

CALIFORNIA COASTAL COMMISSION

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



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September 22, 2006

MEMORANDUM

TO: Commissioners and Interested Parties

FROM: John Ainsworth, Deputy Director
Teresa Henry, District Manager, South Coast District
Pam Emerson, Los Angeles County Area Supervisor

SUBJECT: Major Amendment Request RDB-MAJ-1-06 to the City of Redondo Beach Local Coastal Program; to 1) amend the geographic segmentation of the City to add the parcels on the east side of North Catalina Avenue between Pacific Coast Highway and Beryl Avenue to the certified area (Area One); 2) change the Land Use Plan and Zoning designations of certain parcels on the east side of North Catalina Avenue and change the list of allowed uses pertaining to those parcels; 3) add a Planned Development Overlay (PLD) zone applicable to one ownership located on North Francisca Avenue; 4) add two definitions to the Implementation Plan of the certified LCP for Area One of the City's Coastal Zone.

SUMMARY OF REQUEST AND STAFF RECOMMENDATION

The City of Redondo Beach proposes to amend the action dividing the coastal zone into two areas (segmentation) for purposes of developing implementation ordinances for its Local Coastal Program (LCP).

The area subject to the proposed amendment encompasses an area at the northeast corner of the City's coastal zone, east of North Catalina Avenue and north of Beryl Street, known as the "CC Catalina Corridor", and designated for commercial and industrial use in the certified Land Use Plan (LUP). There is no certified implementation ordinance for this area. The land includes the "King Harbor Shopping Center" on Pacific Coast Highway and North Catalina Avenue, and an existing commercial and industrial area abutting the east side of North Catalina Avenue, extending from PCH to Beryl St.

Changes in the Segmentation Boundary. Staff recommends that decisions on the development of the area east of North Catalina Avenue can be made independently of decisions concerning the use of the larger scale parcels closer to the harbor, and the consideration of these two areas separately will not result in cumulative impacts on coastal resources or access to the shoreline.

Proposed Amendment to the Certified Land Use Plan. The certified Land Use Plan designates all but one parcel in the area subject to this amendment for commercial use. As part of this action, the City proposes to change the Land Use Plan designation on five parcels abutting North Catalina Avenue between North Gertruda Avenue and North Broadway to medium density multi-family residential (RMD). Secondly, the City proposes to change the designation of the four parcels directly inland of these parcels that abut

North Elena Avenue, North Francisca and North Gertruda Avenues from commercial or industrial to low density multi-family residential (R3-A.) The City yard is one of the five parcels abutting North Catalina Avenue; it abuts North Catalina Avenue at North Gertruda Avenue and is designated Industrial in the certified Land Use Plan. This parcel will be split into two parcels designated R-3A and RMD multifamily residential. Because of the split of the City yard into two parcels later in the process; nine parcels are changing designations; ten will result.¹ The community shopping center on Pacific Coast Highway and a node of surf recreation and support businesses at North Catalina, Broadway, and Beryl Avenues would remain designated for commercial use, their current designation in the certified LUP. The City asserts that the frontage on North Catalina Avenue has not been a viable commercial area for years; while this area is zoned commercial, the use has been industrial, warehousing, and residential rather than retail commercial. Only on the southern end of the strip, where the parcels are closer to the harbor, have there been viable recreation-oriented uses (a Los Angeles County Beaches and Harbors maintenance yard, a surf and diving supply shop, “Surf and Dive”, and a bicycling store, “the Triathlete”.) The City proposes to maintain the commercial land use designation of these parcels. According to the City report, 70 percent of the 13-acre area northeast of North Catalina will remain designated for commercial use. The maps on the following pages show certified Land Use Plan designations and the proposed land use designations.

¹ No subdivision is necessary; the City has done its planning based on “multi-lot” parcels. The lots, subdivided in the early years of the century are approximately 6,000 square feet.

Figure 1; certified LUP, showing Area Two Designations.



Amendments to the Coastal Land Use Plan Map

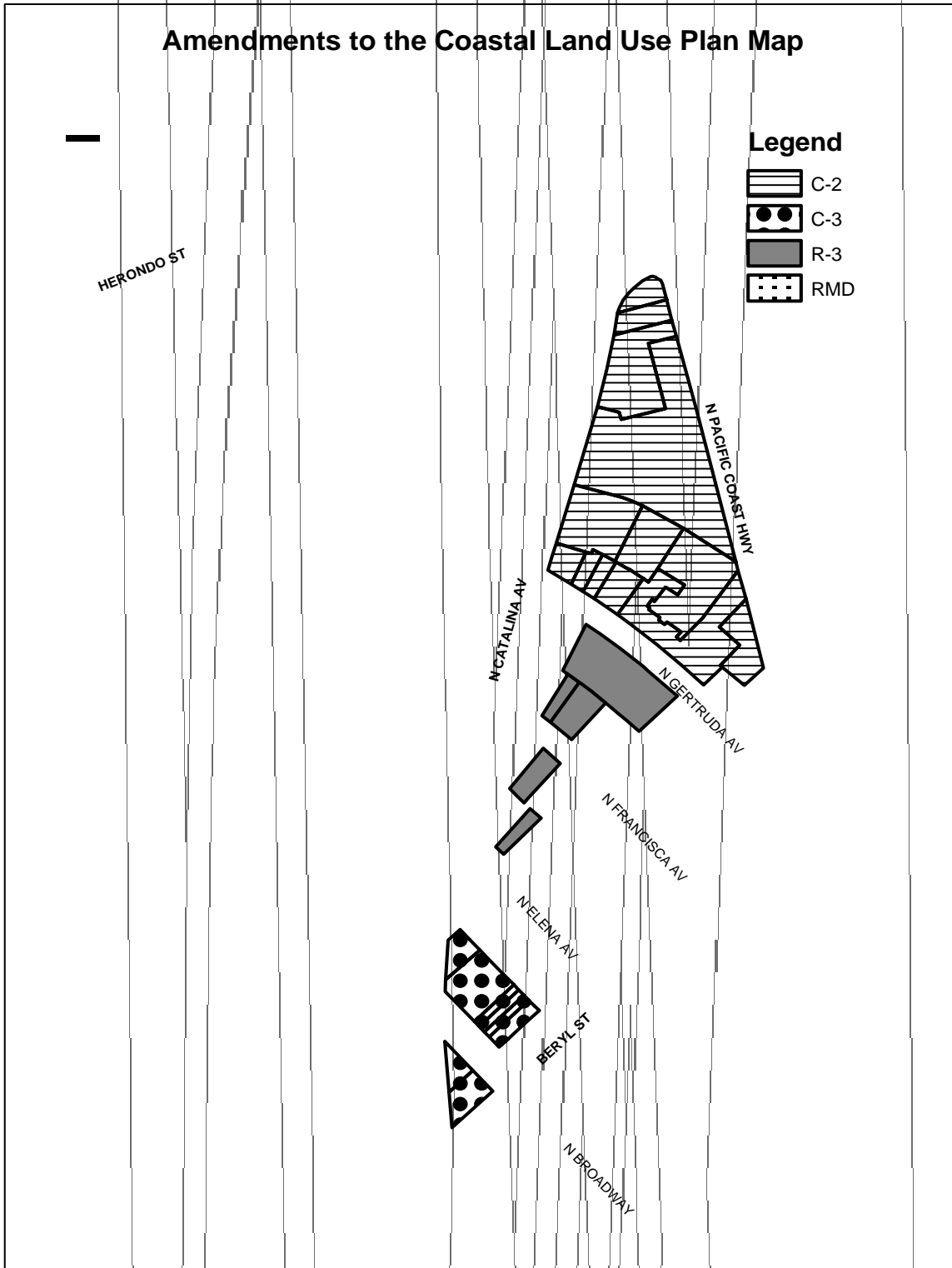


Figure 2, proposed changes to LUP

Adoption of zoning applicable to the northeast side of the Catalina corridor. The 30 parcels subject to this action are not in a certified area. The proposed LCP amendment would add these lots to the certified area. The City is proposing to adopt zoning designations on these parcels that are consistent with the proposed Land Use Plan designations. The City is proposing to re-zone the shopping center between Pacific Coast Highway and North Catalina Avenue C-2A commercial. Secondly, the City proposes to zone four parcels abutting to North Catalina Avenue between North Gertruda Avenue and North Elena Avenue, and one parcel southeast of North Elena Avenue, including the western portion of the City yard to (RMD) medium density multi-family residential use, which allows up to 23.3 units per acre. Third, the City proposes to zone four parcels that do not abut North Catalina Avenue, which are facing North Elena and North Francisca, and the eastern portion of the City yard to (R-3A), a multi-family residential zone, which allows up to 17.5 units per acre. On the typical subdivided lot, the R-3A zoning will accommodate a duplex. Finally, the City proposes to zone the parcels abutting North Catalina at Broadway and at Beryl Avenue, where there is an existing commercial node, as C-3 (Highway-Oriented Commercial). Since these parcels will be the only parcels in the coastal zone of the City designated C-3, the City is proposing to tailor the permitted uses in the C-3 district to include uses that now exist in what has become the support area for the pier and harbor. The City proposes to add “marine sales and services,” and to remove “motor vehicle repair garages” from the list of conditionally permitted uses in the C-3 District; and to revise setback standards of the C-3 district to be consistent with the standards of the C-5 zoning that applied to this area prior to 2002. (See Exhibits 2, 3 and 5.)

Minor change to City-wide LIP zoning ordinance. Along with changes to the eastern Catalina Corridor designations, the City also submitted a change in its LIP zoning ordinance that is not specifically tailored to this area of the City, but would apply throughout Area A. This change would add a definition of “habitable” and “non-habitable” accessory buildings to the Coastal Zoning Ordinance. The Council adopted the change after it rejected a plan to allow owners of residential property to construct a second story workroom above their garages. After hearings on this plan, the Council rejected the “second habitable room” ordinance but agreed that zoning ordinance should include a definition of “habitable” and “non-habitable” structures.

Project-driven residential planned development overlay (PLD). In addition to carrying out the underlying rezoning, the City proposes to amend the zoning map to add a Planned Development Overlay (PLD) zone on property located at 528-542 North Francisca Avenue. This overlay, valid as long as a related conditional use permit and tract map (VTTM 63493) remain in effect, allows minor adjustments to development standards. The proposed PLD allows no change in floor area ratio, height, and lot area per dwelling unit, but allows flexibility relative the distances between buildings, outdoor living space, and other standards except for height and density. As part of its action on the proposed project the City required the applicant to dedicate a six-foot wide strip along the north side of N. North Catalina Avenue, widen the sidewalks, and install street trees. The PLD is valid for the specific project and will lapse if the tract map for the related project is abandoned or expires.

STAFF RECOMMENDATION:

Staff is recommending approval of the request as submitted. The resolutions of approval of the changes in the segmentation boundary, the certified Land Use Plan, and the zoning are available beginning on pages 8 (Segmentation), 8 (LUP), and 9 (Zoning).

LOCAL COASTAL PROGRAM HISTORY

The Commission effectively certified the City of Redondo Beach Land Use Plan for the entire Redondo Beach Coastal Zone on June 18, 1981. Redondo Beach is an incorporated city on the Los Angeles County coast. The part of the city immediately adjacent to the beach was subdivided into cottage parcels in the early 20th century when a rail line was extended to this area. On January 11, 2001, the Commission certified a major LUP amendment that brought the LUP into conformance with the City's General Plan (RDB-MAJ-1-00) with suggested modifications. At the City's request, the Commission agreed to and delay certification of the area that contained the power plant, pier, and harbor areas until local planning issues were resolved. On April 8, 2003, the Commission approved geographic segmentation, dividing the Redondo Beach Coastal Zone into two separate areas, allowing it to certify the LCP for most of Redondo Beach (Area One). The Commission then approved the Implementation Plan for Area One with suggested modifications. The Commission effectively certified an Implementation Plan for Coastal Zone Area One on September 11, 2003.

Since that date the Commission has approved several amendments to the LCP, including an amendment, RDB-MAJ-01-03, which would transfer eleven parcels in north Redondo Beach, near North Catalina Avenue, from Area 2 to Area 1 and change the land use and zoning designations of these parcels from commercial to residential use. The City has adopted all of the suggested modifications suggested in the Commission's actions.

SUBMITTAL OF LCP AMENDMENT

The City submitted the present amendment request in two sections. The City submitted its proposed changes to the LUP and zoning ordinance on March 9, 2006 along with by Council Resolutions CC-0602-08, certifying that the LCP as amended is intended to be carried out in conformity with the Coastal Act and providing that the amendments will take effect automatically upon Coastal Commission approval. The City also submitted CC-0601-7 amending the LUP map and requesting to amend the geographic segmentation to add the east Catalina Area to the certified area; CC-0601-05 adopting the Negative Declaration; CC-0602-9, amending the General Plan and Harbor Civic Center Specific Plan; Ordinance 2976-06 amending the Zoning Map; and ordinance 2977-06 amending the coastal zoning ordinance. The City also submitted resolution 2969-05 adding the definition of habitable space to the zoning ordinance. On April 12, 2006, the City submitted ordinance No. 2978-06 placing a Planned Development Overlay (PLD) zone on property at 528-542 North Francisca Avenue in conjunction with a residential project and Resolution CC-0602-12 approving the related residential project. On April 11, 2006, the Commission granted a one-year time extension to act on the request.

PUBLIC PARTICIPATION.

On November 17, 2005, the Planning Commission held a public hearing and adopted a resolution recommending the City Council amend the Coastal Zoning Ordinance, LUP, General Plan, and Harbor Civic Center Specific Plan applying to the Catalina corridor. On November 17, 2005, the Planning Commission held a public hearing on the zoning the property at 528-542 North Francisca Avenue as RMD and on the Planned Development Overlay and denied the requested rezoning to RMD.

The City Council conducted hearings on January 17, 2006 regarding the ordinance amending the zoning map for the area east of North Catalina Avenue and north of Beryl St., currently zoned CC Catalina Corridor and adopted an ordinance amending the land use and development standards of the C-3 zone of the coastal zoning ordinance. The Council also adopted a resolution adopting Negative Declaration No. 2005-101-IES-ND-008 relating to the amendments to the coastal zoning ordinance, coastal Land Use Plan (LUP), General Plan and Harbor Civic Center Specific Plan. At its January 17, 2006 hearing the City Council, on appeal, approved the medium density multi-family residential zoning (RMD) and the planning development overlay (PLD) for the parcels at 542 North Francisca Avenue.

STANDARD OF REVIEW FOR GEOGRAPHIC SEGMENTATION

The standard of review for the geographic segmentation amendment, pursuant to Section 30511 of the Coastal Act, is that the areas proposed for separate review must be able to be analyzed for the potential cumulative impacts of development on coastal resources and access independently of the remainder of the affected jurisdiction.

STANDARD OF REVIEW FOR AN LCP AMENDMENT

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). The standard of review for the proposed implementation Plan amendment is that the revised implementation ordinance conforms with, and is adequate to carry out, the policies of the certified land use plan (LUP).

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.

I. STAFF RECOMMENDATION FOR GEOGRAPHIC SEGMENTATION

Staff recommends adoption of the following motion and resolution

APPROVAL OF GEOGRAPHIC SEGMENTATION AMENDMENT

MOTION I: I move that the Commission find that the Redondo Beach Coastal Zone area known as Coastal Zone Area One can be amended to include properties within the area bounded by North Catalina Avenue, Beryl Street, and North Pacific Coast Highway, as described on Page 1 of Ordinance No 2976-06 and as submitted by the City, because those areas can be analyzed for the potential cumulative impacts of development on coastal resources and access along with the rest of Area One and independently of the remainder of the Coastal Zone area of the City.

STAFF RECOMMENDATION:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the amendment to the geographic segmentation of an area for the purpose of LCP certification and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE GEOGRAPHIC SEGMENTATION:

The Commission hereby approves the geographic segmentation amendment of Redondo Beach Coastal Zone Area One for the purpose of LCP certification in the City of Redondo Beach on the grounds that the amended segment meets the requirements of Section 30511(c) of the Coastal Act, based on the findings and declarations noted in Section III of this report.

II. CERTIFY THE LAND USE PLAN AMENDMENT AS SUBMITTED

MOTION: I move that the Commission certify Land Use Plan Amendment RDB-MAJ-1-06 as submitted by the City of Redondo Beach.

STAFF RECOMMENDATION TO CERTIFY:

Staff recommends a **YES** vote. Passage of the motion will result in certification of the land use plan amendment as submitted and adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY THE LAND USE PLAN AMENDMENT:

The Commission hereby certifies Land Use Plan Amendment RDB-MAJ-01-06 for the Area 1 segment of the City of Redondo Beach as submitted by City of Redondo Beach and adopts the findings set forth below on the grounds that the amendment meets the requirements of and conforms with the policies of Chapter 3 of the Coastal Act. Certification of the Land Use Plan amendment 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 or mitigation measures which could substantially lessen any significant adverse impact which the Land Use Plan Amendment may have on the environment.

III. CERTIFY THE IMPLEMENTATION PROGRAM AMENDMENT AS SUBMITTED:

MOTION: I move that the Commission reject the proposed Implementation Program amendment for Coastal Zone Area One in the City of Redondo Beach as submitted.

STAFF RECOMMENDATION OF CERTIFICATION AS SUBMITTED:

Staff recommends a **NO** vote. Failure of this motion will result in certification of the Implementation Program amendment as submitted and the adoption of the following resolution and findings. The motion passes only by an affirmative vote of a majority of the Commissioners present.

RESOLUTION TO CERTIFY THE IMPLEMENTATION PROGRAM AS SUBMITTED:

The Commission hereby certifies the proposed amended Implementation Program for Coastal Zone Area One in the City of Redondo Beach as submitted and adopts the findings set forth below on grounds that, as amended, the Implementation Program conforms with, and is adequate to carry out, the provisions of the certified Land Use Plan, as amended, and certification of the Implementation Program will meet the requirements of 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 Implementation Program on the environment, or 2) there are no further feasible alternatives or mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the Implementation Program.

IV. FINDINGS OF GEOGRAPHIC SEGMENTATION AMENDMENT

A. BACKGROUND- SEGMENTATION

On April 11, 2002 the City submitted an LUP amendment dealing with the Harbor Pier area which was called the “Heart of the City” and the Implementing Ordinance and zoning for the entire Redondo Beach Coastal Zone. After public discussion of the “Heart of the City”, including passage of an initiative rejecting the “Heart of the City” Specific Plan, the City requested that the LUP Amendment pertaining to the “Heart of the City” and relevant Implementation Plan sections be withdrawn from consideration. Instead, the City requested the Commission to certify the implementation program for the remaining areas of the Coastal Zone, giving the City permit issuing authority for those areas. In order to achieve this, the City requested that the City be segmented into two areas, Area One and Area Two. Most of the residential and commercial areas of the City’s coastal zone, where there were no major unresolved planning decisions, would be identified as Coastal Zone Area One; the Pier-Harbor Area, AES Power Plant, and North Catalina Avenue Corridor (the Heart of the City), would be identified as Coastal Zone Area Two. On April 8, 2003, the Commission approved a geographic segmentation request by the City of Redondo Beach and made the specific findings pursuant to Coastal Act Section 30511(c) enabling it to consider a part of the Coastal Zone separate from the rest of the Coastal Zone within the same jurisdiction.

Section 30511(c) of the Coastal Act states that local coastal programs may be submitted and processed as follows:

In separate geographic units consisting of less than the local government's jurisdiction lying within the Coastal Zone, if the commission finds that the area or areas proposed for separate review can be analyzed for the potential cumulative impacts of development on coastal resources and access independently of the remainder of the affected jurisdiction.

The Commission found that the potential cumulative impacts of permitted development on coastal resources and public access can be considered separately for both the “Heart of the City” and the remainder of the Redondo Beach Coastal Zone. In 2004, the Commission amended the segmentation order to allow 11 small vacant and residentially developed lots adjacent to the Area One /Area Two boundary to become part of Area One, approving an amendment at the same hearing to allow the 11 lots to be designated for R-3A, low-density multi-family residential use. In that case the Commission found that, with the changed boundary, the potential cumulative impacts of permitted development on coastal resources and public access can be considered separately for both the “Heart of the City” and the remainder of the Redondo Beach Coastal Zone.

B. ANALYSIS OF CURRENT SUBMITTAL.

In this case, the City of Redondo Beach has indicated that all the parcels south of Herondo, north of Beryl Avenue, and between North Catalina Avenue and the Area One

boundary, which are now included within Area Two can be included in already certified Area One because they share many characteristics with parcels in Coastal Zone Area One.

Coastal Zone Area One is the inland residential and commercial area of the City's Coastal Zone that provides housing, neighborhood commercial establishments, public parks and also the 1.7 mile long sandy beach area south of the Area Two. It consists of the subdivided residentially and commercially developed portion of the Redondo Beach Coastal Zone and includes everything from residential and commercial parcels to the east of North Catalina Avenue, to the east of the Harbor-Pier area and to the south of Torrance Boulevard. While there has been some moderate intensification of uses, as existing structures are rebuilt, the new structures are small residential and commercial structures, consisting of shops, single-family homes, duplexes, and medium density multifamily development. Area Two (the "Heart of the City") is located in the northwestern portion of the of the Coastal Zone of the City, and originally included land south of Herondo St, north of Torrance Boulevard and east of North Catalina Avenue, North Pacific Avenue and Harbor Boulevard (See Figure 1). This area encompasses Redondo Beach's entire harbor and pier areas north of Torrance Boulevard, including King Harbor, Moles A, B, C and D, and the Pier Plaza/International Boardwalk area, extending eastward from the waterfront to include the AES Power Plant site and North Catalina Avenue and its adjacent commercially and industrially zoned properties. Its eastern boundary follows the border of the residential neighborhood to the east of North Catalina Avenue. Both Area One and the Heart of the City provide public access to the ocean. Area Two includes properties that could potentially develop for commercial recreation or for a mixture of housing and recreation. Alternatives considered by the City included dense multi-story commercial and recreational development. Since the Commission's last action on this issue, the citizens of Redondo Beach voted to designate the power plant as a public park, pending funding for acquisition and development.

In approving segmentation, the Commission found that development decisions in Coastal Zone Area One that are consistent with the density, traffic and parking standards of the proposed LIP would not affect public access and coastal resources in the Harbor-Pier area. North Catalina Avenue is a divided four-lane street that connects a major east/west corridor, Herondo/Anita/190th St. with the harbor. With the exception of a shopping center accessed via Pacific Coast Highway, and a node of highway oriented specialty stores at Beryl Street and Broadway, North Catalina Avenue has not supported a successful commercial district. The 30 parcels subject to this request share characteristics with and function as part of adjacent Area One neighborhoods. The 13 parcels in the King Harbor shopping center that abuts both North Catalina Avenue and Pacific Coast Highway function as part of the Pacific Coast Highway commercial corridor, which is located in Area One, not as part of the harbor. The King Harbor Shopping Center truck entrances are located on North Catalina Avenue. The eight parcels at the junction of Beryl and North Catalina Avenue, which include the County maintenance yard, provide highway-oriented retail and manufacturing that happens to be coastal-related. The nine parcels that remain are located on North Catalina Avenue and on the western ends of the five side streets that

connect North Catalina Avenue with Pacific Coast Highway. All are separated from the harbor by a large post office and the power plant.

Coastal views are blocked by the power plant and other development. They are too far away from the harbor to provide parking for development in the harbor or to support either restaurants or sales of souvenirs. The uses that exist on North Catalina Avenue and these side streets are highway oriented; they include City and a County maintenance yards, warehouses, a window and door wholesaler, a closed restaurant, a car repair facility, a motel that converted to long-term residential use at least twenty-four years ago, and a carpet wholesaler. None of these bear any relation to the harbor. They are neither visible nor easily accessible on foot from the harbor nor could they be easily developed a part of any project in the harbor.

One reason to consider this 13-acre area along with the pier harbor area and the redeveloping power plant (Area Two) would be if these 30 parcels could be combined with land west of North Catalina Avenue to provide parking, or assembled into large lots for hotels. Because of the existing small-scale residential development on the inland ends of these streets, it is unlikely that a hotel or similar facility could be proposed or, if proposed, approved the City. The area is over 600 feet away from the harbor, and impractical to use for parking unless the related development is intense enough to support shuttles.

Redondo Harbor supports tourist oriented development, including a marina, a pier with fishing, restaurants, hotels, and arcades but does not include any large venue that might support a system of shuttles for remote parking. Because this 13-acre area is physically removed from the harbor, it is unlikely that planning decisions made for these parcels could reduce the City's ability to develop a land use plan for the harbor that is consistent with the Coastal Act. While it is possible that intense development of these parcels could create traffic that would affect public access to the harbor, it is not necessary to plan the two areas as a unit to avoid development that might cause those impacts.

According to city officials, current City ordinances would prevent the City from approving development in the pier harbor area under the assumption that the developer could provide parking on land in the Catalina corridor. The City zoning ordinance already prohibits combining more than two lots for one project and requires development to accommodate all parking on site. These provisions could be interpreted to preclude large-scale restaurants, hotels, or parking lots in areas subdivided into the 5-6000 square foot lots that are typical of Area One and the land east of North Catalina Avenue. Moving the segment boundary to North Catalina Avenue for purpose of including all lots east of North Catalina Avenue in Area One will not have an impact on Harbor-Pier parking. .

The Commission finds that the separation of these parcels from the pier harbor/power plant area for land use planning does not influence the availability of the land seaward of North Catalina Avenue for development for hotels, visitor serving commercial or public recreation, or change the potential impacts of development on either area on coastal resources. Decisions on land use for these 30 parcels can be made independently of choices made concerning the power plant site and the pier harbor complex (which includes several institutionally and industrially developed parcels south of North Catalina Avenue.)

If the land on the 13 acre area subject to this action was built out at the proposed LUP designations of Commercial and multi-family residential use, the LUP designations would not allow appreciable increases in scale of development, land use, traffic or density. Therefore, if consistent with the LUP, changes in the area will not affect the City's Harbor-Pier and adjacent area. Therefore, moving the boundary for between Area One and Area Two to North Catalina Avenue is approvable and will not have a cumulative impact on decisions on the "Heart of the City" segment of the Coastal Zone.

The proposed change in designation of nine parcels from commercial to residential use poses potential issues with the recreation policies of the Coastal Act. These issues can be analyzed independent of the parcels' location in Area One or Area Two. If the City were to consider major changes in its Land Use Plan policies for either area that address parking or the intensity of development, the impacts of the change on public access in both areas would need to be addressed. Amending the geographic segment boundary to include the 30 subject parcels does not change the Commission's April 8, 2003 finding that "considering the two parts of the City's plan separately does not preclude either the City or the Commission from considering affects of development in one segment on the other". (See Figure 1; Exhibit 4, pages 1-8 Resolution of Geographic Segmentation.)

IV. FINDINGS FOR APPROVAL OF LUP AMENDMENT

A. BACKGROUND

As described in the findings for previous LUP amendments (RDB-MAJ-1-00, RDB-MAJ-1-02, RDB-MAJ-1-04 and RDB-MAJ-1-05), the Redondo Beach City Council has deferred consideration of most changes to LUP policies applying to the Harbor/Pier area, the AES power plant, and North Catalina Avenue Corridor. There are 30 parcels subject to this action. The certified LUP shows one of the parcels subject to this action (the City Yard) as an industrial use²; and the remaining 29 as commercial.

As described in City Council Resolution No. CC-0601-7, the City Council voted to redesignate nine of the parcels abutting North Catalina Avenue from Commercial to medium density multi-family residential use. The Council then voted to split the City yard, which is one of the parcels, into two parcels, designating the inner parcel at the lower level of multi-family density, resulting in ten parcels designated for residential use at two levels of density (17.5 dwelling units per acre and 22.5 dwelling units per acre). . The parcels the City proposes to redesignate as multi-family residential are located on the three east/west streets (North Gertruda, North Francisca, and North Elena Avenues.) East of the Area One boundary, these streets are presently developed residentially. The newer development is at low multi-family density, which is 17.5 dwelling units per acre, which

² . While the City Yard is designated Industrial on the certified LUP; it is designated Commercial in the General Plan. In 2001, the City submitted a request to change the designation of the City yard as part of its update of the LUP to be consistent with the General Plan. The Commission did not adopt any redesignation for the pier/harbor area.

allows older single family homes and newer duplexes and with some of what appear to be four and five-unit buildings on double lots. Notwithstanding the change proposed for these nine lots, when the amendment is effective 70 percent of the land in the area will continue to be designated for commercial use.

Second, the City is requesting to redesignate thirteen parcels in an existing shopping center from Commercial (C) to C-2 Commercial, incorporating the newer LUP land use categories certified by the Commission in 2001 (RDB-MAJ-1-00). Third, the City proposes to redesignate eight parcels from C commercial to C-3 Highway Oriented Commercial. As part of the action, the City refined the list of the allowable uses and development standards applicable to the C-3 category to more closely apply to marine commercial uses. (Exhibit 4, pages 11-15)

Figure 3, inventory of parcels subject to this action.

Parcels subject to this action										
Location	Present LUP Designation		Proposed LUP Designation		Present use					
	Com- mercial	Indus- trial	Com- mercial	Resi- dential	Com- mercial	Resi- dential	Insti- tional	Va- cant	Indus- -trial	Total parcels
PCH to Gertruda	13		13		11		1	1	0	13
Gertruda to Francisca*	3	1		5	3				1	4
Francisca to Elena**	4			4	1	1			2	4
Elena to Broadway	7		6	1	5				2	7
Broadway to Beryl	2		2		2					2
<u>Total</u>	29	1	21	10	22	1	1	1	5	30
<p>* The City Yard, listed in this table as one industrially used parcel, will be sold as two separate parcels. Here it is listed as one parcel. The map entitled "Proposed Amendment to Land Use Designations" anticipates its sale as two parcels.</p>										
<p>** The map entitled "Proposed Amendment to Land Use Designations" anticipates a lot line adjustment at 542 Elena, which would be approved as part of the permit process for that development. The number of parcels would remain the same.</p>										

While the land is zoned commercially, presently the predominant use in the area is warehousing or light industry, consistent with the existing warehouses and the power plant found on the southwestern (seaward) side of North Catalina Avenue. However, the utility companies indicate that they plan to shut down the power plant, due to its obsolescence, and the warehouses are being replaced by a post office, a residential facility, and an office center. City voters have approved a measure to redevelop the power plant as a park. The City has prepared a map showing current uses (Exhibit 5, page 6)), the staff has also prepared an inventory of the present use of the parcels proposed to be converted to residential use³. Surrounding development directly adjacent to the shopping center is commercial, the use of existing development in Area 1 directly inland of these parcels, is residential, generally multifamily residential uses developed at 17.5-23.3 dwelling units per acre, or older single family units, duplexes and triplexes. Staff made an inventory of uses presently abutting the east side of North Catalina Avenue, and noted development on the

³ Note on parcels: the area was subdivided as cottage lots before 1920. While lot sizes vary, lots on the side streets are typically 5-6,000 square feet. The City prepared its analysis in terms of parcels, acknowledging that individual parcels may include more than one legal lot, or a fraction of a lot. The City zoning ordinance requires the individual lot owners to provide verification of lot lines as part of any applications.

western side of the street. The area is devoted to wholesaling and industry; with the exception of the King Harbor shopping center on the northern boundary and the "Surf and Dive" shop at Beryl Street, the lots on the east side of North Catalina Avenue did not support recreation-oriented commercial development. A record of staff visits is found on the following page (Figure 4):

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Figure 4, inventory of lots proposed to be converted to residential use.

	Lots abutting Catalina	Existing land use	Present occupant	Present LUP designation	Proposed designation Catalina front lots	Next interior Northeast Present use	Proposed designation Interior lots
PCH to Gertruda							
	Lot 1	Com-mercial	Shopping center	Com-mercial	C-2A	Com-mercial	C2-A
	Lot 2						
	Lot 3						
	Lot 4						
	Lot 5		Marine hardware	Com-mercial			
	Lot 6	Institutional	VFW	Com-mercial			
Gertruda to Francisca							
	Lot 1	Industrial	City Yard	Industrial	RMD		R-3A
	Lot 2	Com-mercial	Restaurant converted to office and storage	Com-mercial	RMD	Rug wholesale	R-3A
Francisca to Elena							
	Lot 1	Industrial	Storage yard	Com-mercial	RMD	Industrial handicraft	R-3A
	Lot 2	Com-mercial	Apartments in former motel that City lists as commercial	Com-mercial	RMD	Residential	R-3A
Elena to Broadway							
	Lot 1	Com-mercial	Door and window /warehouse	Com-mercial	RMD	[Not a part]	
	Lot 2	Com-mercial	Car repair	Com-mercial	RMD		
	Lot 3 and 4	Industrial	LA County Beaches and Harbors yard	Com-mercial	C3 (4 parcels)	Dive and surf	C3
Broadway to Beryl							
	Lot 1	Com-mercial	Dive shop	Com-mercial	C3		
	Lot 2	Com-mercial	Bike store	Com-mercial	C3		

B. PRIORITY USE, PUBLIC ACCESS AND RECREATION

The prime Coastal Act issue that should be evaluated in this case is whether it is appropriate to allow the conversion of commercially designated land to residential uses. The Coastal Act also addresses issues of development reducing traffic capacity available for beach goers and of development physically blocking public access to the beach.

Section 30222 and 30223 of the Coastal Act address preservation of land for recreational use:

Section 30222 of the Coastal Act states:

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

In addition to policies protecting existing public access, the Coastal Act encourages visitor serving commercial uses in the coastal zone and gives priority to upland facilities that support coastal recreational uses.

Section 30223 Upland areas

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

As described previously, 13 of the 30 parcels are in an existing shopping center that has frontage on two coastal access routes, Pacific Coast Highway and North Catalina Avenue. The remaining 17 parcels are located in a two or three parcel-deep strip along North Catalina Avenue, on east/west streets. Residential development lies to the east, North Catalina Avenue to the west. These parcels are not adjacent to the coastline. North Catalina Avenue is a divided four-lane street that brings traffic from Pacific Coast Highway and Herondo/Anita/190th streets down into the harbor-pier area and continues south towards the City of Torrance. None of the parcels are near any of the pedestrian accessways to the beach.

The certified LUP includes policies that protect public recreational uses and visitor serving facilities. While most of the policies address the beach, the pier, and the network of bike paths, the recreation policies also address visitor support uses. Beach visitors need services provided by gas stations, restaurants, motels, and convenience stores. Visitors are attracted to specialized shopping. In Redondo Beach, these uses are found along Pacific Coast Highway, in Riviera Village as well as in the Harbor-Pier area.

City of Redondo Beach LCP Amendment RDB-MAJ-1-06
Staff Report and Recommendation
Page 19 of 24

Recreation policies.

1. All existing public recreational and visitor serving facilities will be maintained, enhanced and preserved and, where possible, expanded.
2. Lower cost visitor serving and recreational facilities will be protected, encouraged, and where possible, provided.

In addition to identifying and protecting public access ways, the LUP addresses the effects of private development on public on-street parking, which in Redondo Beach is a necessity for coastal and beach access. The relevant access policies in the LUP state:

3. The City will continue to diligently enforce existing parking standards for new development.
4. The total supply of on street parking within the coastal zone will be retained to assure adequate parking for access to the beach and Harbor -Pier areas.

When the Commission certified the LUP, it certified policies that would protect visitor-serving facilities. It also considered the densities and mixture of land uses in the LCP. When it certified the updated Land Use Plan in 2001 (LUPA 1-00), the changes before it were the changes in the land use designations developed in the General Plan. The access and recreation policies were not changed.

When it approved the LUP in 1981, the Commission considered the consistency of the mix of land uses with the policies of the Coastal Act. At that time, the City identified motels and restaurants as visitor support uses, and reserved extensive area that were adjacent to major collector streets for commercial use including a strip of land on the eastern side of North Catalina Avenue (Figure 1, Exhibit 5, page 5.)

The present land use designations require commercial development on all the parcels in the Catalina corridor. The proposed changes would make it possible to develop 30 percent of the parcels of the area subject to this amendment residentially. The nine parcels the City proposes to redesignate to residential use are not currently used for recreation support. North Catalina Avenue, according to local residents, was once a railroad corridor. The current uses of the area reflect that history: there are three storage yards, an auto repair facility, an establishment that sells windows and doors, a closed restaurant that operates as a combined office and storage facility, a wholesale rug warehouse, a former warehouse where the tenants make handicrafts, and a motel that converted to long-term residential use prior to the adoption of Coastal Act.

The parcels identified for retention as Commercial use do provide recreation support. The neighborhood shopping center provides food, fast food, sundries, and the hardware store is a "marine hardware" and sells boating equipments and dinghies. The establishments on the Beryl Street node, a surf shop, and a bicycle store (the "Triathlete") also provide recreation support and supplies, but not support specifically tied to the harbor. However,

none of the parcels subject to this proposal are specifically tied to the harbor or easily accessible on foot from the harbor.

Coastal resources within the City of Redondo Beach consist of visitor-serving retail facilities, beaches, a harbor-pier area, and sports fishing and recreational boating. These types of recreational amenities are all located on the beaches or within the Harbor-Pier area. Allowing residential development on nine of the thirty parcels subject to this action will not diminish or reduce the amount of commercial recreation that is available in Redondo Beach. The City contends that commercial recreation development on these parcels is not economically feasible. The nine parcels proposed to become residential are located adjacent to residential development. Five of the parcels proposed to change to residential use are located adjacent to North Catalina Avenue where there is incoming and outgoing harbor/pier traffic. They would be located across the street from the power plant, which the citizens of Redondo Beach have voted to convert to a public park.

The residential use directly on North Catalina Avenue does present a potential conflict with redevelopment of the parcels on the western side of the street as high intensity recreation. However, City is now proposing to redevelop the power plant as a park, not either higher intensity commercial or recreation use, based on a recent initiative. The change of use of the nine parcels will not adversely affect public access to the coastline or to the recreational facilities that exist there. Therefore, the Commission finds that the LUP Amendment is consistent with the priority and recreation policies of the Coastal Act.

C. DEVELOPMENT AND VISUAL RESOURCES

The Coastal Act addresses the location and intensity of development.

Section 30250 of the Coastal Act states, in part:

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

Section 30251 of the Coastal Act states:

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 areas 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 City of Redondo Beach proposes to amend the LUP Map, redesignating eight commercially designated parcels and one industrially designated parcel to low and medium density multi-family residential use. The parcels are currently designated commercial and industrial but are developed with industrial and wholesaling use. The parcels are inland of the power plant, which blocks views of the coastline from this part of North Catalina Avenue; south east of the power plant there are several 40 foot high structures*, including a “business center” and the Salvation Army Center. Both proposed new uses are subject to open space, setback, and a thirty-foot height limit. The parcels are not located in any designated view sheds or view corridors. Allowing residential to be the permitted use on these parcels will not allow any increases in height of development or adversely impact public views to or from the beach, harbor, or pier.

The adjoining neighbors have not questioned redesignation of these parcels from commercial to residential use. Some, however, have indicated that they would prefer single-family houses; and that a lower density would be more compatible with the character of the neighborhood at the inland ends of North Gertruda, Francisca, and Elena Avenues. They particularly object to the RMD designation which allows 23.3 dwelling units per acre, which they assert is not consistent with neighborhood character. The maximum density of 17.5 units per acre allowed for R-3 low density multiple family residential uses is consistent with the residential zone immediately adjacent to the east. The RMD designation allows slightly higher densities within the same building envelope: the City has indicated that higher densities make it feasible to accommodate a few units of moderate-income housing and to require a conditional use permit. In the case of 528-542 North Francisca, the City has as part of a tract map, CUP and variance required improvements to the sidewalk along North Catalina Avenue, and a six-foot dedication to improve pedestrian access, and landscaping along North Catalina Avenue. Either use provides a transition from the residential uses farther inland to the higher intensity uses on the west side of North Catalina Avenue, and to the future park in that location. The proposed designations at the two levels of intensity will have very similar design characteristics, and do not differ in their impacts on public views of the coastline. The current uses are in older structures. The warehouses and storage yards that now exist in the area are visually interesting, but do not establish a unique visual character that needs to be protected. The Commission finds that the two levels of density under discussion do not differ in their effects on public visual resources and are consistent with the community character of the area. The Commission finds that designating the nine subject parcels as ten residential parcels will not adversely impact public views and is consistent with Section 30251 of the Coastal Act.

VI. FINDINGS FOR APPROVAL OF IP AMENDMENT AS SUBMITTED

The standard of review for LCP implementation plan submittals or amendments is their consistency with and ability to carry out the provisions of the certified LUP.

The City of Redondo Beach certified Land Use Plan contains land use policies and designations that in conjunction with the land use development standards and other programs (also included in the certified Land Use Plan), identify land uses and intensities to guide future development in the City's Coastal Zone. The LUP policies are designed to protect coastal access and coastal resources and to ensure that development is carried out in a manner consistent with the Chapter Three Policies of the Coastal Act. The Implementation Program (IP) contains zoning and other implementing measures to carry out the policies of the certified Land Use Plan. The City requests two changes to their certified Implementing Ordinance.

A. CHANGE NINE PARCELS FROM COMMERCIAL AND INDUSTRIAL USE TO RESIDENTIAL USE.

First, in order to be consistent with the proposed Land Use Plan Amendment herein and the General Plan, the City requests that land now designated commercial be redesignated to residential use. First the City requests that one parcel, the City yard, be considered as two parcels (the yard contains several legal lots) and that the five parcels including the westerly part of the City yard, located adjacent to north Catalina Avenue be designated RMD medium density multi-family residential on the certified LIP zoning map. Second it requests that the four of the parcels described above along with the easterly portion of the City yard be designated R-3A low-medium density residential on the certified LIP zoning map. The Commission finds that designating the five parcels medium density multiple-family residential and five parcels low-medium density multiple-family residential is consistent with the proposed changes to the certified LUP and with the proposed LUP Map designation change included in this amendment. Approval of the LIP amendment as submitted will enable the IP to carry out the policies of the certified Land Use Plan as amended.

B. REDESIGNATION OF EXISTING COMMERCIAL PARCELS AS C-2A AND C-3.

The City proposes to maintain 70% of the parcels subject to the request as commercial. The City proposes to redesignate the eight parcels at Beryl Street and Broadway, currently occupied by a County maintenance yard, a surf board sales and manufacturing operation and a bicycling store as C-3 (Highway Oriented Commercial) and that the list of allowable uses in the zoning ordinance be modified to add "marine sales and services": and to eliminate "motor vehicle repair garages" from the list of allowable uses for the C-3 designation. The City also proposes to adjust the allowable setbacks of the C-3 so that the zoning that applied prior to the 2002 updates applies to these parcels. The proposed amendment to the LUP designates these parcels Highway-Oriented Commercial (C-3) and the change in zoning is consistent with the amended LUP land use designations (Exhibit 4).

Finally, the City proposes to redesignate 13 parcels in the King Harbor Shopping center, an existing neighborhood shopping center as C-2A, which permits retail businesses such as grocery stores and other uses that now exist on the site, including a Carl's Junior drive through and a dance studio. The zoning limits certain nuisance commercial uses. The uses that are permitted are consistent with the commercial designation in the newly amended LUP, and the Zoning Ordinance is adequate to carry out the LUP policies, including its parking policies.

C. ADOPTION OF DEFINITION OF HABITABLE STRUCTURE.

The City also proposes a technical change to the implementing ordinance, adding the definition of habitable structure to the LIP. This term has appeared in the implementation ordinance but has never been defined. In reviewing suggestions to change regulations addressing allowable density on developed residential sites, the City noted that the LIP does not include this definition. Adding this definition will not change allowable densities in Redondo Beach LCP, but will make their meaning clearer in residential neighborhoods, and will arguably make enforcement easier. As proposed to be amended, the LIP ordinance will be consistent with and adequate to carry out the certified LUP.

D. APPROVAL OF THE PLD ORDINANCE.

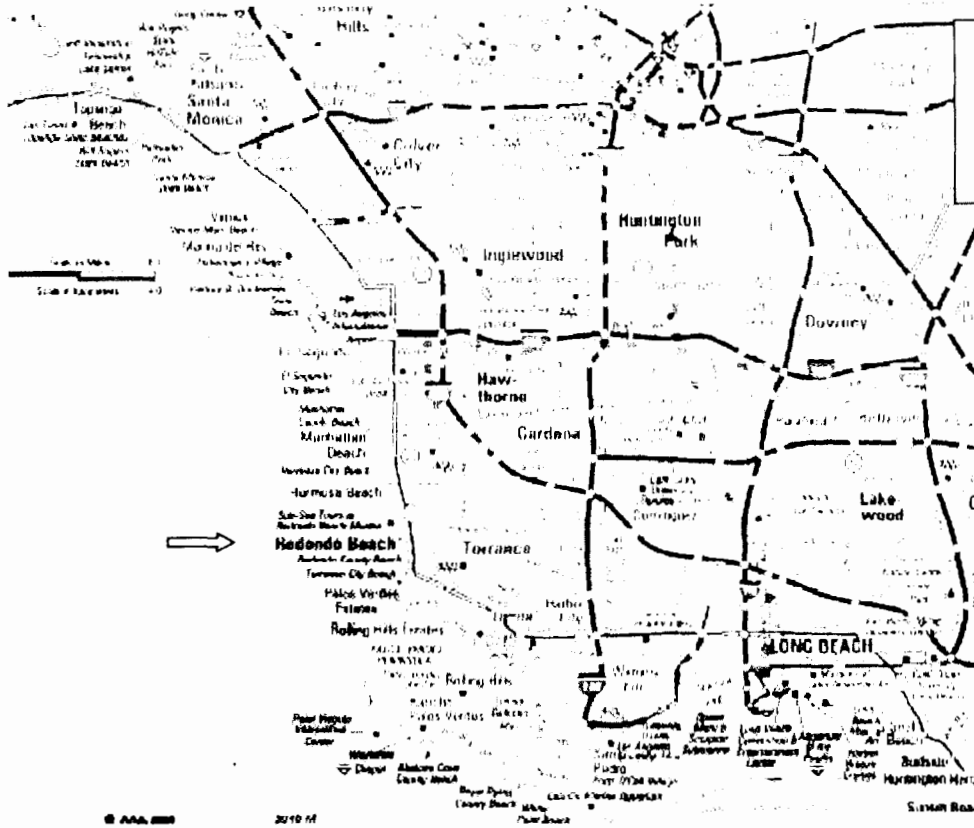
As part of approving development in two adjacent parcels on North Francisca Avenue, the City adopted a Planned Development Overlay (PLD) ordinance as apart of its action on the permit. The PLD ordinance allows the City to grant variances to the rules for open space, side yard and front yard setbacks for the specific project approved by the City in a Conditional Use permit and Tentative Tract Map that the City approved concerning a parcel in the area in 2006. The certified LCP allows the City to approve increases in density for projects that include low and moderate-income housing. This ordinance combined the exceptions that were given with the Tentative Tract Map conditions and required two units of low and moderate-income housing, dedications of 6 feet along North Catalina Avenue, paving the sidewalk and creating a six-foot wide parkway planted with trees. In approving the ordinance, the City found that the ordinance was consistent with the proposed changes to the LUP. The PLD was also consistent with proposals to develop a park on the power plant site and to create attractive entrances to recreation facilities, including a pedestrian entrance to the harbor, and finally that the development was consistent with the character of the neighborhood, having each unit have a separate entrance onto north Catalina Avenue. The PLD ordinance as approved does not change the use, heights, or density allowable under the proposed LUP and therefore is consistent with the underlying LUP. As proposed, this ordinance is consistent with an adequate to carry out the certified LUP (Exhibit 4, pages 11 and 16, Exhibit 5).

E. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and 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 CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, conforms with CEQA provisions. The Commission has considered alternatives, including leaving the nine parcels designated commercially and approving the change in designation to residential use, but limiting the density of the newly redesignated residential parcels to R-3A. The Commission found that neither alternative would have less impact on public access and resources of the Redondo Beach Coastal Zone than the proposed changes in designations. There are no other feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact on the environment. As modified, the amended LUP will not have significant impact on resources protected under the Coastal Act. Therefore, the Commission finds the subject Land Use Plan amendment as modified, conforms to CEQA provisions.

Coastal Commission
Exhibit 1
Location
RDB-MAJ-1-06





Planning Department

415 Diamond Street, Suite 100
Redondo Beach, California 90278-0270
www.redondo.org

tel: 310-372-1111
tel: 310-378-0637
fax: 310-372-8021

March 9, 2006

COASTAL COMMISSION

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

EXHIBIT # 2
PAGE 1 OF 2

Re: Submittal of amendments to the Local Coastal Program and request to amend geographic segmentation

Dear Ms. Emerson:

The Redondo Beach City Council has adopted amendments to the Coastal Zoning Ordinance and Coastal Land Use Plan for properties east of Catalina Avenue and north of Beryl Street currently within Area 2 (the uncertified area) of the Coastal Zone. The City Council also requests amending the geographic segmentation to add the subject properties to the certified area (Area One). Enclosed please find 6 sets containing the following items:

- Resolution No. CC-0602-8 certifying that the LCP as amended is intended to be carried out in a manner fully in conformity with the Coastal Act and providing that the amendments will take effect automatically upon Coastal Commission approval;
- Resolution No. CC-0601-7 amending the LUP map and requesting amending geographic segmentation to add the subject lots to the certified area (Area One);
- Resolution No. CC-0601-5 adopting a Negative Declaration for the amendments;
- Resolution No. CC-0602-9 amending the General Plan and Harbor/Civic Center Specific Plan;
- Ordinance No. 2976-06 amending the Zoning Map;
- Ordinance No. 2977-06 amending the Coastal Zoning Ordinance;
- Staff report to City Council, January 17, 2006 and backup materials;
- Minutes from public hearings before the City Council

Also enclosed is:

- 1 set of mailing labels for individuals who were provided notice or who testified or provided written correspondence for the public hearings before the Coastal Commission or City Council.

RECEIVED

South Coast

MAR 14 2006

- 1 copy of the notice published in the local newspaper, posted every 200 feet in the project area, and mailed to property owners in the area identified in the noticing map
- 2 sets of photos of the properties east of Catalina Avenue.

A proposed project at 528-542 Francisca Avenue was considered at a public hearing concurrently with the LCP amendments. The applicant for that project will be separately submitting a Coastal Development Permit application for that project. Since that project involves an additional Zoning Map amendment placing a Planned Development Overlay zone on the property, enclosed are 6 copies of the documents listed below. The applicant will submit all other required documents relating to the application for a Coastal Development Permit.

- Ordinance No. 2978-06 placing a Planned Development Overlay (PLD) zone in conjunction with a project at 528-542 N. Francisca Avenue;
- Resolution No. CC-0602-12 approving the project subject to issuance of a Coastal Development Permit by the Coastal Commission.
- Staff report to City Council relating to 528-542 Francisca Avenue, January 17, 2006 and backup materials.

In addition, this submittal includes a minor amendment to the Coastal Zoning Ordinance relating to the definition of habitable and non-habitable accessory buildings. This was considered by the City Council in conjunction with an amendment to permit 2-story accessory buildings along alleys. The amendment relating to 2-story accessory buildings was denied by the City Council, but the amendment relating to definitions was approved because setback requirements are different for habitable and non-habitable accessory buildings and these terms were not previously defined. The submittal for this minor amendment includes 6 copies of the following documents:

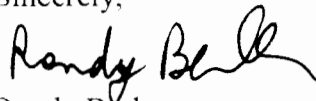
- Resolution No. CC-0507-77 certifying that the LCP as amended is intended to be carried out in a manner fully in conformity with the Coastal Act and providing that the amendments will take effect automatically upon Coastal Commission approval;
- Resolution No. CC-0506-71 adopting a Negative Declaration for the amendments;
- Ordinance No. 2969-05 amending the Coastal Zoning Ordinance.
- Staff report to City Council, July 5, 2005 and June 21, 2005 and backup materials.
- Minutes from public hearing before the City Council.

Also enclosed is:

- 1 set of mailing labels for property owners abutting alleys in the Coastal Zone and for persons who provided written correspondence for the public hearings before the Planning Commission or City Council (all of the people who testified or provided correspondence were commenting on the proposed amendment relating to 2-story accessory buildings and none provided comment on the amendment to definitions).
- 1 copy of the notice published in the local newspaper and mailed to property owners abutting alleys in the Coastal Zone.

If you have any questions regarding this application, please contact me at 310.318.0637.

Sincerely,



Randy Berler
Planning Director

COASTAL COMMISSION

EXHIBIT # 2
PAGE 2 OF 2



Planning Department

415 Diamond Street
Redondo Beach, California 90278-1004
www.redondo.org

tel: 310.318.1100
tel: 310.318.6337
fax: 310.318.8221

April 11, 2006

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

COASTAL COMMISSION
200 OCEANGATE
LONG BEACH, CA 90802-4302
TEL: 310.318.6337
FAX: 310.318.8221

Re: City Council resolution relating to project at 528-542 Francisca Avenue

Dear Ms. Emerson:

On March 9, 2006 the City of Redondo Beach submitted a number of documents relating to the City's approval of a proposed project at 528-542 Francisca Avenue, subject to approval by the Coastal Commission. The project is in conjunction with placing a Planned Development Overlay (PLD) zone on the property.

Enclosed are 6 copies of City Council Resolution No. CC-0603-21 certifying that the LCP as amended by Ordinance No. 2978-06 placing a Planned Development Overlay Zone (PLD) on the property is intended to be carried out in a manner fully in conformity with the Coastal Act and providing that the amendments will take effect automatically upon Coastal Commission approval. Previously, the City submitted the following documents relating to the project at 528-542 Francisca Avenue:

- Ordinance No. 2978-06 placing a Planned Development Overlay (PLD) zone in conjunction with a project at 528-542 N. Francisca Avenue;
- Resolution No. CC-0602-12 approving the project subject to issuance of a Coastal Development Permit by the Coastal Commission.
- Staff report to City Council relating to 528-542 Francisca Avenue, January 17, 2006 and backup materials.

It is my understanding that the project applicant has submitted all other required documents relating to the application for a Coastal Development Permit.

If you have any questions regarding this project, please contact me at 310.318.0637.

Sincerely,

Randy Berler
Planning Director

COASTAL COMMISSION

EXHIBIT # 3
PAGE 1 OF 1

RESOLUTION NO. CC-0601-7

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL LAND USE PLAN MAP FOR THE AREA EAST OF CATALINA AVENUE AND NORTH OF BERYL STREET CURRENTLY IN AREA 2 OF THE COASTAL ZONE AND A REQUEST TO AMEND GEOGRAPHIC SEGMENTATION TO ADD THE SUBJECT LOTS ON THE EAST SIDE OF CATALINA AVENUE TO THE CERTIFIED AREA (AREA ONE)

WHEREAS, the City Council held a public hearing on January 17, 2006 to consider the proposed amendments to the Coastal Land Use Plan Map in conjunction with amendments to the General Plan and Harbor/Civic Center Specific Plan, and Zoning Ordinance; and

WHEREAS, notice of the time and place of the public hearing was given pursuant to state law and local ordinances by publication in the Easy Reader-Redondo Beach Hometown News, by posting the subject properties, and by mailing notices to property owners within 300 feet of the exterior boundaries of the subject properties; and

WHEREAS, since the repeal of the Heart of the City Specific Plan in 2002, the affected properties have had inconsistent designations under the existing Zoning Ordinance, General Plan, certified Coastal Land Use Plan, and Harbor/Civic Center Specific Plan that must be resolved in order for development applications to proceed; and

WHEREAS, on February 18, 2004, the California Coastal Commission amended the geographic segmentation of certified Coastal Zone Area One to include eleven "Area Two" lots on the east side of Catalina Avenue redesignated from commercial to residential.

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

SECTION 1. FINDINGS:

- A. The amendments to the Local Coastal Program, General Plan and Harbor/Civic Center Specific Plan are consistent with each other;
- B. The amendments maintain commercial designations consistent with the certified LUP for approximately 70% of the subject land area on the east side of Catalina Avenue. Visitor and community serving commercial development is feasible and appropriate in these areas because the northern portion of the Catalina corridor is adjacent to the Pacific Coast Highway commercial corridor and the southern portion of the corridor along Broadway is located adjacent to the node at Beryl Street and Catalina Avenue connecting to the hotel and waterfront development in the harbor area.
- C. Residential land use designations are appropriate on the east side of Catalina Avenue between N. Gertruda Avenue and N. Elena Avenue for the following reasons:

COASTAL COMMISSION

EXHIBIT # 4
PAGE 1 OF 17

- it will enable development consistent with the residential neighborhood to the east;
- it will heal and enhance the quality of the existing residential neighborhood that is currently impacted by obsolete and blighted commercial and industrial uses;
- commercial development of these properties has not proven economically viable due to small lot sizes and a location too far from both the Pacific Coast Highway commercial corridor and from the harbor-pier commercial area;
- new commercial development in this portion of the corridor may be incompatible with the adjacent residential neighborhood;
- Catalina Avenue forms a buffer for the residential neighborhood east of Catalina Avenue, so that residential development along the east side of Catalina Avenue would be compatible with either commercial development or a park west of Catalina Avenue;
- multi-family residential, in combination with the process underway to develop a landscaped parkway and streetscape plan for the corridor, will help achieve an impressive entry to the waterfront, create a strong identity with a clear edge for the residential district, and make the corridor more attractive for use by pedestrians;
- the RMD designation is appropriate for parcels adjacent to Catalina Avenue given the intensity of surrounding land uses; the location along a busy arterial that forms a gateway to the harbor and pier area; in order to provide a good transition from the residential district to the district west of Catalina Avenue; and to provide a variety of housing opportunities in the neighborhood including provision of some affordable units along the corridor;
- the R-3 designation is appropriate for the parcels that do not directly abut Catalina Avenue for consistency with the zoning for adjacent properties to the east and to extend the existing R-3 zone towards Catalina Avenue.

D. Amending the geographic segmentation to include the subject area east of Catalina Avenue in Area One of the Coastal Zone is justified because:

- Catalina Avenue forms a significant boundary separating an established neighborhood with residential and community-serving commercial uses to the east from the area to the west dominated by larger scale developments including the power plant and harbor-pier area.
- The potential cumulative impacts of permitted development on coastal resources and public access can be considered separately for both Area One of the Coastal Zone and the remainder of Area 2 of the Coastal Zone (consistent with the finding made by the Coastal Commission in approving segmenting other lots on the east side of Catalina Avenue).
- Development decisions in Coastal Zone Area One, including the subject lots, that are consistent with the density and parking standards of the LIP would not affect Harbor-Pier area public access and coastal resources because the Harbor-Pier area parking is separate from the street parking that lies inland of Catalina Avenue. Public on-street parking is provided along the frontage of the subject lots, and development of these lots requires on-site parking as provided in the LIP.

- it will enable development consistent with the residential neighborhood to the east;
- it will heal and enhance the quality of the existing residential neighborhood that is currently impacted by obsolete and blighted commercial and industrial uses;
- commercial development of these properties has not proven economically viable due to small lot sizes and a location too far from both the Pacific Coast Highway commercial corridor and from the harbor-pier commercial area;
- new commercial development in this portion of the corridor may be incompatible with the adjacent residential neighborhood;
- Catalina Avenue forms a buffer for the residential neighborhood east of Catalina Avenue, so that residential development along the east side of Catalina Avenue would be compatible with either commercial development or a park west of Catalina Avenue;
- multi-family residential, in combination with the process underway to develop a landscaped parkway and streetscape plan for the corridor, will help achieve an impressive entry to the waterfront, create a strong identity with a clear edge for the residential district, and make the corridor more attractive for use by pedestrians;
- the RMD designation is appropriate for parcels adjacent to Catalina Avenue given the intensity of surrounding land uses; the location along a busy arterial that forms a gateway to the harbor and pier area; in order to provide a good transition from the residential district to the district west of Catalina Avenue; and to provide a variety of housing opportunities in the neighborhood including provision of some affordable units along the corridor;
- the R-3 designation is appropriate for the parcels that do not directly abut Catalina Avenue for consistency with the zoning for adjacent properties to the east and to extend the existing R-3 zone towards Catalina Avenue.

D. Amending the geographic segmentation to include the subject area east of Catalina Avenue in Area One of the Coastal Zone is justified because:

- Catalina Avenue forms a significant boundary separating an established neighborhood with residential and community-serving commercial uses to the east from the area to the west dominated by larger scale developments including the power plant and harbor-pier area.
- The potential cumulative impacts of permitted development on coastal resources and public access can be considered separately for both Area One of the Coastal Zone and the remainder of Area 2 of the Coastal Zone (consistent with the finding made by the Coastal Commission in approving segmenting other lots on the east side of Catalina Avenue).
- Development decisions in Coastal Zone Area One, including the subject lots, that are consistent with the density and parking standards of the LIP would not affect Harbor-Pier area public access and coastal resources because the Harbor-Pier area parking is separate from the street parking that lies inland of Catalina Avenue. Public on-street parking is provided along the frontage of the subject lots, and development of these lots requires on-site parking as provided in the LIP.

- it will enable development consistent with the residential neighborhood to the east;
- it will heal and enhance the quality of the existing residential neighborhood that is currently impacted by obsolete and blighted commercial and industrial uses;
- commercial development of these properties has not proven economically viable due to small lot sizes and a location too far from both the Pacific Coast Highway commercial corridor and from the harbor-pier commercial area;
- new commercial development in this portion of the corridor may be incompatible with the adjacent residential neighborhood;
- Catalina Avenue forms a buffer for the residential neighborhood east of Catalina Avenue, so that residential development along the east side of Catalina Avenue would be compatible with either commercial development or a park west of Catalina Avenue;
- multi-family residential, in combination with the process underway to develop a landscaped parkway and streetscape plan for the corridor, will help achieve an impressive entry to the waterfront, create a strong identity with a clear edge for the residential district, and make the corridor more attractive for use by pedestrians;
- the RMD designation is appropriate for parcels adjacent to Catalina Avenue given the intensity of surrounding land uses; the location along a busy arterial that forms a gateway to the harbor and pier area; in order to provide a good transition from the residential district to the district west of Catalina Avenue; and to provide a variety of housing opportunities in the neighborhood including provision of some affordable units along the corridor;
- the R-3 designation is appropriate for the parcels that do not directly abut Catalina Avenue for consistency with the zoning for adjacent properties to the east and to extend the existing R-3 zone towards Catalina Avenue.

D. Amending the geographic segmentation to include the subject area east of Catalina Avenue in Area One of the Coastal Zone is justified because:

- Catalina Avenue forms a significant boundary separating an established neighborhood with residential and community-serving commercial uses to the east from the area to the west dominated by larger scale developments including the power plant and harbor-pier area.
- The potential cumulative impacts of permitted development on coastal resources and public access can be considered separately for both Area One of the Coastal Zone and the remainder of Area 2 of the Coastal Zone (consistent with the finding made by the Coastal Commission in approving segmenting other lots on the east side of Catalina Avenue).
- Development decisions in Coastal Zone Area One, including the subject lots, that are consistent with the density and parking standards of the LIP would not affect Harbor-Pier area public access and coastal resources because the Harbor-Pier area parking is separate from the street parking that lies inland of Catalina Avenue. Public on-street parking is provided along the frontage of the subject lots, and development of these lots requires on-site parking as provided in the LIP.

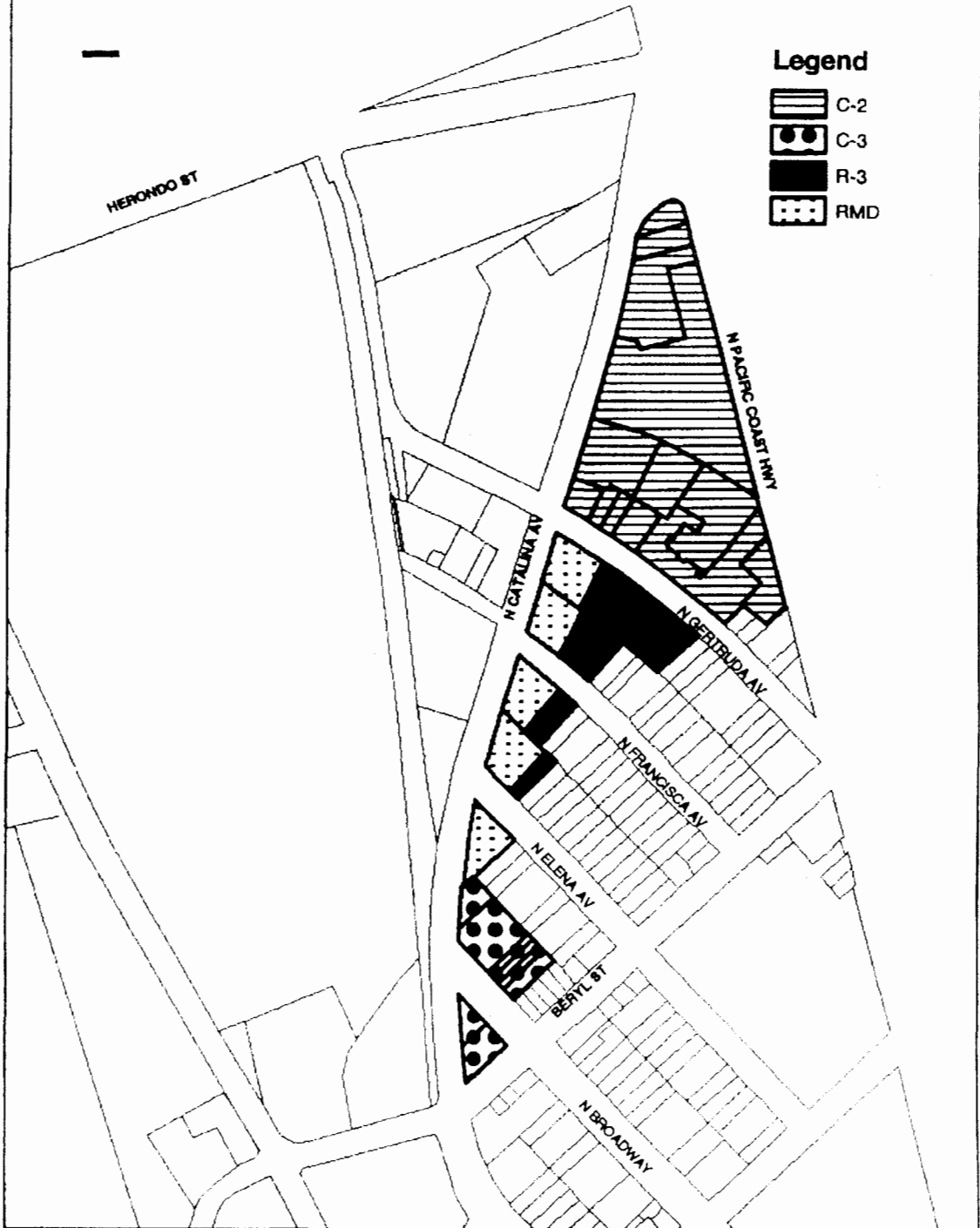
- Approximately seventy percent of the subject area is being rezoned to commercial designations consistent with the certified LUP, and the portion of the subject area being rezoned for residential use is not feasible or appropriate for visitor-serving or community-serving commercial uses.
 - Redesignation of the property east of Catalina Avenue will not limit the land use options that may be considered for the remainder of Area 2 of the Coastal Zone.
- E. The City Council considered the information contained in the initial study and Negative Declaration for the proposed amendments, and the City Council adopted Negative Declaration No. 2005-10-IES-ND-008, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments 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. That the City Council hereby amends the Coastal Land Use Plan Map as shown in the following map and as listed in the property table below (Table 1).

COASTAL COMMISSION

Amendments to the Coastal Land Use Plan Map



4

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TABLE 1 AMENDMENTS TO THE COASTAL LAND USE PLAN MAP			
LOS ANGELES COUNTY ASSESSOR PARCEL NUMBER	NUM	STREET	AMENDED DESIGNATION
7503009902 (Lots 21-24)	529	N GERTRUDA AVE	RMD
7503009902 (Lots 13-20)	529	N GERTRUDA AVE	R-3
7503009012 and portion of 7503009007*	542	N FRANCISCA AVE	RMD
Portion of 7503009007*	534	N FRANCISCA AVE	R-3
7503009008*	534	N FRANCISCA AVE	R-3
7503011016	531	N FRANCISCA AVE	RMD
7503011015	529	N FRANCISCA AVE	R-3
7503011017	800	N CATALINA AVE	RMD
7503011018	524	N ELENA AVE	R-3
7503012010	732	N CATALINA AVE	RMD
7503012900	518	N BROADWAY	C-3
7503012901	518	N BROADWAY	C-3
7503012022	504	N BROADWAY	C-3
7503012023	504	N BROADWAY	C-3
7503012024	504	N BROADWAY	C-3
7503012016	504	N BROADWAY	C-3
7503012026	608	N CATALINA AVE	C-3
7503012025	600	N CATALINA AVE	C-3
7503001016	725	N PACIFIC COAST HWY	C-2
7503001017	705	N. PACIFIC COAST HWY	C-2
7503001018	625	N PACIFIC COAST HWY	C-2
7503001019	601	N PACIFIC COAST HWY	C-2
7503001021	1010	N CATALINA AVE	C-2
7503001022	609	PACIFIC COAST HWY	C-2
7503007020	548	N GERTRUDA AVE	C-2
7503007023	1000	N CATALINA AVE	C-2
7503007024	548	N GERTRUDA AVE	C-2
7503007029	531	N PACIFIC COAST HWY	C-2
7503007030	537	N PACIFIC COAST HWY	C-2
7503007031	541	N PACIFIC COAST HWY	C-2
7503007902	542	N GERTRUDA AVE	C-2

* RMD applies to Lot 1 of vesting tentative Tract No. 063493. R-3 applies to Lots 2-5 of vesting tentative Tract No. 063493.

SECTION 3. That the City Council hereby requests that the Coastal Commission approve an amendment to the certified LCP by moving the boundary between the two segments of the City's Coastal Zone to add the lots shown in the above map and table to the certified area (Area One).

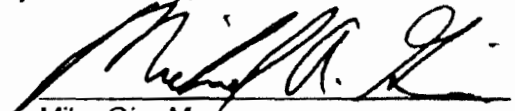
SECTION 4. That the City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

RESOLUTION NO. CC-0602-7
AMENDING THE COASTAL LUP
PAGE NO. 5

COASTAL COMMISSION

EXHIBIT # 4
PAGE 7 OF 17

PASSED, APPROVED, AND ADOPTED this 7th day of February, 2006.


Mike Gin, Mayor

ATTEST:

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

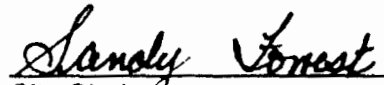
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0602-7 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 7th day of February, 2006, by the following roll call vote:

AYES: Aspel, Cagle, Szerlip, Diels, Parsons

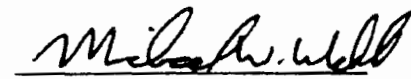
NOES: None

ABSENT: None

ABSTAIN: None


City Clerk

APPROVED AS TO FORM:


City Attorney

COASTAL COMMISSION

EXHIBIT # 4
PAGE 8 OF 17

RESOLUTION NO. CC-0601-5

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING NEGATIVE DECLARATION NO. 2005-10-IES-ND-008, RELATING TO AMENDMENTS TO THE COASTAL ZONING ORDINANCE, COASTAL LAND USE PLAN, HARBOR/CIVIC CENTER SPECIFIC PLAN, AND GENERAL PLAN FOR THE AREA EAST OF CATALINA AVENUE AND NORTH OF BERYL STREET CURRENTLY ZONED CC CATALINA CORRIDOR.

WHEREAS, the Planning Commission of the City of Redondo Beach held a public hearing on November 17, 2005 to consider amendments to the Coastal Zoning Ordinance, Coastal Land Use Plan (LUP), Harbor/Civic Center Specific Plan, and General Plan relating to land use and development standards for the area east of Catalina Avenue and north of Beryl Street currently zoned CC Catalina Corridor; and

WHEREAS, notice of the public review period and circulation of the Initial Study relating to the proposed amendments was provided pursuant to State and local laws; and

WHEREAS, at the public hearing, the Planning Commission reviewed Negative Declaration No. 2005-10-IES-ND-008 which includes an evaluation of the environmental impacts of the proposed amendments, comments received during the public review period, and responses to those comments; and

WHEREAS, following the public hearing, the Planning Commission adopted Resolution No. 2005-11-PCR-071 recommending that the City Council adopt Negative Declaration No. 2005-10-IES-ND-008; and

WHEREAS, the City Council held a public hearing on January 17, 2006, and considered the Initial Study relating to the proposed amendments and considered the recommendation of the Planning Commission pertaining to adoption of Negative Declaration No. 2005-10-IES-ND-008.

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

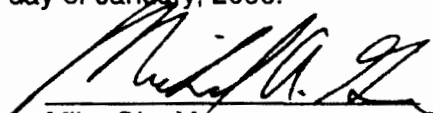
SECTION 1. That the City Council hereby finds that Negative Declaration No. 2005-10-IES-ND-008 has been prepared and circulated in compliance with the provisions of the California Environmental Quality Act and the procedures set forth in the ordinances of the City of Redondo Beach.

SECTION 2. That the City Council hereby finds and determines that the proposed amendments will not have a significant effect on the environment and hereby adopts Negative Declaration No. 2005-10-IES-ND-008. The City Council further finds that the proposed amendments will have a de minimis impact on Fish and Game resources pursuant to Section 21089(b) of the Public Resources Code.

SECTION 3. That in reviewing Negative Declaration No. 2005-10-IES-ND-008, the City Council has exercised its independent judgment.

SECTION 4. That the City Clerk shall certify to the passage and adoption of this resolution, shall enter the same in the Book of Resolutions of said City, and shall cause the action of the City Council in adopting the same to be entered in the official minutes of said City Council.

PASSED, APPROVED, AND ADOPTED this 17th day of January, 2006.


Mike Gin, Mayor

ATTEST:

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

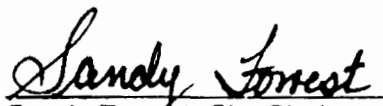
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0601-5 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 17th day of January, 2006, by the following roll call vote:

AYES: Aspel, Cagle, Szerlip, Diels, Parsons

NOES: None

ABSENT: None

ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

ORDINANCE NO. 2977-06

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE COASTAL ZONING ORDINANCE IN CONJUNCTION WITH ZONING MAP AMENDMENTS AND COASTAL LAND USE PLAN AMENDMENTS FOR THE AREA EAST OF CATALINA AVENUE AND NORTH OF BERYL STREET CURRENTLY ZONED CC CATALINA CORRIDOR

THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY FIND AS FOLLOWS:

SECTION 1. FINDINGS.

- A. The amendments to the Coastal Zoning Ordinance are consistent with the Coastal Land Use Plan and the Comprehensive General Plan of the City.
- B. The City Council considered the information contained in the initial study and Negative Declaration for the proposed zoning amendments, and the City Council adopted Negative Declaration No. 2005-10-ND-008, finding and determining that the proposed amendments will not have a significant effect on the environment, and further finding that the proposed amendments 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 ORDAIN AS FOLLOWS:

SECTION 2. The table in Section 10-5.630 of Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows relating to uses in the C-3 zone: (Note: the C-3A zone added to the table with adoption of Ordinance 2971-05 is subject to separate approval by the Coastal Commission).

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

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

COASTAL COMMISSION

EXHIBIT # 4
PAGE 11 OF 17

Use Classifications	C-3	C-3B	C-3-PD	Additional Regulations See Section:
Commercial Uses				
Ambulance services	C	---	---	
Animal sales and services:				
Animal feed and supplies	P	P	P	
Animal grooming	C	C	C	
Animal hospitals	C	---	---	
Animal sales	C	C	C	
Artist's studios	P	P	P	
Banks and savings and loans with drive-up service	P C	P C	P C	
Bars and cocktail lounges	C	C	C	10-5.1600
Building material sales	C	---	---	
Business and trade schools	C	C	C	
Check-cashing businesses	C	C	C	10-5.1600
Commercial printing	P	---	---	
Commercial printing, limited	P	P	P	
Commercial recreation	C	C	C	10-5.1600
Communications facilities	C	C	C	
Drive-up services	C	C	C	
Fire arm sales	C	C	C	10-5.1600
Food and beverage sales:				
30,000 sq. ft. or less floor area	P	P	P	
more than 30,000 sq. ft. floor area	P	C	C	10-5.631
Hotels and motels	C	C	C	
Laboratories	C	---	---	
Liquor stores	C	C	C	
Maintenance and repair services	P	P	P	
Marine sales and services	C	---	---	
Mortuaries	C	---	---	
Offices	P	P	P	10-5.631
Personal convenience services	P	P	P	
Personal improvement services	C	C	C	
Plant nurseries	C	C	C	
Recycling collection facilities:				
Reverse vending machines	P	P	P	
Small collection facilities	C	C	C	10-5.1616
Restaurants:				
2,000 sq. ft. or less floor area with no drive-up service	P	P	P	
more than 2,000 sq. ft. floor area or with drive-up service	C	C	C	

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

SECTION 3. Section 10-5.632, Article 2, Chapter 5, Title 10 of the Redondo Beach Municipal Code is hereby amended to read as follows:

“10-5.632 Development standards: C-3 commercial zone.

(a) **Floor area ratio.** The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 0.7 (see definition of floor area ratio in Section 10-5.402).

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

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

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

(1) **Front setback.** There shall be a minimum front setback of ten (10) feet the full width of the lot, except where a lot is contiguous to a residentially zoned lot fronting on the same street, in which case the required front setback shall be the same as required for the contiguous residential lot.

(2) **Side setback.**

a. There shall be a minimum side setback of ten (10) feet the full length of the lot on the street side of a corner or reverse corner lot.

b. No side setback shall be required along the interior lot lines, except where the side lot line is contiguous to a residential zone, in which case there shall be a minimum five (5) foot side setback the full length of the lot (with no openings in the building wall except as required by the Building Codes), and a minimum fifteen (15) foot setback for all building height exceeding twenty (20) feet.

(3) **Rear setback.** No rear setback shall be required, except where the rear lot line is contiguous to a residential zone, in which case there shall be a minimum five (5) foot rear setback the full width of the lot (with no openings in the building wall except as required by the Building Codes), and a minimum fifteen (15) foot setback for all building height exceeding twenty (20) feet.

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

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

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

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

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

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

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


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

SECTION 4. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 12. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 13. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the Easy Reader, the official newspaper of said City, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption or on the date of certification by the Coastal Commission, whichever is later.

PASSED, APPROVED, AND ADOPTED this 7th day of February, 2006.


Mike Gin, Mayor

ATTEST:

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

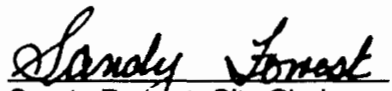
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 2977-06 was duly introduced at a regular meeting of the City Council held on the 17th day of January, 2006, and was duly approved and adopted by the City Council at a regular meeting of said City Council held on the 7th day of February, 2006, by the following vote:

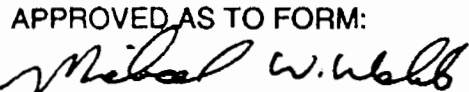
AYES: Aspel, Cagle, Szerlip, Diels, Parsons

NOES: None

ABSENT: None

ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

COASTAL COMMISSION

EXHIBIT # 4
PAGE 15 OF 17

RESOLUTION NO. CC-0603-21

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, CERTIFYING THAT THE CITY'S LOCAL COASTAL PROGRAM AS AMENDED BY ORDINANCE NO. 2978-06 PLACING A PLANNED DEVELOPMENT OVERLAY (PLD) ZONE ON PROPERTY LOCATED AT 528-542 NORTH FRANCISCA AVENUE, IS INTENDED TO BE CARRIED OUT IN A MANNER FULLY IN CONFORMITY WITH THE COASTAL ACT; AND PROVIDING THAT THE AMENDMENT TO THE CITY'S LOCAL COASTAL PROGRAM WILL TAKE EFFECT AUTOMATICALLY UPON COASTAL COMMISSION APPROVAL PURSUANT TO SECTION 13518 OF THE CALIFORNIA CODE OF REGULATIONS.

WHEREAS, the City Council of the City of Redondo Beach adopted Ordinance No. 2976-06, Ordinance No. 2977-06, and Resolution No. CC-0601-7 on February 7, 2006 amending the City's Local Coastal Program (LCP) relating to the land use designations and land use and development standards applicable to properties east of Catalina Avenue and north of Beryl Street in Area 2 of the Coastal Zone; and

WHEREAS, the City Council of the City of Redondo Beach adopted Resolution No. CC-0602-8 on February 7, 2006 certifying that the LCP as amended by Ordinance No. 2976-06, Ordinance No. 2977-06, and Resolution No. CC-0601-7 is intended to be carried out in a manner fully in conformity with the Coastal Act and that the amendments will take effect automatically upon Coastal Commission approval; and

WHEREAS, the City Council of the City of Redondo Beach adopted Ordinance No. 2978-06 on February 21, 2006 amending the LCP to place a Planned Development Overlay (PLD) zone on property at 528-542 North Francisca Avenue in conjunction with approval of a 12 unit residential condominium project and in conjunction with the amendments to the LCP contained in Ordinance No. 2976-06, Ordinance No. 2977-06, and Resolution No. CC-0601-7; and

WHEREAS, the amendment to the LCP contained in Ordinance No. 2978-06 was considered at a public hearing held before the City Council on January 17, 2006; and

WHEREAS, Section 13551(b) of the California Code of Regulations requires that the resolution for submittal of amendments to the LCP shall provide that the local government is submitting its proposed LCP either (1) as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs, or (2) as a program that will require formal local government or governing authority adoption after commission approval. Under either of the alternative procedures, the requirements of Section 13544 must be fulfilled following Commission approval of the LCP.

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

SECTION 1. The City Council hereby certifies that the LCP as amended by Ordinance No. 2978-06 is intended to be carried out in a manner that is fully in conformity with the Coastal Act, and the submittal of the LCP amendment to the Coastal Commission is consistent with Section 30510 of the Public Resources Code of the State of California.

COASTAL COMMISSION

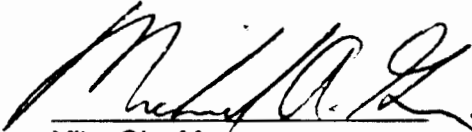
EXHIBIT # 4
PAGE 16 OF 17

SECTION 2. The City Council hereby finds that the LCP as amended by Ordinance No. 2978-06 is consistent with the policies of the Coastal Act, including but not limited to: the protection and provision of public access; the protection and encouragement of facilities that provide public recreation; the protection of the marine environment; the protection of the scenic and visual quality of coastal areas; and the reservation of land along and near the coast for priority uses, including coastal dependent, visitor serving uses and recreation.

SECTION 3. The City Council hereby submits its proposed amendment to the LCP (Ordinance No. 2978-06) as a program that will take effect automatically upon Coastal Commission approval pursuant to Public Resources Code Sections 30512, 30513, and 30519 for LCPs.

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 21st day of March, 2006.


Mike Gin, Mayor

ATTEST:

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

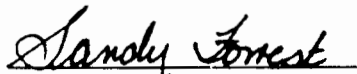
I, Sandy Forrest, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-0603-21 was duly passed, approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 21st day of March, 2006, by the following roll call vote:

AYES: Aspel, Cagle, Szerlip, Diels, Parsons

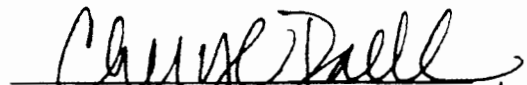
NOES: None

ABSENT: None

ABSTAIN: None


Sandy Forrest, City Clerk

APPROVED AS TO FORM:


Michael W. Webb, City Attorney, Asst.



Administrative Report

Council Action Date: January 17, 2006

To: MAYOR AND CITY COUNCIL

From: RANDY BERLER, PLANNING DIRECTOR

Subject: AMENDMENTS TO THE COASTAL ZONING ORDINANCE, COASTAL LAND USE PLAN, GENERAL PLAN, AND HARBOR/CIVIC CENTER SPECIFIC PLAN FOR PROPERTIES CURRENTLY ZONED "CC CATALINA CORRIDOR" WITHIN THE AREA BOUNDED BY N. CATALINA AVENUE, BERYL STREET, AND N. PACIFIC COAST HIGHWAY

RECOMMENDATION

1) Open the public hearing and take public testimony; 2) introduce Alternative A of an ordinance amending the Zoning Map for the area east of Catalina Avenue and north of Beryl Street currently zoned "CC Catalina Corridor"; 3) introduce an ordinance amending the land use and development standards for the C-3 zone in the Coastal Zoning Ordinance; and 4) adopt a resolution adopting Negative Declaration No. 2005-101-IES-ND-008 relating to the amendments to the Coastal Zoning Ordinance, Coastal Land Use Plan (LUP), General Plan, and Harbor/Civic Center Specific Plan.

Note: In conjunction with adoption of the above ordinances, corresponding resolutions amending the LUP, General Plan, and Harbor/Civic Center Specific Plan will be considered for adoption (see attachments).

EXECUTIVE SUMMARY

The repeal of the "Heart of the City Specific Plan" and related General Plan amendments in June 2002 resulted in inconsistencies between the Coastal Zoning Ordinance, LUP, General Plan, and Harbor/Civic Center Specific Plan. To resolve these inconsistencies, the City Council initiated a three-phase process. The first phase related to the AES power plant site and surrounding properties between Catalina Avenue and Harbor Drive, and the City Council adopted amendments for this area following a public hearing on July 19, 2005. The second phase (the current public hearing process) addresses properties east of Catalina Avenue. The final phase of public hearings will address the harbor and pier area.

COASTAL COMMISSION

EXHIBIT # 5
PAGE 1 OF 18

The Planning Commission held a public hearing on November 17, 2005 and adopted a resolution recommending that the City Council amend the Coastal Zoning Ordinance, LUP, General Plan, and Harbor/Civic Center Specific Plan to:

- a) re-establish the C-2 commercial zoning designation that existed prior to the adoption and rescinding of the "Heart of the City Specific Plan" in 2002 for the area north of Gertuda Avenue (King Harbor Plaza shopping center);
- b) re-establish the former C-5 commercial standards for the area abutting Broadway between Beryl Street and Catalina Avenue (this area is proposed to be designated C-3 with the same standards of the former C-5 zone);
- c) redesignate the area south of Gertruda Avenue to Elena Avenue R-3A low density multi-family residential.

The Planning Department recommendation is the same as the Planning Commission recommendation, except that in the area proposed for residential zoning, staff recommends a transition from the R-3A designation for interior parcels east of Catalina Avenue to an RMD medium density multi-family designation for parcels abutting the east side of Catalina Avenue. The staff recommendation permits 16 more residential units for this area than the Planning Commission recommendation. A detailed discussion of these residential options and their respective advantages is contained below.

Attached to the staff report are two alternative ordinances for amending the zoning map. Alternative A reflects the staff recommendation while Alternative B reflects the Planning Commission recommendation.

BACKGROUND

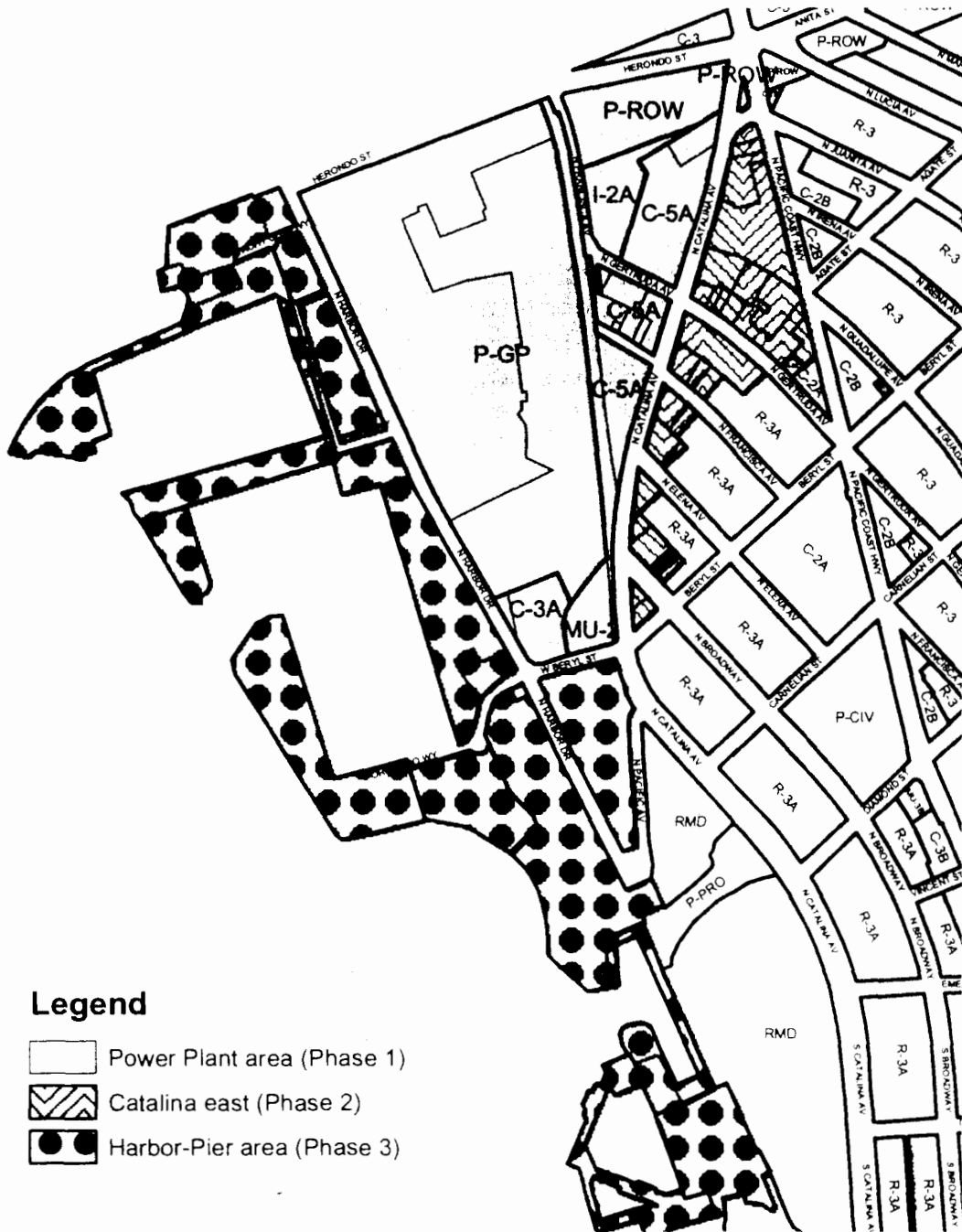
On March 19, 2002 the City Council adopted the Heart of the City Specific Plan (HOC) and corresponding amendments to the General Plan, Coastal Land Use Plan (LUP), and Zoning Ordinance establishing new land use policies and standards. In response to a referenda petition, on June 4, 2002 the City Council repealed the HOC and General Plan amendments and reinstated the Harbor/Civic Center Specific Plan. The resulting inconsistencies between the General Plan, LUP, and Zoning Ordinance prevented property owners from submitting development applications and gaining approval for new development and use of their properties.

The City Council initiated a three-phase process to address the land use and development standards in the former HOC area (see map below). The public hearing process for the area east of Catalina Avenue is the second phase of this process. Amendments adopted by the City Council will require approval by the Coastal Commission.




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Zoning amendments for the former "Heart of the City" area
(Phase 2) East Side of Catalina Avenue



Legend

-  Power Plant area (Phase 1)
-  Catalina east (Phase 2)
-  Harbor-Pier area (Phase 3)

COASTAL COMMISSION

Administrative Report

January 17, 2006

East side of Catalina Avenue

Page 4

Phase 1 amendments (AES site and surrounding area)

The City Council initiated a community consensus building process relating to the area west of Catalina Avenue including the AES power plant and surrounding properties. This process culminated in an advisory vote on two community-proposed visions on March 8, 2005. The "Heart Park" vision gained the most votes, proposing that these properties be converted to a regional park and open space.

Because these are privately held properties, implementing the electorates' vision would require a public, non-profit or private agency to buy the properties and convert them to park land. The property could not legally be rezoned to "park and open space" prior to acquisition of the land.

The City Council held a public hearing on July 19, 2005 and on August 2, 2005 adopted amendments bringing the Coastal Zoning Ordinance and LUP into consistency with the General Plan, redesignating the area for commercial and industrial use, including power generating plant use for the AES property. The City Council is in the process of investigating funding options for development of parks and open space west of Catalina Avenue.

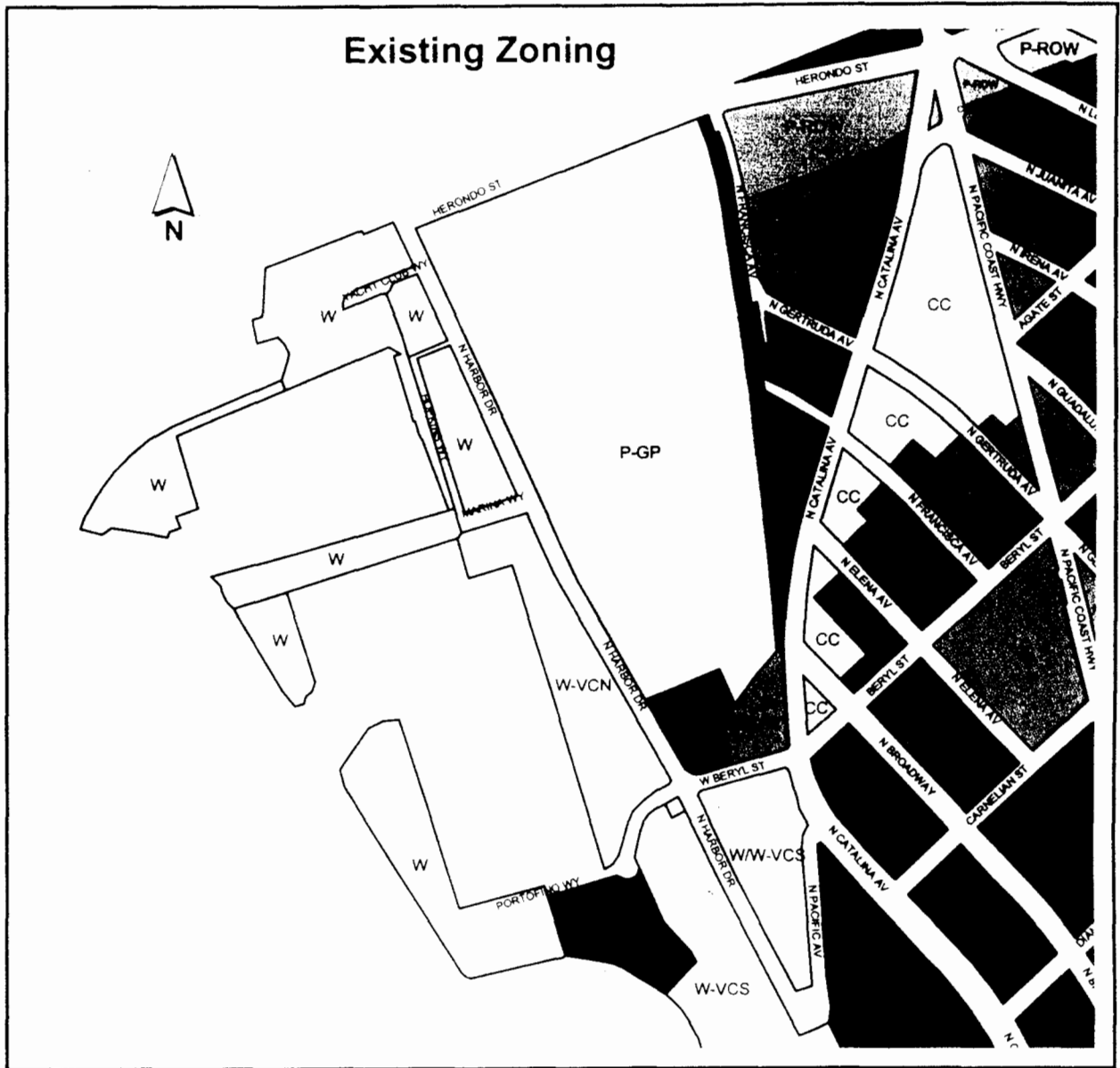
Existing General Plan, LUP, and zoning designations east of Catalina Avenue

The existing conflicting General Plan, zoning, and LUP designations for the area east of Catalina Avenue are as follows:

- Existing General Plan: The area north of N. Gertruda Avenue including the King Harbor Plaza shopping center is designated C-2 commercial (maximum FAR of 0.5, maximum 2 stories and 30 feet). The area between from N. Gertruda Avenue to Beryl Street is designated C-5 commercial (maximum FAR of 0.7, maximum 2 stories and 30 feet).
- Existing Zoning: The entire area is designated "CC Catalina Corridor". The primary permitted use is multi-family residential at a maximum density of 55 units per acre. Non-residential uses such as lodging, health clubs, equipment sales, and lodges may also be considered at a maximum FAR of 1.0. The King Harbor Plaza Shopping Center may be maintained with commercial uses or may be developed as mixed use commercial/residential, or as multi-family residential. The zone permits a maximum of 3 stories, 40 feet.
- Existing LUP: The LUP as amended by the city in March 2002 is consistent with the existing zoning designation. However, the amendments were never submitted to the Coastal Commission, and the certified LUP designates the area as Commercial, with no FAR or height standards.

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Existing Land Use



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Existing land use east of Catalina Avenue

The area currently zoned "CC Catalina Corridor" includes the King Harbor Plaza shopping center bounded by N. Catalina Avenue, N. Pacific Coast Highway, and N. Gertruda Avenue. The 1.6 acre City Yard is located on the south side of N. Gertruda Avenue. Across the street from the City Yard is a mix of uses including the VFW lodge, a vacant lot, a single family residence, an industrial maintenance/warehouse building, and the back side of the shopping center. Abutting N. Francisca Avenue are various obsolete and blighted industrial and commercial buildings. Uses from N. Elena Avenue to N. Broadway include auto repair, a window and door shop, retail (Dive and Surf), and the County Department of Beaches maintenance yard. Existing commercial and industrial uses total approximately 212,000 square feet of floor area. Photos of existing sites are attached to this report.

A multiple family residential neighborhood, mostly built-out with condominiums and apartments, is located immediately east of the subject properties to Beryl Street. The apartments typically range from 4 to 12 units, at densities ranging from 29 to 58 units per acre. Newer 2-3 unit condominium developments in the neighborhood have been built under R-3A development standards of up to 17.5 units per acre.

Proposed amendments to land use designations

The Planning Commission and staff recommend re-establishing the commercial zoning designations that existed prior to the "Heart of the City" for about 70% of the area east of Catalina Avenue. The remaining 30% of the area is proposed to be designated multi-family residential. For the area proposed for residential uses, the Planning Commission recommends a designation of R-3 low density multi-family residential (maximum 17.5 units per acre), while staff recommends a designation of R-3 for the interior lots and RMD medium density multi-family residential (maximum 23.3 units per acre) for parcels abutting Catalina Avenue. The recommendations are described below and the staff recommendation is shown on the map on the following page.

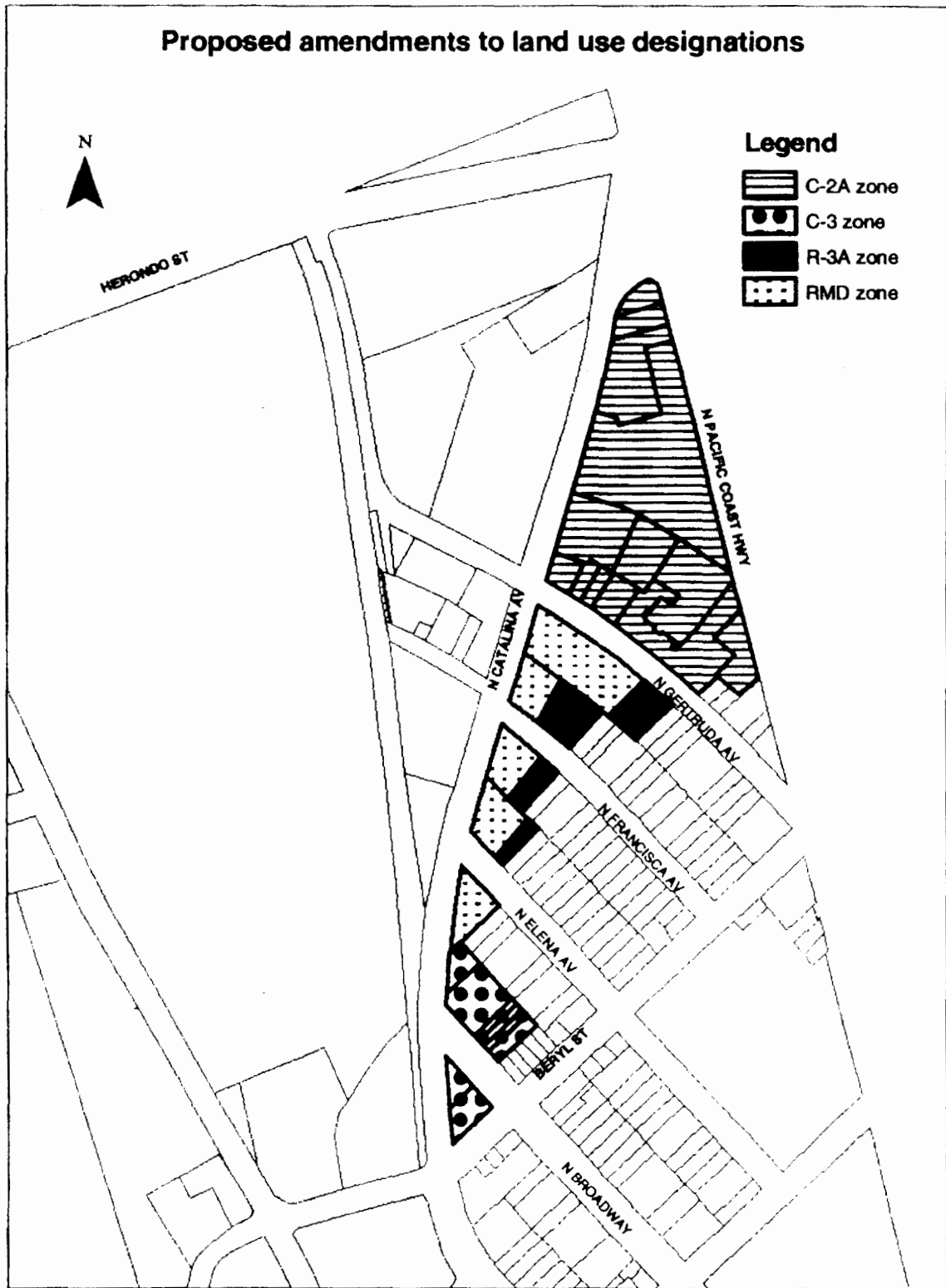
King Harbor Plaza shopping center

The Planning Commission and staff recommend the approximately 8 acre shopping center and properties bounded by N. Catalina Avenue, N. Pacific Coast Highway, and N. Gertruda Avenue, be rezoned to C-2A Commercial as existed prior to the "Heart of the City" and consistent with the existing General Plan designation. A community and visitor serving shopping center remains a viable use at this location due to its main access from Pacific Coast Highway.

The C-2A zone permits a broad range of commercial uses with a maximum FAR of 0.5. Development may not exceed 2 stories and 30 feet in height. Under this zoning, the commercial floor area could potentially increase by approximately 20,000 square feet above the existing 157,000 square feet of floor area.

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N. Broadway

The Planning Commission and staff recommend the property along N. Broadway be rezoned to C-3 (Commercial) with the same land use and development standards as the C-5 designation that existed prior to the "Heart of the City". These properties also remain viable for community and visitor serving commercial uses due to the location adjacent to the entry node at Beryl Street and N. Catalina Avenue connecting to the hotel and waterfront development in the harbor area. The area includes a highly successful retail business (Dive and Surf) that seeks to remain at this location with the ability to make future improvements.

The C-3 zone permits a maximum 0.7 FAR and a maximum of 2 stories and 30 feet in height. Buildout under this zoning would permit approximately 40,000 square feet of floor area, an increase of approximately 24,000 square feet above the existing 16,000 square feet of floor area.

The Coastal Zoning ordinance contains the text for the C-3 zone although there are currently no properties designated C-3 in the Coastal Zone. Only minor changes are necessary for the standards of this zone to be identical to the former C-5 zone. These changes add "marine sales and services" to the list of conditionally permitted uses; remove "motor vehicle repair garages" from the list of permitted uses; and revise setback standards to be consistent with the standards under the former C-5 zoning.

Area from N. Gertruda Avenue to N. Elena Avenue

The remaining properties in the mid-portion of the corridor are proposed to be rezoned to multi-family residential, limited to a maximum of 2 stories and a maximum of 30 feet in height. Residential zoning is the most appropriate alternative for the following reasons:

- It will enable development consistent with the multi-family residential neighborhood to the east. It will heal and enhance the quality of the existing residential neighborhood that is currently impacted by obsolete and blighted commercial and industrial uses.
- Commercial development of these properties has not proven economically viable in the past due to small lot sizes and a location too far from both the Pacific Coast Highway commercial corridor and from the harbor-pier commercial area. The blighted quality of many of the existing commercial and industrial buildings is harmful to the character of the adjacent residential neighborhood. If commercial development is not economically viable, owners will not invest and improve their properties and the character of this area will continue to decline. On the other hand, if successful commercial development occurs in this area, the surrounding neighborhood would be subject to substantial increases in traffic and other impacts such as noise.
- Catalina Avenue forms a buffer for the residential neighborhood east of Catalina Avenue, so that residential development along the east side of Catalina Avenue would be compatible with existing and future land use options on the west side of

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- Catalina Avenue. Residential development along the east side of Catalina Avenue would also be the most compatible use with the park vision for the area west of Catalina Avenue.
- Multi-family residential in this portion of the corridor, in combination with the process underway to develop a landscaped parkway and streetscape plan for the corridor, will help turn the corridor into an impressive entry to the waterfront. Orienting buildings towards both the Catalina Avenue and side street frontages will create a strong identity with a clear edge for the residential district. Residential uses along with creation of a landscaped parkway will also make the corridor more attractive for use by pedestrians.

The Planning Commission recommended that this area be designated R-3A to provide for the lowest impact alternative consistent with the zoning for the residential neighborhood to the east. Staff recommends that the first parcel at the corners of N. Catalina Avenue at N. Francisca Avenue and at N. Elena Avenue be designated RMD medium density multi-family residential. The other parcels on N. Francisca and N. Elena are recommended to be designated R-3A, consistent with the zoning for the surrounding neighborhood.

The City Yard site on N. Gertruda Avenue is proposed to be split between RMD and R-3A designations, with the existing R-3A zone being extended west to include the eastern 4 lots (160 feet of frontage) of the site. The RMD designation is appropriate for the remainder of the site due to the location adjacent to Catalina Avenue and a location facing the back of the shopping center.

New residential development is subject to numerous infrastructure fees including Quimby fees of \$7,500 per unit dedicated to funding of park and recreation facilities. Quimby fees with buildout would total \$495,000 under the Planning Commission recommendation and \$615,000 under the staff recommendation.

Reasons for recommending RMD immediately adjacent to Catalina Avenue

The RMD designation is recommended adjacent to Catalina Avenue given the intensity of surrounding land uses and the location of larger lots along a busy arterial that forms a gateway to the harbor and pier area. This designation provides a good transition from the residential district to the district west of Catalina Avenue and allows for a variety of housing opportunities in the neighborhood. The designation would apply to five properties, resulting in 16 more units than if these properties were designated R-3A.

- Unit size. Almost all new multi-family units are in the form of 2 and 3 unit developments in the R-2 and R-3 zones with unit sizes typically ranging from 2,000 to 2,500 square feet. The RMD designation results in slightly more units, but with unit sizes typically less than 1,500 square feet. The smaller units broaden the range of housing opportunities in the community consistent with the policies of the Housing Element of the General Plan. It is appropriate to locate

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smaller units along Catalina Avenue, while larger units more attractive to families with children are more appropriate to be located away from Catalina Avenue.

- Housing affordability. State law requires new housing developments in the Coastal Zone to provide low- and moderate-income housing where feasible. It is common practice to require 10% of units to be affordable units, and therefore a threshold project size of 10 units is generally used for such requirements. The RMD designation will provide three sites along Catalina Avenue for developments of 10 or more units where affordable units would be required to be included (this threshold would not be reached if the sites are designated R-3A).

A moderate income household is defined as having an income of 80%-120% of the median County income, or approximately up to \$66,000. The maximum monthly housing costs for a moderate income household in a 2-bedroom unit are approximately \$1,600 and the sales price of a 2-bedroom unit affordable to a moderate income household would be limited to approximately \$200,000. Providing such units would enable teachers, nurses, public safety workers, and office workers to live in the community where they work (see tables below showing income classifications and examples of low and moderate income occupations).

Income Classifications, Los Angeles County, 2004		
Classification	Percentage of County Median Household Income	Income Range in 2004
Very Low Income	0 - 50%	\$0 - \$29,750
Low Income	50% - 80%	\$29,750 - \$47,600
Moderate Income	80% - 120%	\$47,601 - \$66,099
Upper Income	120% +	\$66,100 and over

Low and Moderate Income Occupations (Aug. 2004)	
Occupation	Annual Income
Bus Driver	\$18,394
Parking Lot Attendant	\$19,063
Hotel Front Desk Clerk	\$20,371
Bank Teller II	\$23,880
Pharmacy Technician	\$25,622
Data Entry Clerk I	\$25,793
Retail Salesperson	\$25,815
Day Care Center Teacher	\$29,275
Roofer	\$29,773
Emergency Medical Technician	\$32,864
Bookkeeper	\$35,632
Loan Officer/Counselor	\$36,682
Land Surveyor I	\$37,383

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Low and Moderate Income Occupations (Aug. 2004)	
Electrician I	\$38,490
Legal Secretary	\$42,344
RBUSD Teacher (Group 3, Step 3)*	\$43,191
Dietician	\$48,894
RB Firefighter (mid-range)**	\$50,004
RB Police Officer (mid-range)**	\$51,156
Registered Nurse	\$54,494

Source: www.salary.com.

*City of Redondo Beach Unified School District, salary for 2002-2003 school year

**City of Redondo Beach

Providing for increased housing opportunities along Catalina Avenue is consistent with the regional growth strategy adopted by the Southern California Association of Governments to maintain existing neighborhoods while locating new, more affordable, housing along transportation arterials and in obsolete commercial and industrial areas. Implementation of the regional strategy will help reduce traffic congestion by allowing more people to live closer to work, by increasing use of transit, and by creating pedestrian-friendly areas enabling residents to walk to shops and other uses.

- Implementation of the Housing Element of the General Plan. In requiring the General Plan to include a Housing Element, the State of California has declared:

"The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order" [California Government Code Section 65580(a)].

"Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community" [California Government Code Section 65580(d)].

The Housing Element is required to provide sufficient zoning opportunities for private development to fulfill the City's identified share of the regional housing need for all income groups. The 1998-2005 Housing Element identifies Redondo Beach's fair share of housing need as 919 total units, with 50% of the units affordable to moderate, low and very low income households. During this period the city has had a net increase of 856 total units (an average of 122 units per year or an increase of less than ½ of 1% per year). None of the units constructed have been in the affordable housing categories. Projects approved since 2004 but not yet constructed include 15 moderate income senior units, 10 low income senior units, and 5 moderate income units for families.

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The Housing Element is the only element of the General Plan subject to certification by the California Department of Housing and Community Development (HCD). Each planning period the state has become more demanding on the policies and programs necessary for certification, and communities that have made good faith efforts to meet their housing needs will be at an advantage in this process. The next update to the Housing Element must be completed by July 1, 2008.

Without certification a community is at a disadvantage in defending law suits relating to provision of housing. Revisions to Housing Element law are periodically proposed to reward communities that meet their responsibility to provide new housing, including affordable housing, and to penalize communities that do not provide sufficient opportunities to achieve regional housing objectives. For example, SB 843, expected to be considered by the Legislature this year, would require a court, on a finding by HCD of non-compliance with Housing Element law, to levy a fine on the local government plus award attorney fees (for a noncompliant city with a population of 65,000, the fine under the proposed law would exceed \$16,000 per month).

It is expected that the state will continue to approve bills that take away local land use authority due to the failure of cities to adequately address housing needs. It can also be anticipated that communities providing for housing needs will receive priority when it comes to state grants for libraries, parks, transit, sewers, and other infrastructure.

Alternatives

Alternatives to the staff recommendation include the following:

1. Amend the zoning to be entirely consistent with the existing General Plan (C-2A for the King Harbor Plaza shopping center and C-5 for the remainder of the corridor). This is the same as the staff recommendation, except for the mid-portion of the corridor.
2. Amend the General Plan to be consistent with the existing zoning (CC Catalina Corridor zone, permitting a maximum of 55 units per acre).
3. Zone the King Harbor Plaza shopping center C-2A, and the remainder of the corridor RMD.
4. Approve the Planning Commission recommendation (same as the staff recommendation except that all residential areas would be designated R-3A, with no areas designated RMD).

Buildout

Maximum buildout under the alternatives is summarized in Table 1. There is approximately 212,000 square feet of existing commercial/industrial square footage on the subject properties. The existing General Plan allows a total of 335,000

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square feet of total commercial development or about 118,000 square feet more than the Planning Commission and staff recommended alternatives. The existing "CC Catalina Corridor" zoning permits a maximum of 725 residential units compared to a maximum of 82 units under the staff recommended alternative.

Maximum Buildout	Max. Commercial Sq. Ft.	Max. Residential Units
1. Existing General Plan (C-5 and C-2)	335,000	0
2. Staff Recommendation	217,000	82
3. Existing zoning (CC Catalina Corridor zone*)	0	725
4. RMD south of N. Gertruda Avenue and C-2 north of N. Gertruda Avenue	177,000	113
5. Planning Commission Recommendation (all residential R-3A)	217,000	66

* The CC Catalina Corridor zone alternatively permits maintaining the existing 157,000 sq. ft. of commercial floor area in the King Harbor Plaza and permitting 300 residential units in the remainder of the corridor.

Traffic impacts

Traffic impacts for the five alternatives are summarized in Tables 2 and 3 below (the numbers reflect total maximum buildout including existing development). The existing General Plan allows the greatest amount of commercial development and as a result generates almost 5,000 more daily trips and almost 300 more p.m. peak hour trips than buildout under the staff recommendation.

Daily Trip Generation with Max. Buildout	Total Weekday Trips
1. Existing General Plan: C-2 Shopping Center (ITE 820) C-5 Specialty Retail (ITE 814)	7,600 7,002
Total	14,602
2. Staff Recommendation C-2 Shopping Center (ITE 820) C-5 (or C-3) Specialty Retail (ITE 814) R-3/RMD (ITE 230)	7,600 1,773 481
Total	9,854
3. Existing zoning (CC Catalina Corridor zone)	
Alternative of 725 dwelling units: Total	4,249
OR	OR
Alternative of 157,000 sq. ft. King Harbor Shopping Center (ITE 820) + 300 dwelling units (ITE 230): Total	8,500
4. RMD south of N. Gertruda, C-2 north of N. Gertruda C-2 Shopping Center (ITE 820) RMD (ITE 230)	7,600 662
Total	8,262

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5. Planning Commission Recommendation	
C-2 Shopping Center (ITE 820)	7,600
C-5 (or C-3) Specialty Retail (ITE 814)	1,773
R-3 (ITE 230)	387
Total	9,760

Table 3	
Peak Hour Trip Generation with Max. Buildout	P.M. Peak Trips (1 hr. between 4 and 6 p.m.)
1. Existing General Plan:	
C-2 Shopping Center (ITE 820)	664
C-5 Specialty Retail (ITE 814)	428
Total	1092
2. Staff Recommendation	
C-2 Shopping Center (ITE 820)	664
C-5 (or C-3) Specialty Retail (ITE 814)	108
R-3/RMD (ITE 230)	43
Total	815
3. Existing zoning (CC Catalina Corridor zone)	
Alternative of 725 dwelling units: Total	377
OR	OR
Alternative of 157,000 sq. ft. King Harbor Shopping Center (ITE 820) + 300 dwelling units (ITE 230): Total	745
4. RMD south of N. Gertruda, C-2 north of N. Gertruda	
C-2 Shopping Center (ITE 820)	664
RMD (ITE 230)	59
Total	723
5. Planning Commission Recommendation	
C-2 Shopping Center (ITE 820)	664
C-5 (or C-3) Specialty Retail (ITE 814)	108
R-3 (ITE 230)	34
Total	806

Source: Trip Generation, 7th Edition, Institute of Transportation Engineers. C-2 buildout = about 177,000 sq. ft. and C-5 (or C-3) buildout = about 158,000 sq. ft. under the existing General Plan and about 40,000 sq. ft. under the staff recommendation. Maximum residential units is 79 under the staff recommendation and 113 under Alternative 4. Shopping Center (ITE use 820) generates 42.94 daily trips/1,000 s.f.; 1.03 trips/1,000 s.f. between 7-9 a.m.; 3.75 trips/1,000 s.f. between 4-6 p.m. Specialty Retail (ITE use 814) generates 44.32 daily trips/1,000 s.f.; no information on trip generation between 7-9 a.m.; 2.71 trips/1,000 s.f. between 4-6 p.m. Residential Condominiums (ITE Use 230) generates 5.86 daily trips/unit; 0.44 trips/unit between 7-9 a.m.; 0.52 trips/unit between 4-6 p.m.

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Although the existing General Plan designations result in the greatest traffic impacts, maintaining the commercial designations for 70% of the area (the King Harbor Plaza shopping center and the area along Broadway) is appropriate as discussed previously. Replacing industrial and commercial buildings with residential use in the mid-portion of the corridor not only heals the surrounding residential neighborhood as discussed previously, but also substantially reduces potential traffic impacts. Alternative 5 (limiting the residential to R-3A) results in 16 fewer units and 9 fewer peak hour trips compared to the staff recommendation. Given this minor difference, traffic impacts are not a significant issue in considering the alternative residential designations abutting Catalina Avenue.

Environmental Review

The Initial Environmental Study (IES) prepared for the proposed amendments concluded that the amendments would not have a significant effect on the environment, and therefore a Negative Declaration should be prepared pursuant to the California Environmental Quality Act of 1970, as amended. The IES was noticed and circulated for public review and comment from October 20, 2005 to November 10, 2005, pursuant to Chapter 3, Title 10 of the Municipal Code.

It is recommended that the City Council adopt Negative Declaration No. 2005-10-IES-ND-008 prepared for the proposed amendments. The Negative Declaration includes the Initial Study, comments received during the public review period, and responses to those comments (attached).

It is interesting to note the response to a comment relating to the contention that the IES relies on the 1992 General Plan EIR and that the traffic numbers since that time would have increased substantially. While the IES uses the traffic analysis discussed above and does not rely on the 1988 base year traffic data in the 1992 EIR, it is not the case that traffic has increased significantly in the project area since that study. In fact, Caltrans traffic counts on PCH north of Torrance Boulevard show average daily traffic volumes are actually less now than in 1988 (see table below). This is because traffic in Redondo Beach is most impacted by regional through-traffic and the location of jobs and commercial uses. The traffic levels on PCH correspond to employment numbers for the South Bay which declined sharply with the economic downturn and loss of aerospace jobs in 1991. Although since 1993 the job base has slowly increased, there were still about 78,000 fewer jobs (14% fewer jobs), in the South Bay in 2004 than in 1991 according to the Los Angeles Economic Development Corporation.

The relationship of jobs and traffic indicates the importance of providing a wider range of housing types near jobs. Enabling more workers to live in or near the community where they work would reduce regional traffic while providing other community benefits (i.e. enabling people to have more time for involvement in community activities, allowing

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teachers to spend more time with students, and increasing the ability of public safety workers to respond to emergencies).

Daily Traffic Volumes, Pacific Coast Hwy		
	Redondo Beach	Hermosa Beach
	PCH north of Torrance Blvd.	PCH north of Pier Avenue
1970	26,000	25,500
1978	33,000	38,000
1984	34,000	39,000
1988	45,000	50,000
1995	42,000	44,000
2000	40,000	44,000
2004	42,500	47,000
Annual Caltrans Traffic Volume Count Results (AADT Average Annual Daily Traffic Volumes)		

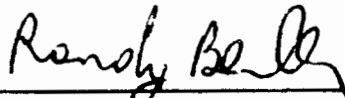
COORDINATION

The proposed ordinance was approved as to form by the City Attorney.

FISCAL IMPACT

The cost for processing amendments to the Coastal Zoning Ordinance, LUP, General Plan, and Harbor/Civic Center Specific Plan is included within the Planning Department's portion of the adopted 2005-06 Annual Budget and is part of the department's annual work program.

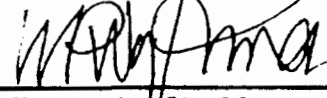
Submitted by:



Randy Beller
Planning Director

rberler

Approved for forwarding by:



Office of the City Manager

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Attachments:

- Powerpoint presentation (11 slides)
- Ordinance No. 2976-06 (Alternatives A and B) amending the Zoning Map
- Ordinance No. 2977-06 amending the Coastal Zoning Ordinance
- Resolution No. CC-0601-5 adopting Negative Declaration No. 2005-10-IES-ND-008
- Proposed resolution amending the General Plan and Harbor/Civic Center Specific Plan
- Proposed resolution amending the Coastal Land Use Plan map
- Negative Declaration No. 2005-10-IES-ND-008
- Planning Commission Resolution No. 2005-11-PCR-071
- Minutes, public hearing before the Planning Commission, November 17, 2005
- Staff report to Planning Commission, November 17, 2005
- Photos of existing sites
- Correspondence

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