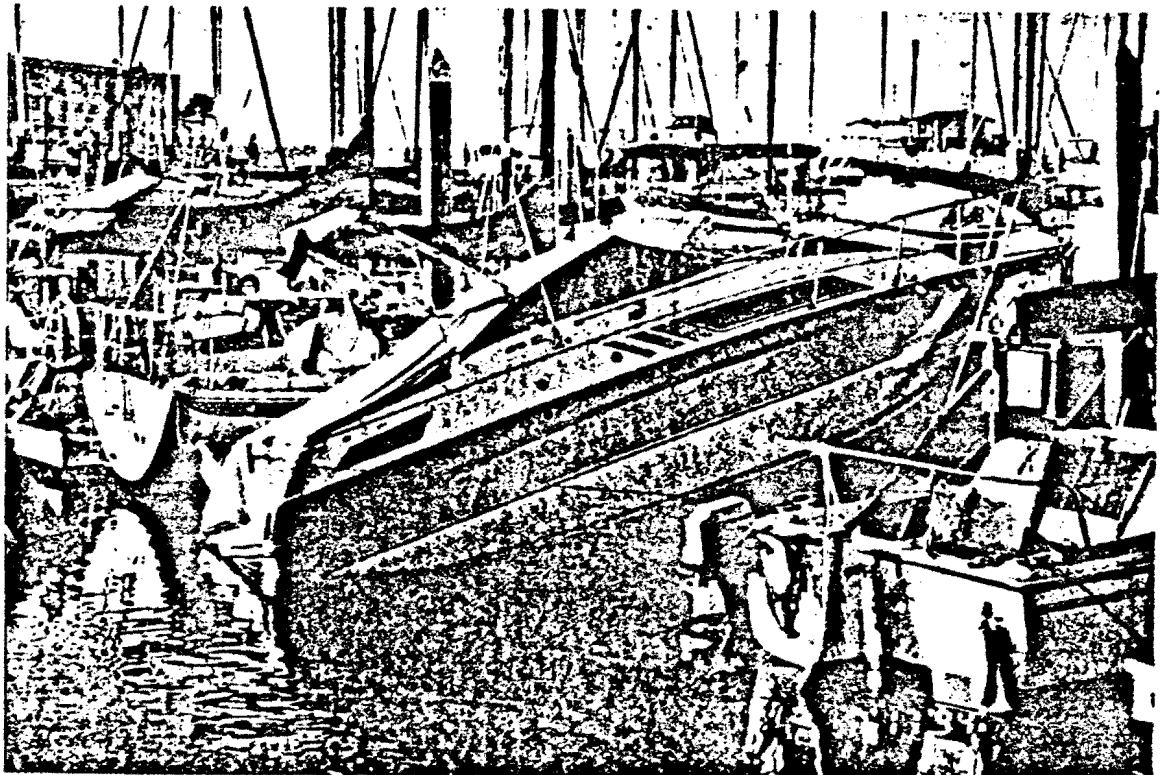
KING HARBOR
 REDONDO BEACH, CALIFORNIA
 1/31/94

Exhibit 17
 p 2

Redondo LUPA 1-2000



Mole B South Seawall failure into King Harbor Basin #2



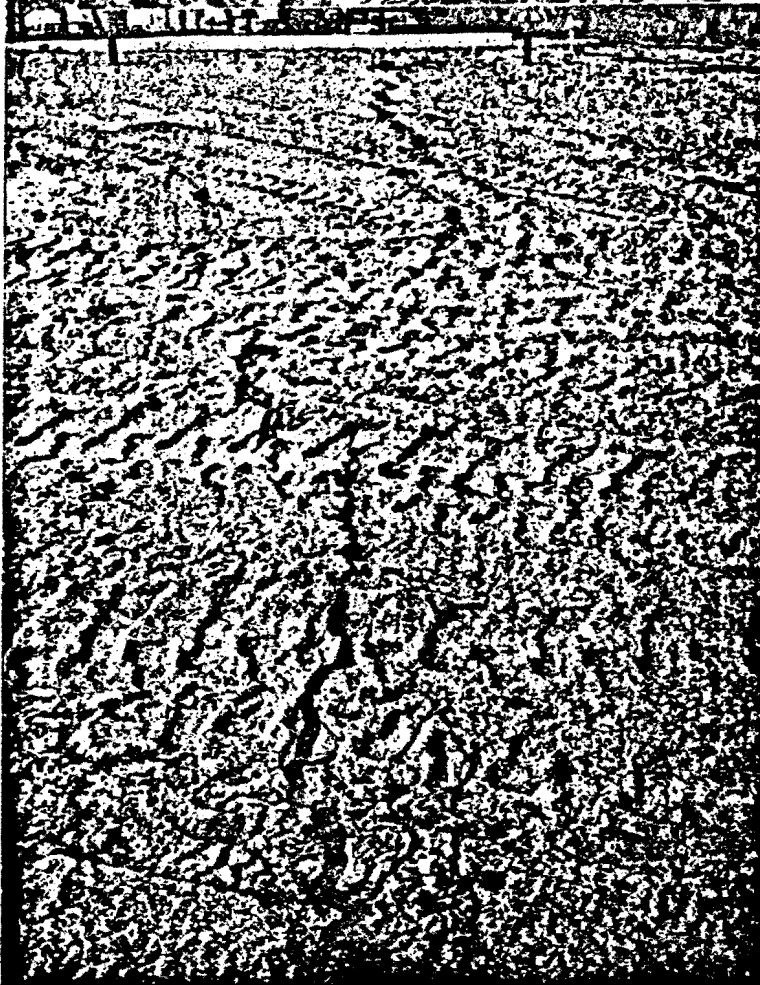
Vessel displaced during earthquake, King Harbor Basin #2

Redondo Beach
LUPA
1-2000

Exhibit 17 p 3



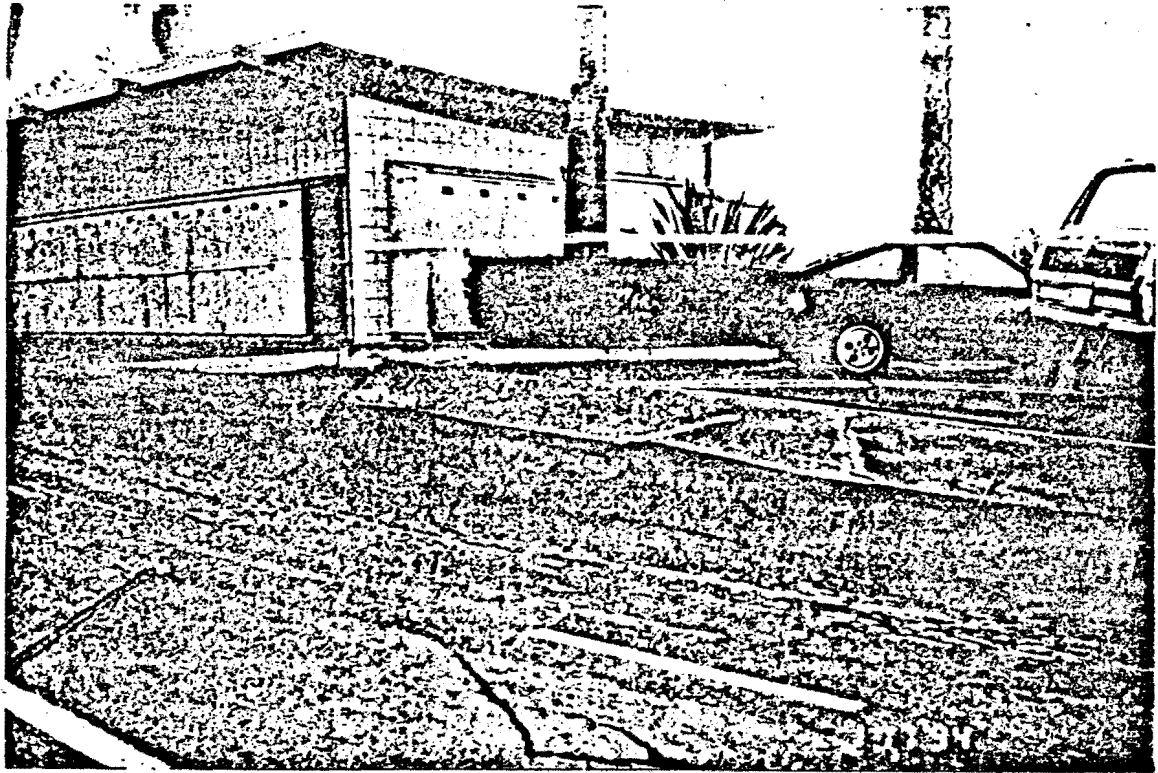
Above: Sand boils formed in Redondo Beach Seaside Lagoon beach area from liquification



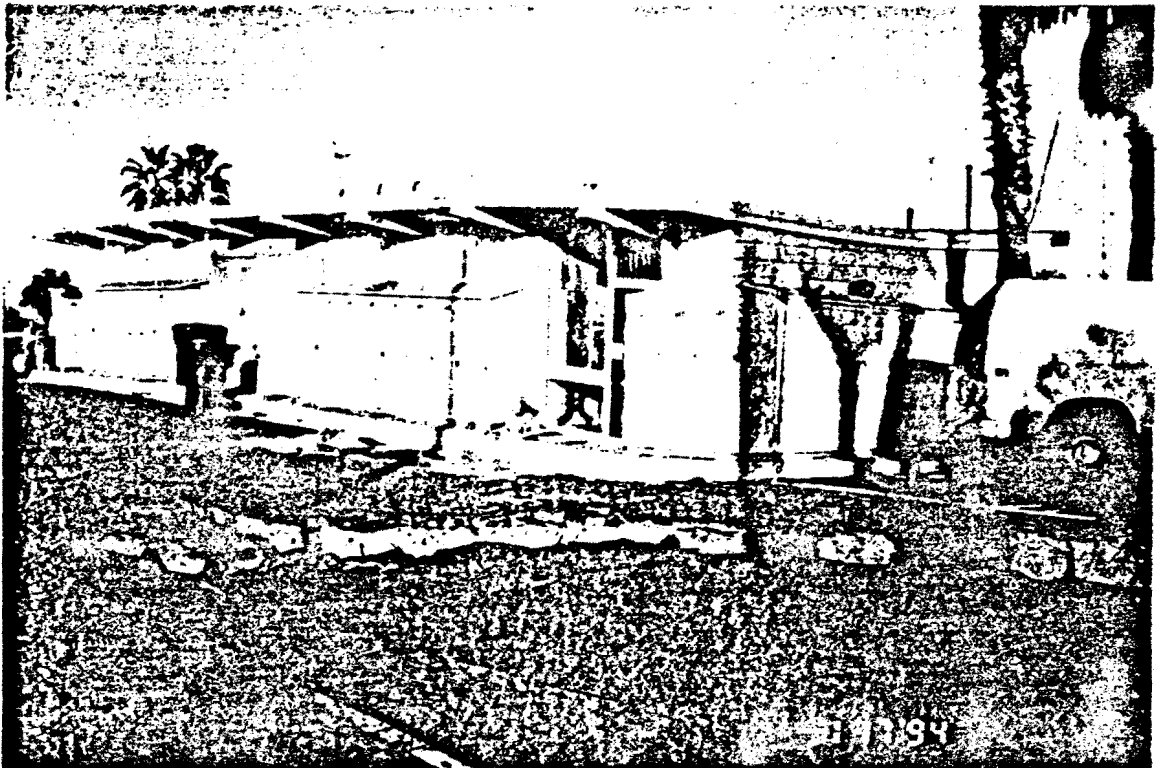
Left: Movement of sand due to earthquake, Redondo Beach Seaside Lagoon

Redondo Beach
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12000

Exhibit 14
p. 1

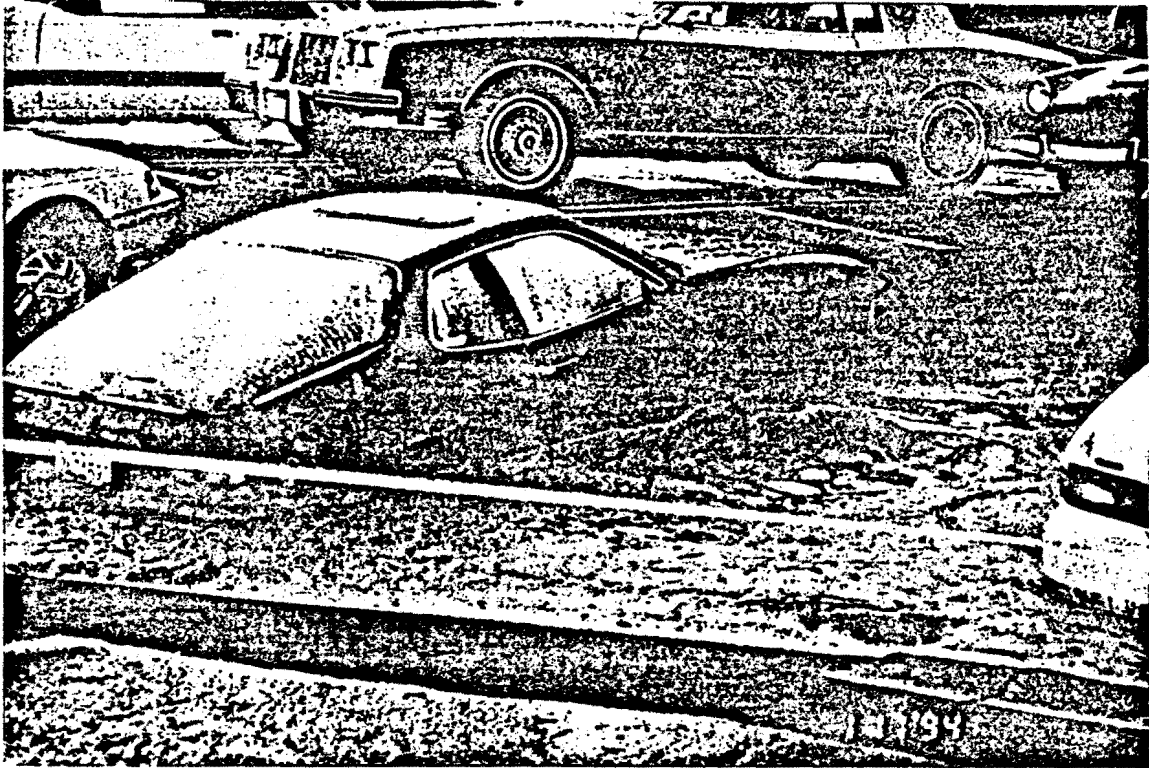


Damage to East Restroom/Shower Facilities, King Harbor Mole B



Damage to West Restroom/Shower Facilities, King Harbor Mole B

Redondo Beach LUPA 1-2000
Exhibit 14 v5



Vehicles in liquified soil, King Harbor Mole B

Redondo Beach
LUPA 1-2000
Exhibit 14 p6

Tsunamis:

WHAT IS A "LOW-LYING" AREA AND HOW HIGH IS "HIGH GROUND"?

THE EARTHQUAKE planning scenario (see pages 8 & 9) includes a study of tsunami wave heights in the Humboldt Bay and Crescent City areas. Areas below the "blue line" should be considered at risk from a tsunami and persons living or working in these areas should know how to evacuate and where to go if a strong earthquake occurs. Most of the coastline, however, has not been studied and it is difficult to predict how high the waves are likely to reach. Other potentially hazardous areas are coastal river banks. Typical peak wave heights from large tsunamis in the Pacific Ocean over the last eighty years have been between 21 and 45 feet at the shoreline. A few waves, however, have locally been higher - as much as 100 feet in a few isolated locations. The best general advice available today is to:

- Go to an area 100 feet above sea level, if possible, or go up to 2 miles inland, away from the coastline. If you can't get this high or far, go as high as you can. Every foot inland or upwards may make a difference.
- Go on foot if at all possible because of traffic, damage to roads, downed power lines and other earthquake debris.

If evacuation is impossible, the third floor or higher of a reinforced concrete building may offer protection, but such a building should be used only as a last resort.



TSUNAMI (SOO-NAH-MEE) FACTS:

a

Tsunami is a series of sea waves most commonly caused by earthquakes beneath the sea floor. In the open ocean, tsunami waves travel at speeds of up to 600 miles per hour. As the waves enter shallow water, they may rise to several feet or, in rare cases, tens of feet, and can cause great loss of life and property damage where they come ashore. The first wave is often not the largest; successive waves may be spaced tens of minutes apart and continue arriving for a number of hours. There are two kinds of tsunamis which could affect the North Coast:

- 1) Locally-generated tsunamis: If a large earthquake displaces the sea floor near our coast, the first waves may reach the coast within minutes after the ground shaking stops. There is no time for authorities to issue a warning. People on the beach or in low coastal areas need to be aware of the tsunami risk and be prepared to move to higher ground as soon as they are able after a strong earthquake and stay there until told by an official source that the danger has passed.
- 2) Distant-source tsunamis: Tsunamis may also be generated by very large earthquakes in other areas of the Pacific Ocean and may reach our coastline many hours after the earthquake occurred. Tsunami Warning Centers are responsible for gathering information on earthquakes which may generate tsunamis and alerting local officials who may order evacuation. If you are in an isolated area, however, you may not hear the official announcements. If you notice a sudden drop or rise in sea level, or hear a roar, nature may be warning you of impending danger and you should move to high ground immediately.

WHAT CAN I DO AHEAD OF TIME TO PROTECT MYSELF AND MY FAMILY FROM A TSUNAMI?

- Make disaster plans beforehand. Talk to the people you live with about what may happen during a strong earthquake or other disaster. If you live or work in a low-lying coastal area, know where to go to survive a tsunami. Hold earthquake/tsunami drills at home or at work.
- Assemble a portable disaster supply kit. Have a kit available in your car, at home and at work. Your kit should include a portable radio with fresh batteries, water, first aid supplies, flashlight, and extra clothes or a blanket. Put your kit in a backpack and leave it in an easy-to-reach place.
- Contact local emergency officials. Find out what areas are most vulnerable to tsunami hazards, which areas are safe, and which routes are best for evacuation.
- Take a first aid class. Learn survival skills, talk with your family, friends and neighbors. Knowledge is your greatest defense against any potential disaster.

March 28, 1964 Crescent City. Looking east from Second and F Streets. Del Norte County Historical Society Photograph.

Exhibit 15 p1
Redondo LUPA
1-2000

Redondo LUPA
1-2000

Text changes

NOW, THEREFORE, the City Council of the City of Redondo Beach, does hereby find as follows:

SECTION 1. FINDINGS.

1. In compliance with the California Environmental Quality Act of 1970, as amended (CEQA), and State and local guidelines adopted pursuant thereto, the City of Redondo Beach prepared an Initial Study of the environmental effects of the proposed amendments to the Coastal Land Use Plan, and Negative Declaration No. 99-6 has been prepared in compliance with CEQA and the State and local guidelines.
2. The proposed amendments are consistent with the Comprehensive General Plan of the City and with the Harbor/Civic Center Specific Plan.
3. The proposed amendments constitute the first of two phases of the update to the LUP. The second phase will update the land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor following the major planning effort currently underway to consider new land use and development standards for these areas in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant.
4. The proposed amendments will not have a significant effect on the environment and will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

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

SECTION 2. The City Council hereby amends subsections C and D of Section VI ("Locating and Planning New Development") of the Coastal Land Use Plan to read as follows (additions indicated by underline, deletions indicated by ~~strikethrough~~):

C. Proposed Land Use Classifications

The following land use classifications and in conjunction with the coastal land use plan map for the Coastal Zone (Exhibit H and Exhibit H-1) ~~are based upon data collected and public input received during the inventory and research phase of the coastal planning program. The coastal land use plan map 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. Detailed development standards to implement these land use classifications will be formulated during Phase III of the Local Coastal Program are contained in the City of Redondo Beach Zoning Ordinance.~~

Redond LUPA-1-2000
Exh. H.1 16 p 1
redline
text

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories and standards for these areas were not changed as part of the 1999 update to the LUP (as reflected in Exhibit H-1 of the Coastal Land Use Plan Map).

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 ~~6.5~~ 8.8 dwelling units per net acre. Building height will be limited to two stories or (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 range of 10 to 14.5 dwelling units per net acre. 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 or (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 range of 19 to 23 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 plus a mezzanine over semi-subterranean parking or 38 (30 feet). Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

~~When considering the question of the appropriate level of density for future multiple use residential development in the Coastal Zone, the prevailing lot sizes (50' x 150' and 40' x 150') were the primary factors. Levels of density were sought that would meet the following goals:~~

- ~~• Potential for design flexibility — the levels of density should not be so high as to force utilization of a single basic building layout. A variety of fundamental building types would provide flexibility in architectural design and allow the City to promote architectural compatibility with the existing character of the area.~~
- ~~• Ability to satisfy various development standards — the levels of density would allow space to fully and comfortably satisfy requirements for tenant parking (2:1), visitor parking (25%), private and common outdoor living space, storage areas and other amenities.~~
- ~~• Suitability to a variety of lot sizes — the level of density for single lot development adequately suit either a 40' x 150' or 50' x 150' lot.~~

~~The existing differences in density between the areas now zoned R-6, R-5 and R-3 will be eliminated by designating a single medium density residential district for all these areas.~~

~~In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.~~

~~In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.~~

~~The Salvation Army site, a 1.54 acre site located in sub-area 1A adjacent to the Harbor Triangle Shopping Center is located within this medium density land use classification. Although the site currently contains a 29 unit residence home for senior citizens, the Salvation Army wishes to construct a 100 unit senior citizen project with greater amenities. Considering past City policy, it seems likely that the City would approve a new senior citizens project on the site.~~

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.

Shopping Center

~~The shopping center district on the land use plan includes both neighborhood shopping centers and community shopping centers. The neighborhood shopping center is sized to serve the day to day convenience shopping needs of a small residential area, generally having a service radius of from one half to one mile and containing from three to eight acres. The main commercial use of this neighborhood type center is a grocery food store or supermarket with other related small shops and service type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops. The community shopping center (Riviera Village Commercial) includes the service area of several neighborhood centers and contains heavier types of commercial uses and service shops. Community shopping centers also serve the immediate neighborhood for its daily convenience commercial needs.~~

Commercial

~~This is the heaviest commercial district, permitting all uses found in the shopping center district plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.~~

The C-2, C-3, and C-4 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.

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).

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.

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.

Parks

~~This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.~~

Civic Center

~~This district will provide for a range of compatible commercial and business-professional uses suitable for the areas immediately adjacent to the City Hall complex.~~

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.

10023
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). 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.

AES Power Plant, Harbor/Pier area, and North Catalina corridor

The City is currently engaged in a major planning effort (to be completed by 2001) to consider new land use and development standards relating to the AES Power Plant site, the Harbor/Pier area, and the North Catalina Avenue corridor. New land use opportunities for these areas are expected in conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse. Following this planning process, appropriate amendments will be considered for the Coastal Land Use Plan as well as the City's General Plan and Zoning Ordinance. As a result, the land use categories in place prior to the 1999 update of the LUP have been retained for these areas (as described below and reflected in Exhibit H-1).

Commercial Recreation

The Commercial Recreation land use district allows for a wide range of public and commercial recreational facilities. This classification will provide regional-serving recreational facilities for all income groups by including the following general use categories. Each use permitted will be subject to approval by the City based on criteria whether or not the subject use is compatible with surrounding land uses in the area in which it is located.

1. Food Services: restaurants with and without liquor; fish markets -- retail and wholesale; coffee shops; snack bars; delicatessen; bakery; fruits and vegetables; ice cream and candy.
2. Retail Sales and Service: specialty retail; general merchandise; marine hardware, etc.; barber, etc. bike rentals.

3. Fishing Supplies: live bait; and bait and tackle shops.
4. Boat Facilities, Supplies and Service: berthing; dry storage; shipyard -- haulout and repair of crafts; boat launch ramp; mechanical boat launch; boat rental; boat yard -- repair and painting; sportfishing; excursion boat rides; service float; brokerage.-- new and used; and clubs -- yacht, boat, beach, bay, fishing and sailing.
5. Other Uses: hotels and motels; parking; harbor-related office uses; arcades; recreational facilities including parks; discotheques; cocktail lounges with entertainment; multi-purpose recreational facilities;
6. Apartments: No expansion or new construction -- only maintenance.

~~Within the area designated Commercial Recreation, there are two vacant parcels located on Mole B and Mole C and an additional area with significant development potential known as the Harbor Triangle Shopping Center. Mole B and Mole C are shown on Exhibit G. The Harbor Triangle Shopping Center which is located in the triangular shaped area bounded by Beryl Street on the north, Harbor Drive on the west and Pacific Avenue on the east is shown on the following map. Due to the public input received regarding these parcels, they will be addressed more specifically as follows:~~

Mole B

~~Mole B is a vacant 71,256 square foot parcel located between Boat Basins I and II in King Harbor. It is a City owned harbor parcel which is not under lease to private enterprise. There was extensive discussion of the future use of this parcel at public meetings. The size and detailed design of any public facility developed on Mole B would depend on the ability of the City or the private sector or a combination thereof to finance the facility. Adequate parking will be provided in any development.~~

Mole C

~~A vacant 40,000 square foot parcel is located on Mole C, southwest of Basin II. The parcel, which is currently utilized for overflow parking, is owned by the City and leased to Portofino, Inc. The parking lot in conjunction with the Portofino Inn complex creates an integrated visitor serving commercial facility containing a 132 room hotel, apartments, a restaurant and cocktail lounge, and marina. Future development of the vacant parcel should increase visitor serving commercial uses such as motel/hotel; restaurant; specialty commercial, parking and public restrooms would be permitted. Any such development must be compatible with contiguous land uses in terms of height, not to exceed 40 feet. A facility for the use of the general public (such as a viewing structure or plaza) would also be required in conjunction with the development of the parcel. Additionally, any new development on the vacant portion of Mole C will provide vertical access along the waterfront.~~

*Redondo
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1-2000*

Exhibit 16

P 7

Harbor Triangle Shopping Center

The Harbor Triangle Shopping Center and adjacent harbor lands are proposed to be developed into an integrated Harbor Center Complex. The major land use elements of the Complex would include a hotel, commercial, office and public facilities linked together by an open space corridor, thus providing a very wide range and diversity of activities. The Harbor Center Complex will be designed to provide for public access throughout the project including public landscaped walkways, bicycle paths, tramways, and other public facilities such as plazas and rest areas thereby creating an atmosphere open to the public throughout the complex. (See Figure 16) However, should the development of the Harbor Center Complex prove infeasible, the allowable uses within the commercial recreation land use district will be applied to projects within the existing Harbor Triangle Shopping Center on a case by case basis. In addition, the present street pattern would remain as shown on Figure 17.

1. Hotel

A hotel, consisting of 300 to 400 rooms, would be the tallest element of the project (125 feet elevation above grade). This building would be placed furthest to the west, thus avoiding the view corridors from the Redondo Plaza Park and minimizing the impact on views from other surrounding uses. The use would provide accommodations for visitors, would serve the South Bay region with meeting rooms, a banquet hall, and other gathering facilities. Public access throughout the ground level of the hotel would have the effect of opening the Seaside Lagoon further to the public, with immediate access from the walk/bikeway corridor.

2. Office/Retail

The office/retail area is oriented towards the street and away from viewlines of the new condominium development, Seascape, II. It is envisaged to consist of two levels of retail (40,000 to 60,000 square feet) and two levels of office space above (40,000 to 60,000 square feet). Total height would be 45 feet above elevation. The various levels would be terraced and interconnected with balconies and a plaza area which can be used for various functions such as artists' exhibits. Visitor serving specialty retail shops will include certain apparel, general merchandise and food and liquor purchases, as well as items from gift, jewelry, florists, and other specialty shops. The specialty retail activities at Harbor Complex would receive special market support from beach users, boaters, tourists, and local residents.

3. Public Use Area

The public use area would be located at the south end of the Harbor Triangle adjacent to the park (15 feet elevation above grade). It is envisaged as a multi-purpose area and could include such uses as meeting rooms, and outdoor area

~~for little theater, a display area for art shows and public parking. The facility would be designed to accommodate groups of various sizes to meet throughout the day and evenings.~~

4. ~~Parking and Traffic Circulation~~

~~Automobile parking will be provided in a subterranean level parking structure below the office retail area on the eastern portion of the site. Additional parking will be located beneath and adjacent to the hotel with adequate spaces to serve both hotel and swimming lagoon visitors. The number of spaces provided will exceed City parking standards. Past experience indicates that interrelationships between multiuse developments create an overlap in parking demand. Therefore the parking supply for the proposed Harbor Center Complex should be more than adequate.~~

~~Two fundamental concerns were evident in dealing with traffic circulation: 1) ease the existing congestion on surrounding streets; 2) maintain access to adjacent properties. Alternative A, as shown on Figure 16, would improve traffic circulation by widening Catalina Avenue at its intersection with Beryl Street. Beryl Street would also be widened between Catalina Avenue and Harbor Drive to improve traffic flow. Broadway would remain as a local residential street. Alternative B, as shown on Figure 17 proposes that the existing street pattern be retained.~~

~~Harbor Drive, as it passes through the site, is presently operating far below carrying capacity. It is opportune, therefore, to close this portion of the street in order to create a large, contiguous project site that would allow easier integration with surrounding uses. Access to these surrounding uses would be maintained by providing an interim one-way traffic loop off of Pacific Avenue to serve uses west of the existing Harbor Triangle. This traffic alignment may be changed in configuration at a later date depending on the future development of the Harbor lease in parcel west of the Harbor Triangle. In conjunction with the interim traffic loop, lateral access will be maintained on the west side of Harbor Drive for pedestrians, bicyclists and joggers.~~

Tidelands

~~The City of Redondo Beach has demonstrated over the past 20 years its interest in providing commercial and recreational facilities for the general public. Some of these facilities serve special groups, such as boaters, fisherman, bicyclists and pedestrians. Others are of a more commercial nature such as restaurants and shops.~~

~~In the past year the City has provided these additional facilities in the Harbor Pier area for the public: (1) one dozen new restrooms (at a cost of \$144,000); (2) additional sit-down fishing rails on the Pier; (3) additional fishing areas in the Harbor Pier area; and (4) a car-top boat launch facility (the City is currently working to replace this facility which was unfortunately destroyed in the February 1980 storms).~~

~~The City is currently working on projects which will also be of benefit to the general public. The new subterranean parking structure is being designed, for example, so that the public restrooms will be on the promenade level to serve the park, pedestrian and bike path users.~~

~~The Redevelopment Agency has also been instructed by the City to set aside approximately 1 acre in its proposed project area for a public use. It is contemplated that community impact will be an important consideration in the ultimate use selected for this site.~~

~~The City intends to use Tidelands Revenues to pay for these and other projects. When such usage of Tidelands Revenues are discussed, however, several factors must be remembered. First, Tidelands Revenues are pledged first to the maintenance and operation of harbor facilities. Second, any use of Tidelands Revenues must be permitted by the Tidelands Grant of 1915, as amended in 1971. These uses are generally restricted to uses of a regional benefit or of a harbor related nature. And, third, any capital improvement programs valued at \$250,000 or more must receive the prior approval of the State Lands Commission.~~

~~It is well known that the City has established the proposed Harbor Center Redevelopment Project as a priority. This project involves the acquisition of a blighted parcel of land immediately adjacent to the Harbor, the removal of the blighted structures, the alleviation of parking problems in the area and the provision of recreation, visitor serving and support facilities. Approximately 2.5 acres will be utilized for commercial purposes consistent with the needs of a water oriented environment, 1.0 acre will be utilized for a public recreation purpose, 1.5 acres will be utilized for street reconfiguration and 2.0 acres for public parking.~~

~~It is contemplated that this Project will be financed through the issuance of Revenue Bonds which will be secured by a portion of the Tidelands Revenues which are surplus to maintenance and operation needs. There will be surplus Tidelands Revenues not needed for a debt service which will be pledged to other projects such as restrooms, walkways, etc., and in addition there may be sufficient bond proceeds to pay for the redevelopment project and some of the identified other projects.~~

~~As these funds become available and as property budgetary policies are established, the City will undertake the construction of the following improvements:~~

- ~~1. Public restrooms on Mole A, the Pier and in the vicinity of the small boat launch.~~
- ~~2. A multi-purpose public facility on Mole B.~~
- ~~3. The extension of the Monstad Pier which will join the Monstad, Horseshoe and Municipal Piers.~~

4. ~~Public walkway improvements such as signing, lighting and benches.~~
5. ~~Fish cleaning facilities on Mole A and the extension of the Monstad Pier.~~
6. ~~A boat sewage pump out station in the Harbor.~~
7. ~~Additional public parking.~~

~~In this era of raging inflation it is impossible to establish an order in which these improvements will be built. But the City pledges to utilize every resource at its disposal, including grants and loans from other public agencies, to make these projects a reality.~~

Commercial (applicable to N. Catalina corridor as shown in Exhibit H-1)

This is the heaviest commercial district, permitting grocery-food stores or supermarkets with other related small shops and service-type stores, such as dry cleaners, beauty parlors, barber shops, drug stores, and coffee shops plus a wide range of heavy retail and service commercial uses such as restaurants, retail stores, hotels and motels, laundry agencies, business offices and television repair. Coastal related use will be encouraged within this district to provide support facilities within the Coastal Zone for visitors and residents.

Industrial (applicable to areas shown in Exhibit H-1)

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. Performance standards will be designed as part of the implementation phase of the Local Coastal Program 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. Additionally, pursuant to Ordinance No. 1467 adopted March 28, 1955, oil drilling will be permitted within this land use classification.

Residential, Medium Density (applicable to areas shown in Exhibit H-1)

The primary use in this district is multiple family residential with a range of 19 to 23 dwelling units per net acre. The maximum building height will be limited to two stories plus a mezzanine over semi-subterranean parking or 38 feet. Front, side, and rear yard setbacks will remain at the presently required dimensions. The front yard setback would be an average of 18 feet with a minimum of 14 feet. The side yard setback would be 5 feet plus 1 foot for buildings over 30 feet in height plus 1 foot for each additional 50 feet of lot frontage. Rear yard setbacks would be an average of 15 feet with a minimum 10 feet.

In the medium density residential district a slightly higher density would be allowed for consolidation of the 40 and 50 foot lot frontages. For example, on the 50 foot frontages the density bonus from 19 units per acre to 23 units per acre would occur on consolidation of two lots and on the 40 foot frontage upon consolidation of 3 lots. This will encourage a variety of building types and architectural solutions. Also on consolidated sites, experience has shown that greater setbacks, additional open space and better pedestrian and vehicular circulation can be expected. Each new multiple development will be subject to Conditional Use Permit and architectural review by the Planning Commission to insure the most compatible developments in existing neighborhoods.

In the past the City has permitted development of low and moderate income senior citizens housing at densities higher than those allowed by the City development standards. It seems reasonable that the City will continue this policy in the medium density residential land use district on a case by case basis to encourage the provision of senior citizens housing.

Parks, Recreation and Open Space (applicable to areas shown in Exhibit H-1)

This district will include existing and proposed local, county, state or other free public recreation areas. Support facilities, including parking areas and libraries, will also be included within this classification.

D. Land Use Policies

The following policies, in conjunction with the land use development standards in Section C above, set forth land use guidelines for the future development in the City's Coastal Zone.

~~1. The size and detailed design of any public facility developed on Mole B, a vacant 71,256 square foot parcel located between Boat Basin I and II in King Harbor, would depend on the ability of the City or the private sector, or a combination thereof, to finance the facility. Adequate parking would be provided in any development.~~

~~2. The vacant 40,000 square foot parcel located on Mole C will be utilized for one or more of the following commercial recreation uses: motel/hotel, restaurant and/or specialty commercial. Any such development would also include a facility for the use of the general public such as a viewing structure or plaza.~~

~~3. The Harbor area and adjacent harbor lands are proposed to be developed into an integrated visitor serving facility, the Harbor Complex, providing a wide range and diversity of activities. The major land uses would include a hotel consisting of 300 to 400 rooms, office/retail area with 40,000 to 60,000 square feet apiece and a public use area.~~

Reband LUPA 1-2a

Exhibit 16 p 12

~~4. Vacant or underutilized land in the commercial recreation land use district not discussed specifically in the above policies will be developed with visitor-serving commercial recreation uses.~~

~~5. New developments within the commercial recreation land use district will be subject to approval by the City based on compatibility with surrounding land uses.~~

~~6. The City will consolidate the existing R-6, R-5 and R-3 land use districts into a single medium density multiple land use district with a density range of 19 to 23 dwelling units per net acre and a maximum building height of 38 feet thereby significantly reducing existing densities and building heights.~~

~~7. Alternative A, Figure 16, would widen Catalina Avenue at its intersection with Beryl Street. Beryl Street between Catalina Avenue and Harbor Drive would also be widened to improve traffic flow. Broadway would remain as a local residential street. Alternative B, Figure 17 would propose that the existing street pattern be retained.~~

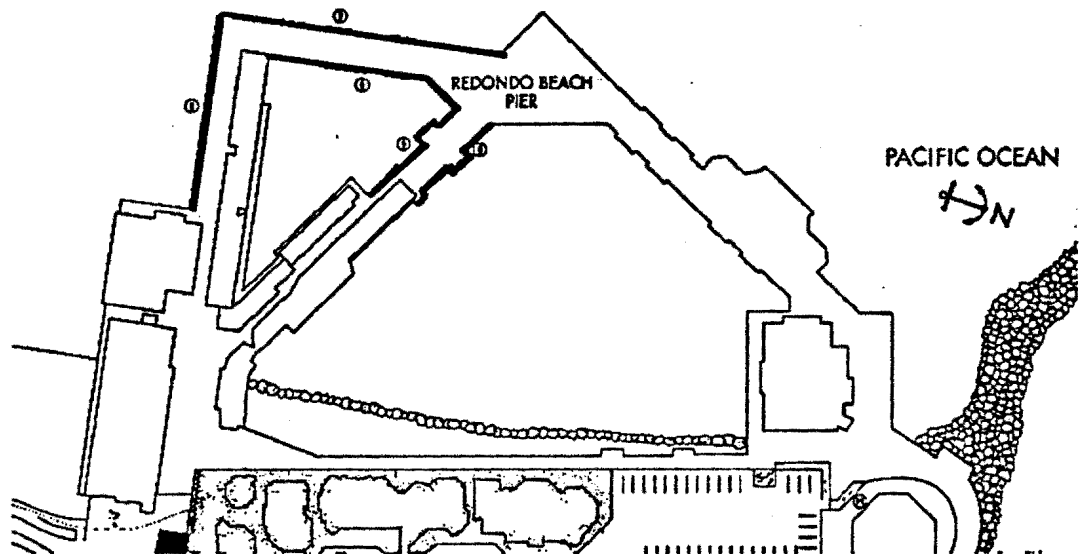
~~8. The southern portion of Harbor Drive, from Beryl Street south to Pacific Avenue is proposed to be closed in order to create a large, contiguous public accessway for pedestrians, bikers, and joggers with the Harbor Pier area.~~

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.
2. New development or major rehabilitation projects within the Harbor-Pier area will be required to provide appropriate amenities such as pedestrian walkways adjacent to the water's edge, landscaped rest -and viewing areas including benches, etc.
3. Allow for the operation and maintenance of the Pier and Harbor area as a commercial/recreational asset for the City and region; ensuring a high level quality of use and design, adequate safety, and compatibility with adjacent residential neighborhoods and commercial districts.
4. Any infrastructure or utility uses located within the harbor area shall be placed below ground, unless undergrounding is deemed by the City to be infeasible. Any such uses located above ground within the harbor area shall be screened or buffered to the extent possible.
5. In conformance with the goals and policies of the California Coastal Act, maintain a balanced utilization of coastal zone resources, including protection and provision of lower cost visitor-serving uses and recreational facilities where feasible.

*Revised LUPM
Exh. 6.5 116
P 13*

6. Maintain and preserve the existing public fishing access areas on the Pier as indicated in Figure 16.

Figure 16
Pier Fishing Areas (indicated by heavy line)



7. Allow for the development of private recreational, cultural, educational, institutional, and health uses in areas classified as Commercial and religious uses in areas classified as Residential, Commercial, or Mixed Use on the Land Use Plan map, provided they are compatible with adjacent uses.
8. Allow for provision of buildings or structures used by any public utility (including gas, electrical, telephone and cellular communications, and water corporations), to be considered subject to a Conditional Use Permit in all districts.
9. In conjunction with the proposed modernizing and reduction in size of the AES Redondo Beach Generating Plant making a significant portion of the site available for reuse, the City through its public participation process shall consider revising the Coastal Land Use Plan, Harbor/Civic Center Specific Plan, General Plan, and Zoning Ordinance to permit reuse of portions of the site for nonindustrial uses serving both residents and visitors and designed to be well-integrated with surrounding areas and circulation patterns. This planning process will also include consideration of new land use and development standards for the area surrounding the AES Plant, including the harbor/pier area and the North Catalina Avenue corridor.
10. For properties designated by the City of Redondo Beach as historic landmarks or historic districts, permit the establishment of an Historic Overlay zone, pursuant to the procedures in the City's Zoning Ordinance, to permit consideration of additional uses not otherwise permitted in the zone the building is located in.

subject to a Conditional Use Permit, provided the use is compatible with the surrounding area and the use is reasonably necessary for the continued preservation of the historically significant building in which it is to be located.

SECTION 3. The City Council hereby amends the Coastal Land Use Plan Map (Exhibit H) to bring it into consistency with the General Plan Map as shown in the attached map. The Coastal Land Use Map also includes Exhibit H-1 (attached), retaining the land use classifications for the AES Power Plant site, harbor/pier area, and North Catalina Avenue corridor in effect prior to adoption of this resolution.

SECTION 4. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 1999.

Greg C. Hill, Mayor

ATTEST:

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

I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. **** was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the ____ day of _____, 1999, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Sandy Forrest, City Clerk

APPROVED AS TO FORM:

City Attorney

*Redondo LUPA
7-2002
Exhibit 16
2015*



CITY OF REDONDO BEACH CALIFORNIA

415 DIAMOND STREET
POST OFFICE BOX 270
REDONDO BEACH, CALIFORNIA 90277-0270

November 16, 2000

RECEIVED
South Coast Region

NOV 17 2000

CALIFORNIA
COASTAL COMMISSION

Pam Emerson
Los Angeles County Area Supervisor
California Coastal Commission
200 Oceangate
Long Beach, CA. 90802-4302

Re: Pier access policy for Redondo Beach LUP

Dear Ms. Emerson:

We appreciate the cooperative working relationship you have maintained with City staff in our efforts to amend the Redondo Beach LUP. Our staff is in agreement with all your suggested modifications to the Redondo Beach LUPA 1-2000 with the exception of the proposed policy requiring new development to be sited to provide continuous public access along the seaward side of the Redondo Beach Pier. This policy will preclude the development of "Pad 2" on the Pier as previously approved in concept by the Coastal Commission in 1991 (see discussion below).

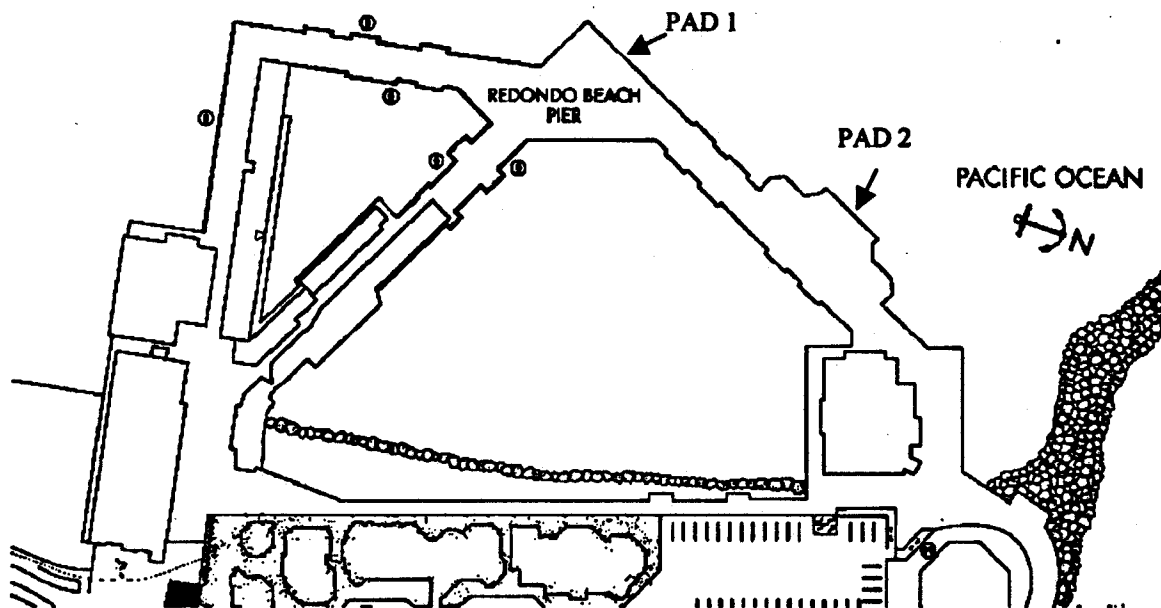
The Redondo Beach City Council met on November 14, 2000 and has recommended a modified policy that will maintain the viability of Pad 2 while ensuring that overall public access is enhanced on the Pier. The Council proposes eliminating the development of Pad 1 at "The Point" of the Pier (previously approved in concept by the Coastal Commission in 1991), but to continue to permit a building located along the outside rail of Pad 2. Policy 2 is proposed to be amended and policy 2a added to read as follows (additions indicated by underline):

2. New development, additions or major rehabilitation projects within the Harbor Pier area ~~shall~~ ~~will~~ be required to 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 illustration below);*
- c) *Be consistent and harmonious with the scale of existing development, and*
- d) *Provide appropriate public-serving amenities such as benches, pedestrian walkways adjacent to the water's edge or the edge of the pier, landscaped rest and viewing areas. including benches etc.*

2a. No permanent building shall be developed on "Pad 1" of the Pier (see illustration below).

Redondo Beach
LUPA 1-2000
Exhibit 17 p.1



BACKGROUND

The Municipal Pier, destroyed by fire in 1988, was characterized by a continuous configuration of buildings with significantly limited public access along the railings. In 1991 the Coastal Commission approved Permit 5-91-655 for reconstruction of the Pier, including conceptual approval for development of 22,621 square feet of building at 3 locations on the new pier. The Coastal Commission staff report for an approved amendment to this permit (attached) further recognizes the locations of the 3 building pads identified in the conceptual plans, and notes the following with respect to Pad 2:

The ± 6,500 SF restaurant/retail building is approximately 140 feet long and, due to its location on the edge, blocks open ocean and harbor views. However, on both sides of the building large open spaces provide significant viewing opportunities. This building has been pulled back which improves the view angle from the railings on either side.

The amendment to the permit reflects the compromise on the design of Pad 2 made between City staff and Coastal Commission staff. Under the original design approved in 1991 (see attached) Pad 2 extended further out and blocked views. The revised design under the amended permit improved public viewing, but significantly reduced the size of the pad, which has reduced the interest of the private sector in building on it.

City staff finds that it is not feasible to relocate the building intended for Pad 2 for the following reasons:

1. A development on the inside rail or away from both rails would have a harmful impact on public safety. To maintain fire access, a fire truck would have to navigate around the building instead of having a straight path out to the end of the pier.

2. A development on the inside rail would have to displace the decorative sail structures, destroying the aesthetics of the original design. The decorative sails are an essential element of the Pier's character (see attached picture).
3. A development placed away from both rails is unacceptable because it would reduce the building footprint to less than 5,000 square feet, further harming the economic viability for visitor serving uses appropriate in this location.

Economic Viability

The currently proposed access policy for the Pier will result in two very small building pads of limited economic benefit. The policy modification proposed by our City Council will give up development of Pad 1 and permit a more viable development on Pad 2. This in turn will help the City maintain and increase harbor enterprise revenue sources that are critical for providing for public health and safety on the Pier.

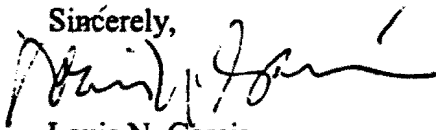
The City recently conducted a study of infrastructure deficiencies, and found the cost of making the necessary improvements to the Pier and parking structure serving the Pier is in excess of \$1 million. In addition, harbor enterprise revenues are necessary to ensure public safety on the Pier and in parking areas. Harbor patrol/police costs total \$2.1 million of the \$7 million budget for the entire harbor enterprise. Finally, revenues are essential to provide clean, attractive facilities for the public. In the current fiscal year the City Council has expanded the maintenance crew specifically for the Pier at a cost of \$200,000 per year above the previous harbor enterprise maintenance budget.

Public access

The new pier was designed with ample public access along the seaward side (about 850 lineal feet even with development of Pad 2 along the outside rail compared to about 600 lineal feet on the old Municipal Pier). The policy alternative proposed by the City Council will have an overall beneficial impact on the quality of the recreational experience offered on the Pier. By eliminating future development of Pad 1 at "The Point", public access/recreation will be further enhanced by providing a large public outdoor space that can be used for strolling, sitting and appreciating the views, or providing space for outdoor recreational events and entertainment by musicians and artists.

We appreciate your consideration of our suggested revision to the access policy for the Pier and hope you agree it is a beneficial solution for the public consistent with the Coastal Act.

Sincerely,



Louis N. Garcia
City Manager

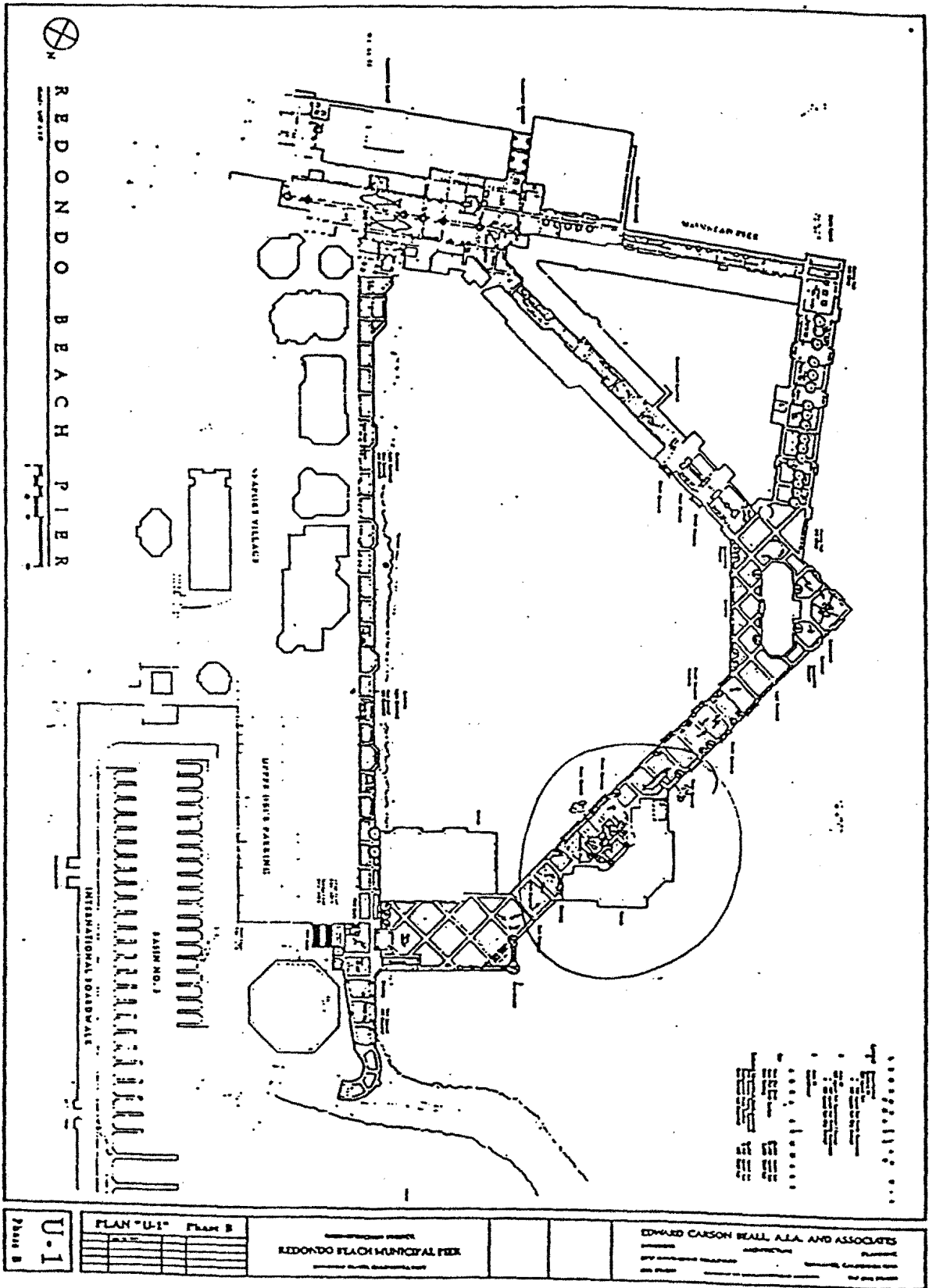
Redondo Beach
LUPA 1-2000
Exh. wt 17 p 3

Attachments:

1. Pier Reconstruction Plan approved by Coastal Commission in 1991
2. Coastal Commission staff report for amendment to Coastal Permit 5-91-655 relating to building pads
3. Photo of decorative sails on the Pier

Redondo Beach
LU PA 1-2000
Exhibit 17 p4

APPROVED BY COASTAL 5/91



ATTACHMENT 7

Redondo Beach
LUPA 1-2000
Exhibit 17 p 5

Revised the file
701-

STAFF REPORT: PERMIT AMENDMENT

APPLICATION NO.: - 5-91-655

APPLICANT: City of Redondo Beach
AGENT: Desi Alvarez
Director of Public Works/City Engineer

PROJECT LOCATION: Redondo Beach Municipal Pier, 100 Fisherman's Wharf, West End of Torrance Blvd.

DESCRIPTION OF PREVIOUSLY APPROVED PROJECT: Reconstruction of 60,000 SF of public pier to replace 54,600 SF of pier destroyed by storm and fire in 1988. Included in the approved project were two public restrooms and public amenities such as shade structures, planters and benches.

DESCRIPTION OF AMENDMENT: Amend the approved plan to relocate pads for future private buildings, public restrooms and some public amenities. (Note: an immaterial amendment to change the piling material from wood to concrete and do some related amendments to the configuration of pier deck was reported to the Commission on December 6, 1993.

LOCAL APPROVALS RECEIVED:
Coastal Development Permit #5-91-655
Redondo Beach Conditional Use Permit, Res#7407
City Council approval of construction plans and specifications, 3/9/93
Exemption Declaration #91-8

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) the proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

Redondo Beach
LUPA 1-2000
Exhibit 18

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission determine that the proposed development with the proposed amendment, subject to the conditions below, is consistent with the requirements of the Coastal Act.

I. STAFF RECOMMENDATION

Approval

The Commission hereby approves the amendment to the coastal development permit for the proposed development, subject to the conditions below, on the grounds that the development with the proposed amendment will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the development during construction, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

*Redondo Beach
LUPA 1-2000
Exhibit 18p²*

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description

The applicant requests to amend the original permit by repositioning the pads of the privately-owned commercial structures to be built in the future, by relocating the public restrooms and by relocating some public amenities and electrical facilities.

B. Public Access/Recreation/Public Views

The Proposed development is located between the first public road and the sea, requiring the Commission to evaluate the project in terms of the public access and public recreation policies of the Coastal Act. The following Sections of the Coastal Act are relevant:

Section 30210:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212:

(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,

(2) adequate access exists nearby, or,

(3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

*Relocate Sea
LOPA 1:2000
Exhibit 18 p 3*

Section 30221 of the Coastal Act states:

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

Section 30251:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic area such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

The Redondo Beach Pier area is a regional coastal visitor-serving recreational resource. Following is a description of the significance of the pier as excerpted from the City's certified Land Use Plan (LUP):

The Harbor-Pier area is a major recreational attraction for visitors from throughout the Los Angeles area. A variety of recreational and commercial activities makes this area a special coastline resource. An estimated 3.65 million persons visiting the pier area in 1978 made the Redondo Pier one of the most popular recreation piers on the coast. Estimated pier patronage for the years 1973-73 is shown on Table XI. The methodology for estimating these figures is explained in the Background Report on Recreation.

There are many recreational facilities located within the Harbor-Pier area that serve a wide range of income, age, and ethnic groups from throughout the Los Angeles region. The major areas within the Harbor-Pier complex and a brief description of existing facilities are provided herein to illustrate the diversity of recreational opportunities available. Additional information on fee schedules is contained in the Recreation Background Report.

The proposed project as revised continues to represent a balanced use of public and commercial uses that are compatible with the surrounding pattern of pier development. The proposed pier replacement includes extensive public amenities such as public restrooms, benches, shade shelters, drinking fountains, fishing facilities (sinks, cutting boards, etc.), sculptures, public signing and lighting.

The proposed project as originally approved was designed to enhance public views and public access. The plan revisions will slightly improve public views and access as well as access by the largest maintenance and emergency vehicles. Prior to the fire damage, various commercial buildings located on the pier significantly interrupted public views and public access. Following is a brief discussion describing the previous conditions and the new

*Redondo Beach
LUPA 1-2000
Fish at the pier*

design:

PLACEMENT: The "lost" commercial buildings (Attachment No. 13) include Breakers Restaurant which was \pm 175 feet long and centered along the east edge of the west leg of the Pier, Cattlemen's Restaurant which was \pm 235 feet long and centered along the north edge of the north leg of the Pier and the "strip" commercial building which was \pm 100 feet long and located along the south edge of the south leg of the Pier.

The Beall Plans place 53% of the permitted commercial square footage at the northern entrance to the Pier (the 12,000 SF restaurant/retail building). This placement blocks the view of the Horseshoe Beach and the waters between the two sides of the Pier for \pm 120 feet but does not block open-ocean or harbor views (as Cattlemen's did). The pad for this building has been enlarged from 10,000 SF to 12,000 SF to accommodate single story construction of a lower height in place of the previously projected two-story building. The pier deck has also been enlarged at this point to provide the same views and superior access.

The \pm 6,500 SF restaurant/retail building is approximately 140 feet long and, due to its location on the edge, blocks open ocean and harbor views. However, on both sides of the building large open spaces provide significant viewing opportunities. This building has been pulled back which improves the view angle from the railings on either side.] Pad 2

The third major building, the \pm 3,500 SF restaurant, is setback \pm 45 feet from the west edge, it's position has changed very slightly to improve access but still permits uninterrupted viewing opportunities.] Pad 1

The three smaller buildings along the south leg of the new pier section have been eliminated which slightly improved view potential. One City-owned building will not be replaced while the floor area of the other two will be incorporated into the three remaining larger buildings. These will be the subject of a later application for a coastal permit. If and when private buildings are proposed on the pier the City will have to construct two small (\pm 156 SF) transformer structures on the pier deck, away from wave action. One would be immediately west of the \pm 12,000 SF Building #4 while the other would be behind and slightly to the north of the \pm 3,000 building at the westerly end of the pier. The approved plan called for 13 shade structures. Due to the revisions to the deck plan, the applicant now finds that 11 shade structures are more appropriate. Some amenities such as benches and planters have been moved for the same reason but none have been eliminated.

On March 17, 1981, the Commission certified with suggested modifications the City of Redondo Beach Land Use Plan. The modifications included provisions for development standards in and around the Harbor/Pier area, visual resources, public access, boating facilities, parking and circulation, intensity of land use and preservation of recreational facilities, all of which have been accepted and agreed to by the City of Redondo Beach. Following is the suggested modification regarding public access:

Redondo Beach
LU PA 1-2000
Exhibit 18p5

Access

As new development occurs or as leases are renegotiated in the Harbor-Pier area, vertical and lateral access to and along the shoreline shall be incorporated into the design of permitted new developments and/or renegotiated lease projects.

The proposed project has been designed to protect, maintain and enhance public access and public views to and along the shoreline. The nearby bike path and beach also provide numerous passive and active public recreational activities which will not be adversely impaired by the proposed development. The project, as designed and sited, will enhance and encourage both active and passive recreational uses of the beach/pier area. The revisions to the plan will substantially improve access, particularly handicapped access, as well as provide access for the largest maintenance and emergency vehicles. The original plan had very limited vehicular access which precluded almost all emergency vehicles. Therefore, the Commission finds that the proposed project is consistent with the applicable public access and public recreational policies of Chapter 3 of the Coastal Act. The Commission further finds that the proposed development will not prejudice the ability of the City of Redondo Beach to prepare the necessary ordinances and implementing actions to adequately carry out the Land Use Plan previously certified with suggested modifications.

Restrooms

The original plan contemplated a small public restroom (200 SF) on the Fishing Promenade and a larger public restroom (900 SF) attached to the west end of the North Pier Promenade building. The applicant has subsequently determined that larger restroom (938 SF) facilities located on the land at the northerly end of the pier would provide better service to a larger number of visitors in the area of the pier, Basin 3 - parking structure complex. It was also felt by the applicant that removing the public restrooms from the pier would increase public open space and slightly improve views.

C. Development

Section 30252 of the Coastal Act states in Part:

The location and amount of new development should maintain and enhance public access to the coast by ...(4) providing adequate parking facilities...

Additionally, one of the suggested modifications to the City's certified LUP states:

The location and amount of new development should further maintain and enhance public access to the Harbor area by providing adequate parking facilities to serve the needs of new development, and by assuring that no net loss of existing parking facilities to the area will occur as a result of permitted new development. Given the importance of the Seaside Lagoon area as a public recreational facility, adequate nearby parking facilities to serve this area should be preserved.

*Redondo Beach
LUPA 1-2000
Exhibit 18 p5*

The proposed project will replace the amount of commercial square footage destroyed in the 1988 fire. The proposed development does not exceed the amount of commercial development that the Commission originally approved in the 1981 certified LUP. However, any future intensification of land uses would require adequate parking provisions as required in the certified Land Use Plan. Therefore, the Commission finds that the proposed project as submitted by the City is consistent with the parking provisions of Section 30251 of the Coastal Act. The Commission further finds that the proposed project is consistent with the relevant provisions of the City's certified LUP.

D. C.E.Q.A.:

Section 13096(a) of the Commission's administrative regulations requires Commission approval of Coastal Development Permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(I) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. The proposed project as designed and sited will maintain, protect and enhance public access, views and recreation and will have no adverse impacts on coastal resources. Therefore, the Commission finds that the project is the least environmentally damaging feasible alternative and can be found consistent with the requirements of the Coastal Act to conform to CEQA.

E. Local Coastal Program.

Section 30604 (a) of the Coastal Act states:

(a) Prior to certification of the local coastal program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a local coastal program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

The LUP was certified with suggested modifications in March, 1981. The project is located on the Redondo Beach Pier which allows a mixture of visitor-serving commercial/recreational uses. The proposed development is consistent with the land use designation of the certified LUP. Therefore, the Commission finds that the project as submitted will not prejudice the ability of the City to prepare the necessary ordinances and implementing actions to adequately carry out the Land Use Plan previously certified with suggested modifications.

F. Natural Hazards.

Section 30253 of the Coastal Act provides in part:

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and free hazard.

*Redondo Beach
LUPA 1-2000
Exh. 6.1 15 pt*

- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The proposed project is located in an area that has historically experienced storm damage. The applicant has submitted an Oceanographic Report dated September 7, 1988, prepared by Noble Consultants. That report contains an oceanographic analysis that includes assessing the water levels and changes in bottom depths, a wave analysis and bathymetric and side scan surveys. Following is a brief excerpt from that report:

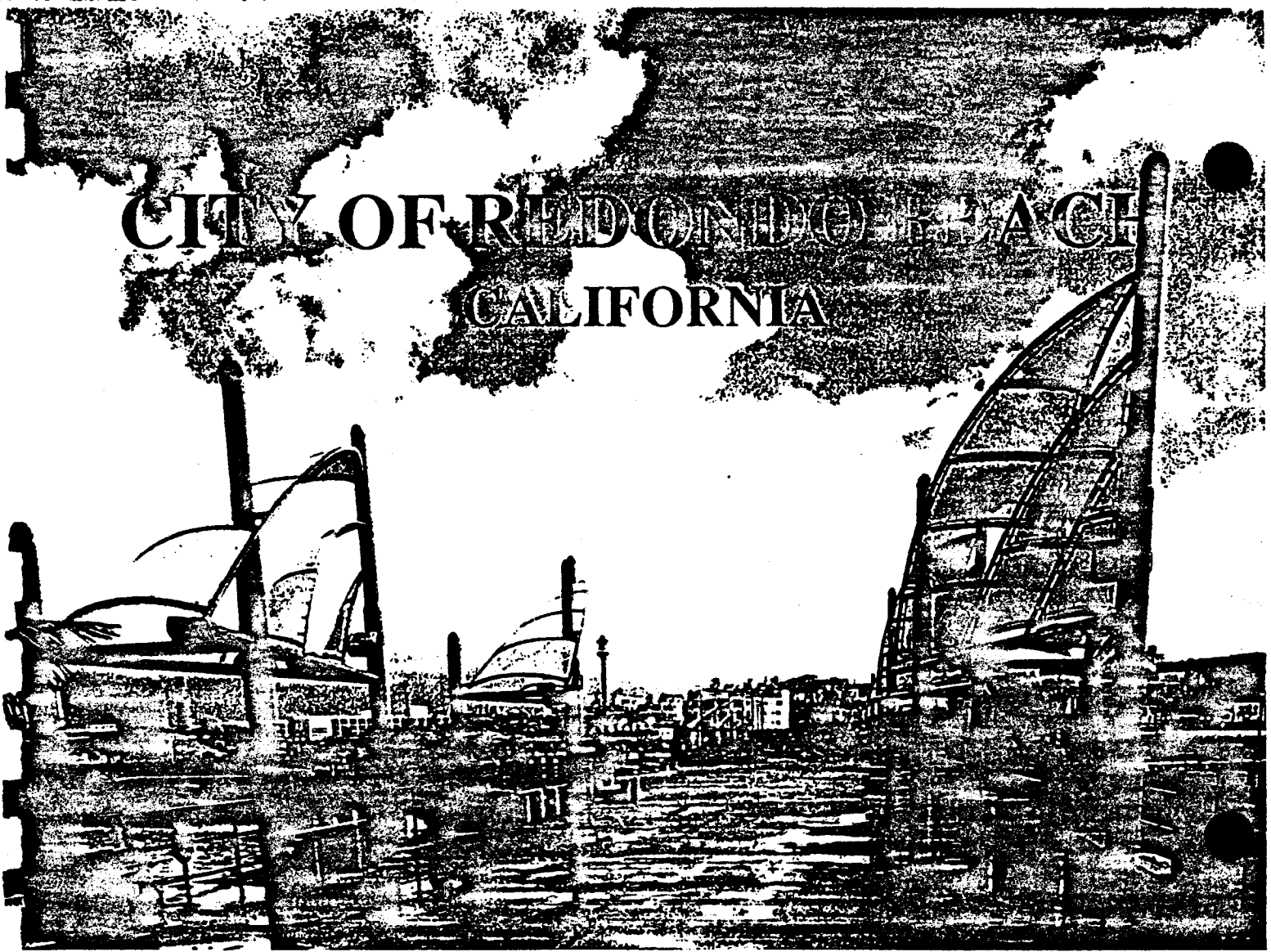
Based on the results of this oceanographic study, a new pier can be safely designed and constructed to a further offshore position than its existing location. Pier sections may also be constructed parallel to the shoreline as long as their structural design has adequately addressed the design load conditions. An offshore breakwater is not required to provide protection at Redondo Beach for a pier structure that is soundly designed.

The change from wood to concrete pilings will improve the pier's ability to resist wave damage and will extend its useful life.

Therefore, the Commission finds that the proposed development has been designed to assure structural integrity, consistent with the provisions of Section 30253 of the Coastal Act.

Redondo Beach
LUPA 1-2000
Exh. bit 18 p7

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Redondo Beach
LOPA 1-200
Exhibit 19