Redondo Beach General Plan Update

GENERAL PLAN ADVISORY COMMITTEE MEETING 4
LAND USE EXERCISE DISCUSSION GUIDE

CORRIDORS

A Artesia Boulevard

1. Describe the corridor’s predominant existing land uses. Note if there are significant differences at nodes or internal locations.
   - Mix of commercial uses including, restaurants, retail, hospitality (motel), and a little office.
   - Small chain stores, banks, and national fast food with adjacent or rear surface parking.
   - Newer mixed-use development and library at corner of Green Lane and Artesia.
   - Uses near the Galleria are more auto-oriented.
   - Open space access to park/trail along transmission lines.

2. Describe the existing General Plan land use designations for the corridor, principally permitted uses, and densities. Differentiate the following sub-areas: Galleria Transition, Pedestrian-Oriented Community-Serving, Mixed-Use Corridor, and Community and Highway-Oriented (see GP, p. 2-26). Refer to the applicable Development Typology category to illustrate what is currently permitted.
   - Current GP breaks the corridor into 4 sub areas:
     o Sub-area 1: Commercial C-4. Intended to function as a transitional area between the Galleria and the Artesia corridor. The area has been identified for higher intensity of development due to its high level of activity.
     o Sub-area 2: Pedestrian-Oriented Commercial C-2-PD. This central portion of the corridor is intended to create an environment that will foster pedestrian circulation among businesses once a person has arrived. Buildings should be oriented toward the street and buildings should be situated close to the sidewalk. Appropriate uses include, book stores, apparel stores, specialty retail, restaurants and food stores.
     o Sub-area 3: Mixed-Use MU-1. Permits standalone commercial but also allows the option of vertical mixed-use (residential over commercial). A pedestrian-oriented character is encouraged.
     o Sub-area 4: Commercial C-2: Applies to three separate segments of the corridor. Intended to accommodate basic “highway commercial”. In addition to retail and general commercial uses in this area include auto-related and stand-alone offices.

*See subarea map on next page.
3. Ask whether these land use designations and development typologies reflect the committee's intention for future development, or whether others would be more appropriate.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.
B Aviation Boulevard

1. Describe the corridor’s predominant existing land uses.
   - Predominantly office with mix of other commercial uses.
   - Retail and residential at corner of Aviation and Artesia.
   - Larger strip retail centers closer to Prospect Avenue.

2. Describe the existing General Plan land use designations for the corridor, principally permitted uses, and densities. Refer to the applicable Development Typology category to illustrate what is currently permitted.
   - Corridor is C-2: highway-oriented commercial.
   - The intent of the C-2 designation in this area is to guide development for a locally-serving commercial corridor containing a diversity of retail, personal service, office, and similar uses which are primarily oriented to the needs of nearby residents.
   - General Plan also includes policies to enhance the quality and appearance of future development.

3. Ask whether this land use designation and development typology reflects the committee’s intention for future development, or whether another would be more appropriate.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.
1. Describe the corridor’s predominant existing land uses. Note the land use differences along its length (automotive, retail, and office).
   - Predominantly medical office.
   - Other non-residential uses include restaurants, car wash, and convenience stores.
   - Blvd is auto-oriented.

2. Describe the existing General Plan land use designations for the corridor, principally permitted uses, and densities. Note requirements for development to reflect a “village” character. Refer to the applicable Development Typology category to illustrate what is currently permitted.
   - Two different levels of intensity east and west of Irena Ave.
   - West: C-3- Transitions to higher intensity with greater mix of uses at Pacific Coast Highway.
   - East: C-2- geared toward highway-oriented commercial.
   - The intent of designations in this area are to provide for the continued development of Torrance Boulevard as a local-serving commercial corridor containing a diversity of uses which are primarily oriented to the needs and accessible to nearby residents.

3. Ask whether this land use designation and development typology reflects the committee’s intention for future development, or whether another would be more appropriate.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.
Pacific Coast Highway

1. Describe the corridor's predominant existing land uses. Note the land use differences at nodes and at internal locations.
   - Variety of uses span the PCH corridor including auto-oriented retail, commercial, some office and residential.
   - Corner uses are predominately auto-oriented commercial (convenience store/pharmacy, quick serve restaurants, etc.
   - Midblock housing has been developed in a variety of densities.

2. Describe the existing General Plan land use designations for the corridor, principally permitted uses, and densities. Differentiate the sub-areas [see bullets and map below] designated for pedestrian-oriented commercial (GP, p. 2-44), community and highway-serving commercial (GP, pgs. 2-47 bottom and 2-57), high density residential (GP, pgs. 2-49 and 2-51), and mixed-use (GP, p. 2-53) as well as civic-related uses (GP, p. 2-56 and 2-57). Refer to the applicable Development Typology category to illustrate what is currently permitted.

Current GP breaks the corridor into a few sub areas.
   - Subareas 1, 2, and a portion of 4 are discussed as part of PCH North and South below (an area of confirmation).
   - Subarea 3: C2-PD- Intent is to maintain and enhance the existing modest scale, pedestrian-oriented development.
   - Subarea 4: C2- Intent is to continue with low-intensity, highway-oriented commercial development. Shape of parcels in this subarea area may constrain development.
   - Subareas 5 & 6: RH- Allows for multiple family residential, up to 28 du/acre.
   - Subarea 7: MU-3- Intent is to provide for development of a higher intensity pedestrian-oriented activity node containing community-oriented commercial uses and/or mixed-use (residential and commercial uses).
   - Subarea 8: MU-2 and C-3-PD- Intent is to provide for the development of parcels adjacent to the Civic Center for uses which relate to and/or are induced by governmental activities and adjacent residential clusters.

*See map on next page.
3. Ask whether these land use designations and development typologies reflect the committee's intention for future development, or whether others would be more appropriate.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.

Pacific Coast Highway North

NOTE: DISCUSSION ONLY IF THIS SUB-AREA CONFIRMED AS AN OPPORTUNITY AREA FOR CHANGE.

1. Describe the corridor's predominant existing land uses.
   - Community-serving commercial (grocery, convenience stores, pharmacy, restaurants, banks, auto shop, etc.).
   - Institutional– Civic Center (Library, Police, and City Hall) and High School
   - Some office (medical and professional).
   - This area includes the King Harbor Gateway Sign.

2. Describe the existing General Plan land use designation for the corridor, principally permitted uses, and densities (Community and highway-serving commercial [GP, pg. 2-47 top]) and civic-center related (GP, p. 2-56). Refer to the applicable Development Typology category to illustrate what is currently permitted.
   - Subarea 4: C-2– Low-intensity, highway-oriented commercial development. Intent is to provide for the development of community- and highway-oriented commercial uses which are accessible to local residents and compatible with adjacent residential areas.
   - Public and Institutional: Lands owned by public agencies, special use districts, and public utilities. The intent of this designation is to provide for the continuation of existing and expansion of governmental use, recreation, public safety, human
service, cultural and educational, infrastructure, and other public land uses and facilities to support the City.

3. Ask whether this land use designation and development typology reflects the committee’s intention for future development, or whether others would be more appropriate.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.

**Pacific Coast Highway South**

NOTE: DISCUSSION ONLY IF THIS SUB-AREA CONFIRMED AS AN OPPORTUNITY AREA FOR CHANGE.

1. Describe the corridor’s predominant existing land uses. Note land use differences south and north of Palos Verdes Boulevard.
   - South of Palos Verdes: Strip commercial (retail, restaurants, and professional office) and mixed-use development (SF detached residential over retail).
   - North of Palos Verdes: Across from Riviera Village, capitalizes on ped-oriented environment and community-serving commercial multi-story buildings transitioning to lower-scale shopping center and auto serving uses at Avenue G.

2. Describe the existing General Plan land use designations for the corridor, principally permitted uses, and densities. Differentiate the sub-areas designated for high-intensity commercial north of Palos Verdes Boulevard (GP, p. 2-43) and mixed-use south of Palos Verdes Boulevard (GP, p. 2-39), and civic-center related (GP, p. 2-55). Refer to the applicable Development Typology category to illustrate what is currently permitted.
• Subarea 1, South of Palos Verdes: MU-3—This area was designated for mixed use development because of its suitability for development of this scale. The intent of the designation here is to provide for the development of community-serving retail and office commercial and mixed-use projects integrating residential with commercial uses.

• Subarea 2, North of Palos Verdes: C-4—High intensity community commercial. The intent is to provide for community- and neighborhood-oriented commercial uses in a pedestrian-scaled “village” environment compatible with adjacent residential.

3. Ask whether this land use designation and development typology reflects the committee’s intention for future development, or whether others would be more appropriate.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.
**West 190th Street**

**NOTE:** DISCUSSION ONLY IF THIS SUB-AREA CONFIRMED AS AN OPPORTUNITY AREA FOR CHANGE.

1. Describe the corridor's existing mix of land uses.
   - Mobile homes, office, light industrial, apartments, single-family homes.
   - Predominantly corner retail/commercial with midblock residential (apartments and SFR) between Phelan Lane and Hawthorne Blvd.
   - Light industrial, mobile homes and office from Meyer to Phelan.

2. Describe the current General Plan land use designations for the corridor, principally permitted uses, and densities. Refer to the applicable Development Typology category to illustrate what is currently permitted.
   - This area is not a focal point of the current General Plan, it is guided by the land use designations called out below. There are not specific objectives or polices tailored to West 190th Street. *See land use designations Table 2 for description of other uses as well as (GP, p. 2-23–24 [res], p. 2-79 [comm] and p. 2-80-81 [indust]).

3. Ask whether these land use designations and development typologies reflect the committee's intention for future development, or whether others would be more appropriate.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.
Industrial District, North of Manhattan Beach Blvd

- Describe the area’s existing mix of land uses. Note the location of the Metro Green Line Station.
  - Area includes a Metro Green-line station, industrial/aerospace business park, hotel (adjacent to 405), commercial uses at corner of Manhattan Beach Blvd are community serving (includes a gas station, 99 cent store, a few medical offices, etc.).
  - East of the 405: The commercial shopping center has an anchor grocery store with other retail and restaurant uses with an adjacent motorcycle dealership.

2. Describe the current General Plan land use designations for the area, principally permitted uses, and densities. Refer to the applicable Development Typology category to illustrate what is currently permitted.
  - Emphasis for this area is on high tech industries within an industrial park setting, that allows for diversity of compatible uses.
  - I-1 continues the existing campus-park, larger scale developments.
    - Other uses may include warehouse retail, ancillary commercial, and amusement centers, vehicle sales and services, and hotel/motel.
    - Height of up to 110 feet is allowed in this designation
  *See land use designations Table 2 for description of other uses as well as (GP, p. 2-79 [comm] and p. 2-80-81 [indust]).

3. Ask whether these land use designations and development typologies reflect the committee’s intention for future development and to consider the appropriateness of other development opportunities to take advantage of the transit station.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.

GPAC LAND USE EXERCISE DISCUSSION GUIDE
1. Describe the area’s existing mix of land uses. Particularly, note the older residential units located west of Kingsdale Avenue and the Galleria site. Note that a plan has been submitted for the revitalization of the South Bay Galleria property itself and is being processed for entitlement. Indicate that further discussion of the uses for this site will not be considered tonight, as this is a separate process that will be completed prior to the General Plan. Also discuss the potential development of a rail transit station near the existing transit center and the opportunity for new development to capitalize on its presence.
   - Regional Mall, shopping center (Sprouts, Target, etc.), light industrial (logistics company, public storage, etc.), convenience store/pharmacy (Walgreens @ Artesia and Hawthorne).

2. Describe the existing General Plan land use designations for the area, principally permitted uses, and densities. Refer to the applicable Development Typology category to illustrate what is currently permitted.
   - Intent is to provide for the continued use of the Galleria at South Bay and surrounding properties as a primary center of regional-serving commercial uses, and provide for the development of mixed-use projects integrating residential with commercial uses; allowing for increase in development which enhance economic vitality and improve character as a pedestrian-oriented activity center.
   - Identifies to integration of multiple-family units because of its proximity to transit, shopping, and services.
   - Policies call special attention to the design of new development related to massing, pedestrian circulation, linkages between developments, and integration with transit facilities.
3. Ask whether these land use designations and development typologies reflect the committee's intention for future development and to consider the appropriateness of other development opportunities to take advantage of the transit station.

4. If the latter, request the group to identify their recommended typology and apply a color dot on the plan map for its location.