Traditional (Grid Block Pattern)
Homes aligned along a grid street system, with one and two story single family residential units. (Note, areas where the street grid responds to barriers such as utility easements and grade changes are still considered part of a traditional neighborhood grid.)

Example 1: North Redondo
El Nido

Example 2: South Redondo
The Avenues
TYPOLOGIES: RESIDENTIAL - SINGLE FAMILY

Example: Golden Hills

Narrow Lot
(Narrow Grid Block Pattern)
Narrow residential lots aligned along a grid street system, with tall and skinny single family residential units.

Example: Santa Maria Avenue

Zero Lot Line
(Detached Homes Built to Property Line)

Example: Faye Lane & Susana Avenue

Suburban Neighborhood
(Street Network Defined by Cul-de-Sacs)
**Example 1: North Redondo**
Between Artesia Boulevard, Ripley Avenue, and Aviation Boulevard

**Traditional**
(Grid Block Pattern with Mix of Single Family and Multi-Family - Neighborhoods with Similar Scale)

**Example 2: South Redondo**
South of High School / North of Torrance Boulevard

**Example: Catalina Avenue**

**Corridor**
(Block Pattern with Mix of Single Family and Multi-Family - Variation in Scale Oriented Toward Catalina Avenue)
**TYPOLOGIES: RESIDENTIAL - MULTI-FAMILY**

**Example: Avenue G**

**Low-Rise**
(Grid Block Pattern with Heights up to 4 Stories)

**Example: Esplanade**

**High-Rise**
(Grid Block Pattern with Heights up to 10 Stories)

**Example: The Village**

**Planned Development**
(Clustered Units - Internalized Street Pattern)
**Example: Riviera Village and Surrounding Area**

**Multi-Tenant Commercial:**
**Pedestrian-Oriented**
(Traditional Shopping Center)

Pedestrian-oriented commercial zone that is not part of a larger corridor. Typically, building frontages abut the sidewalk, with on-street parking, parking in the rear, or offsite parking.

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**Example: Shopping Center**

**Multi-Tenant Commercial:**
**Auto-Oriented**
(Traditional Shopping Center)

Auto-oriented commercial area that is not part of a larger corridor. Typically, big box and in-line shops are separated from the street by large surface parking lots.
**Corridor Commercial: Auto-Oriented Multi-Tenant Commercial**
(Traditional Shopping Center)
Auto-oriented commercial area that is part of a larger corridor. Typically, big box and in-line shops are separated from the street by large surface parking lots.

**Example: Pacific Coast Highway**
Redondo Shores Shopping Center | Southwest Corner of Beryl and Pacific Coast Highway

**Corridor Commercial: Auto-Oriented with Deep Lots**
Auto-oriented commercial area that is part of a larger corridor. Typically, small and medium freestanding and in-line shops are separated from the street by surface parking lots.

**Example: Pacific Coast Highway**
Between Palos Verdes and Prospect
Corridor Commercial: Auto-Oriented with Shallow Lots
Auto-oriented commercial area that is part of a larger corridor. Typically, small freestanding and in-line shops are separated from the street by narrow surface parking lots, or primary building entrance faces side parking lot.

Example: Artesia Boulevard
Between Ruxton and the Utility Easement

Corridor Commercial: Pedestrian-Oriented
Pedestrian-oriented commercial corridor. Typically small, shallow, buildings that front the sidewalk, with on-street parking, rear parking, offsite parking, or small surface lots at the front or side that do not impede pedestrian access.

Example: Artesia Boulevard
Between Utility Easement and Rindge
TYPOLOGIES: NON-RESIDENTIAL

Regional Commercial
Self-contained commercial area with internal circulation serving many neighboring communities.

Example: The Galleria

Large Block Industrial & Business Park
Large office and industrial buildings with surface parking, and internal circulation.

Example: The Industrial District