The current general plan allows:

Commercial and Residential Uses: community and highway neighborhood serving commercial (C-1 and C-2) uses at intersections with low density single-family (R-1) and medium density multi-family (R-3) residential between. The medium density multi-family designation (RMD), on the west end, allows for the existing mobile home park.

The C-1 and C-2 designations allow for retail commercial, restaurants, drug and grocery stores, professional offices, personal services, and similar uses.

Industrial Uses: Light industrial (I-2) uses allowed on the west side of the corridor near Mary Ann Drive and Meyer Lane. The I-2 designation allows for light industrial, research and development, “office park” facilities, manufacturing associated aerospace systems, supporting commercial, educational and governmental facilities and daycare centers.

Other Considerations:
Although the residential designation fronting along 190th Street is medium density multi-family residential (R-3); the existing residential uses are largely single family residences consistent with an R-1 designation.

The intent of this option is to maintain the current planned land uses with allow refinements to complement the adjacent residential uses (in Redondo Beach) and the commercial and residential uses across the street in Torrance.

Commercial and Residential Uses: Retain the current commercial and residential areas but consider a change at the intersection 190th Street and Inglewood Avenue.

This option could replace the commercial at the intersection of 190th Street and Inglewood Avenue with the same medium density multi-family residential (R-3) designation that is allowed in other areas of the corridor.

Industrial Uses: Maintain industrial designations near Meyer Lane and 190th Street and adjacent to Mary Ann Drive.

Creative/Tech Uses: This option reimagines 190th as a creative industry/tech corridor that continues to allow light industrial uses but would introduce primarily office and business park uses at the corridor’s core. The larger-scale creative office uses that make good neighbors to residential uses businesses that produce excessive noise, odors, and other nuisances would not be permitted.

Res/Commercial Uses: Limited multi-family residential and neighborhood serving commercial are retained at both the east and west entries to the corridor. In this option, existing residential uses would be allowed to remain in place, but could transition to mobile homes and/or townhomes. However, the development of large-scale mobile homes as shown in this option, the City would need to identify residual residential units elsewhere to stay compliant.

A residential project near Fisk Lane [20 townhomes] was recently approved and will likely not transition to creative industry/tech uses during the 20-year lifespan of this Plan.
The current general plan envisions Aviation Boulevard as a low-rise commercial “village”.

Commercial Uses: Accommodate local-serving highway-oriented retail (C-2), office, service, and similar uses to meet the needs of nearby residents.

Residential Uses: Two medium density multi-family (RMD) areas front the corridor: one at the corner of Artesia Boulevard and the other between Goodman and Stanford Avenues.

**Option A: Commercial/Office/Mixed Use**

This option would change some existing commercial areas to integrate strictly office uses, a combination of commercial and office uses and allows for mixed use (residential uses located on top of retail or office uses).

Office Only: Transition commercial only uses at Artesia Boulevard to office only uses.

Combination of Commercial/Office Uses: On the east side of the corridor, local-serving highway-oriented retail (C-2), office, service, and similar uses to meet the needs of nearby residents. No residential would be allowed here (existing uses could remain).

Mixed Use: Allow for vertical mixed use (residential on top of retail or office) on the west side of the corridor.

Residential Only: Two medium density multi-family (RMD) areas front the corridor: one at the corner of Artesia Boulevard and the other between Goodman and Stanford Avenues. No change to these areas is proposed.

**Option B: Commercial/Office**

This option maintains commercial uses as the focus of the Boulevard.

Commercial/Office Uses: Allow for commercial and office uses in corridor.

Retail only uses would be prioritized north of Carnegie Lane adjacent to Artesia Boulevard.

Office uses could be integrated, but south of Carnegie Lane only.

Residential Uses: Maintain all existing medium density residential areas.
Artesia Boulevard

Current General Plan

The current general plan allows for a variety of uses that transition along Artesia Boulevard. Current designations allow for corridor community/local serving and highway commercial (C-2) flanked by mixed-use (MU-1) near Aviation Boulevard and intensive commercial (C-4) near the Galleria.

Commercial Uses: These areas generally allow for small scale retail commercial, restaurants, grocery and drug stores, professional offices above the first floor (C-2), personal services, and similar uses as well as overnight accommodations and movie theaters (C-2 and C-4).

Mixed-Use: allows for similar commercial uses to C-2 and allows residential units on the second floor and higher integrated with commercial at a density of 35 dwelling units per acre (MU-1).

Option A: Mixed-Use at the Gateways

As a vital neighborhood serving corridor and gateway to the City, this option continues to allow for future mixed use (residential and commercial) development while balancing commercial and office uses with the adjacent residential neighborhoods:

- From Aviation Boulevard to Blossom
  Maintain a mixed-use designation (commercial and residential) on the west end.

- From Blossom to the SCE Easement
  Introduce the potential for mixed-use (commercial and residential) as the corridor transitions to the surrounding neighborhoods and the Galleria area on the east end.

An institutional/civic designation would be applied to the library.

Option B: Commercial & Office

As the primary corridor that serves North Redondo, this option focuses on commercial uses and envisions the following:

- West End - Aviation Boulevard to SCE Easement
  Allows a mix of retail and office with an emphasis on retail (should be priority).

- East End - SCE Easement toward Galleria
  Office uses would be more strongly encouraged helping to transition auto-oriented uses from the Galleria to pedestrian-oriented uses along Artesia.

In this option, existing residential uses may remain, but no new residential or mixed-use (residential over retail) development would be permitted along this corridor. An institutional designation would be applied to the library site.
The current general plan uses in this corridor serve as a gateway and transition from Redondo Beach into the City of Torrance. A small mixed-use area (MU-3) near the intersection of PCH which transitions to commercial (C-3), and community neighborhood and highway commercial (C-2) moving east toward the City of Torrance.

Mixed-Use: The MU-3 designation allows for vertical mixed-use (residential over commercial and community commercial)

Commercial Uses: Uses such as restaurants, drugstores, professional offices, personal services, retail and similar uses are allowed here, with the more intense commercial development located closer to PCH.

Residential Uses: One single-family residential (R-1) parcel fronts Torrance Boulevard on the south side at South Lucia Avenue.

**Option A: Transition Retail to Office**

Moving east from PCH this option would encourage retail near the PCH intersection and then transition to low-scale office only uses moving eastward toward the City of Torrance.

Commercial/Office Combination Uses: Retail uses are envisioned to be more intense near PCH, drawing on drive-by traffic, transitioning to less intense (smaller scale retail and office buildings) toward the middle of the corridor. The lower-scale retail is intended to provide support to the surrounding neighborhoods (in comparison to larger-scale buildings that would be found closer to the highway-oriented commercial envisioned near PCH).

Office Only Uses: This area would provide a cluster of office only uses and is intended to provide connections and support to the neighborhoods and create a pedestrian friendly environment.

**Option B: Office with Supporting Retail**

This option allows for a mix of low scale office and retail uses, with office being the primary use with limited ground floor retail to support the offices uses envisioned here. The intent is to provide connections and support to the neighborhoods and create a pedestrian friendly environment.

The primary difference in this option (compared to Option A) is that office and retail/commercial uses would be co-mingled throughout the corridor, versus separating them into the west and east portions of Torrance Boulevard.
**Current General Plan**

- **Commercial Uses**: The current general plan allows for two areas of commercial at varying intensities. North of the 405 Freeway, larger community-oriented commercial is planned. Commercial at the intersection of Manhattan Beach Boulevard and Inglewood Avenue is smaller in scale and designed to support the industrial and office uses to the west.
- **Industrial Uses**: The majority of this focus area is designated with light industrial (I-1) which allows for research and development, “office park,” manufacture of spacecraft and associated aerospace systems, supporting commercial uses, restaurants, banks, and similar uses in the heart of this district.
- **Utility Uses**: A utility easement runs through this area providing access for Metro and Southern California Edison. Currently multiple nurseries and parking lots are located within the utility easement, which could potentially accommodate future recreational uses.

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**Option A: Refine Current General Plan**

In this option the majority of the uses would be maintained with some minor refinements:

- **Industrial Uses**: The industrial and business park uses in place today would remain, however, future allowable use descriptions would also encourage tech and campus development to attract and retain this job center in an ever changing market.
- **Commercial Uses**: Clean up for zoning consistency would change the parcel at the corner of Manhattan Beach Boulevard and Inglewood Avenue to a designation that is more appropriate for multitenant commercial uses (consistent with the development that is there today).
- **Utility Uses**: Parcels between the SCE easement, Metro Green Line, and the 405 Freeway as well as the parcels north of the 405 to the northern boundary of the City would also change in this option to a commercial designation that would better support the long-term use of the sites as hotels and/or other freeway oriented commercial uses.

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**Option B: Create a Transit-Oriented District**

This option envisions the creation of a transit-oriented district that integrates jobs, housing and retail.

- **Integrate New Residential Uses**: Recognizing the area’s future potential because of its proximity to the existing (and possible future extension of) the Metro Green Line through the City, this option explores the possibility of doing something different and introducing residential to the area. A medium multi-family or possibly high-density residential designation could benefit from the proximity to the Metro station and employment center and provide an opportunity to reduce vehicular trips due to their location near transit.
- **Industrial Uses**: Retain some industrial uses to maintain the City’s industrial jobs base (there are limited areas within Redondo Beach that can accommodate these job-generating uses).
- **Retain Commercial Uses**: Commercial uses would remain at the corner of Manhattan Beach Boulevard and in areas north of the 405 Freeway. Industrial designations/uses would also be maintained at the corner of Redondo Beach Avenue, between the Metro easement and 405.
Galleria District: Kingsdale Neighborhood

Current General Plan

Option A: Residential Only

This option would transition the area for residential use. Residential Uses: This option would increase the density allowed for the majority of the area to a low density multi-family neighborhood, providing housing to complement future development in the other areas of the Galleria District.

Option B: Higher Density Housing

This option would transition the area for residential use to a higher density while maintaining commercial uses along Artesia Boulevard. Residential Uses: This option would increase the density allowed for the majority of the area to a high density multi-family neighborhood, providing housing to complement future development in the other areas of the Galleria District.

Other Considerations:
The area also abuts a Metro easement. As Metro expands service through the South Bay area that easement is being considered as a possible future Green Line extension with a potential stop near the planned relocated transit station south of this area.
The current general plan designates the northern portion of PCH as community and highway commercial (C-2) along both sides of the corridor with adjacent industrial, civic, and residential uses.

**Commercial Uses:** This designation allows for uses such as retail commercial, restaurants, grocery and drug stores, professional offices, personal services, and similar uses as well as overnight accommodations (hotels) and movie theaters.

To the west of the corridor (along North Catalina Avenue) a more intense commercial (C-5) designation allows for personal and business services, offices, and many of the same uses in C-2. However, this designation also allows for auto sales, car washes and similar more intense commercial uses.

**Industrial Uses:** Adjacent to C-5 a light industrial (I-2) designation allows for research and development, office park facilities, and supporting commercial uses.

**Public/Civic Uses:** The public or institutional use at the corner of Broadway Avenue and Diamond Street allows for governmental uses, such as City Hall and the Library which exist there today.

One option to slightly refine the current general plan was explored for this area:

**Commercial Uses:** Maintain the east side of the corridor low-scale highway-oriented commercial, allowing for the same type of uses found in the area today (no change to these uses).

**Combination Commercial & Office Uses:** The west side of the corridor would maintain the existing commercial uses identified in the general plan, but benefit from a designation that prioritizes retail or multi-tenant commercial centers since the parcels are appropriate for larger-scale retail.

**Elimination of Industrial Use:** This option also recommends the removal of the industrial land use west of Catalina to replace it with a combination of commercial and office uses (does not include any residential in these areas).

**Residential Uses:** Properties that currently are built with low density multifamily residential uses in this corridor would be maintained, and the appropriate multi-family low density designation would be applied to them to reflect the uses that are on the ground

**Civic Uses:** A civic/institutional use would also be maintained for the corner of North Broadway Avenue and Diamond Street.
The current general plan allows for a variety of uses along this stretch of PCH corridor. Moving south from the high school a high-density residential designation (RH) at up to 28 dwelling units per acre flanks both sides of PCH. From Garnett to Pearl Street the designation changes to mixed-use (MU-3), allowing for highway-oriented commercial uses with residential units on the 2nd floor or above.

The corridor transitions to community and highway-commercial (C-2) allowing for uses such as retail commercial, restaurants, grocery and drug stores, professional offices, personal services, and similar uses as well as overnight accommodations and movie theaters and is interspersed with residential (single-family residential, duplexes, townhomes, condominiums, and apartments) within the medium density multi-family residential designation (RMD).

There are two areas of public/institutional uses: the corner of Vincent Street (Redondo Beach Unified High School) and the southeast corner of Knob Hill Avenue and PCH (new assisted living project).

The corridor transitions to community and highway-commercial (C-2) allowing for uses such as retail commercial, restaurants, grocery and drug stores, professional offices, personal services, and similar uses as well as overnight accommodations and movie theaters and is interspersed with residential (single-family residential, duplexes, townhomes, condominiums, and apartments) within the medium density multi-family residential designation (RMD).

There are two areas of public/institutional uses: the corner of Vincent Street (Redondo Beach Unified High School) and the southeast corner of Knob Hill Avenue and PCH (new assisted living project).

Refine current general plan at PCH and Torrance. This option would refine the current general plan by maintaining the majority of the uses along PCH with the exception of mixed-use (commercial and residential), which would be eliminated except at the intersection of Diamond Street and PCH adjacent to City Hall and across from the high school.

The area from Garnett Street to Pearl, originally identified as mixed-use in the general plan would change to a combination of commercial and office (residential units above commercial would not be permitted as they were previously).

Instead, a pedestrian-oriented commercial hub at the intersection of Torrance and PCH would be created, extending one block south to Ruby Street. All uses in other areas of the corridor would continue as designated in the current general plan.

Create a mixed-use corridor. This option would create a mixed-use corridor from Vincent Street to Knob Hill Avenue, allowing for residential and commercial uses to be located side by side or in vertical mixed-use buildings (residential on the second floor and above).

All uses in other areas of the corridor would continue as their current general plan designation (no change).
The current general plan allows for community and highway-oriented commercial (C-4) uses south of Avenue G as PCH approaches Riviera Village.

**Commercial Uses:** This intensive commercial designation allows for uses such as retail commercial, restaurants, grocery and drug stores, professional offices, personal services, and similar uses as well as overnight accommodations and movie theaters similar to C-2 but at a potentially larger development scale.

**Mixed Use:** At Palos Verdes Boulevard, the corridor changes to mixed-use (MU-3) along PCH allowing for similar commercial uses and residential units on the second floor and above at a density of 35 dwelling units per acre.

**Option A: Extend the Mixed-Use Corridor**

Extend the mixed-use corridor north and west of Palos Verdes Boulevard.

**Mixed Use:** Given the location of this area, far from transit and freeway access, the intent of this option is to create a live-work environment where local businesses and owners, employees, etc. would have the chance to live close to work. This option would create a mixed-use corridor starting from Elena Avenue South to the City border.

The mix of residential and commercial uses could be applied horizontally (side by side) or in vertical mixed-use buildings (residential on the second floor and above). If selected, this option would be discussed further to clarify the appropriate balance between residential and commercial uses.

**Residential Uses:** The adjacent medium density residential would provide a transition from the mixed-use corridor to neighboring single-family homes.

**Commercial Uses:** The allowed commercial uses near Riviera Village would remain the same.