Agenda

- Opening Remarks
  - Call to Order
  - Roll Call
  - Salute to Flag
- Approval of the Order of Agenda & Consent Calendar
- Public Comment (Session 1)
- Announcements & Updates (Staff and Consultant team)

*continued next slide*
Agenda (cont’d)

- Draft Artesia and Aviation Corridors Area Plan (AACAP)
  - Presentation
  - Large Group Discussion
- Legislative and Regional Housing Needs Assessment (RHNA) Update
- Next Steps
- Public Comment (Session 2)
- GPAC Referrals to Staff
- Adjournment

Public Comment
Session 1
Announcements and Updates

• Buildout/Land Plan
  • Buildout “Methodologies” and “Definitions” will be utilized in the development of the Environmental Impact Report (EIR)

• LHMP
  • Public Safety Commission Meeting to review: October 21, 2019
  • Last day to comment October 31, 2019

Purpose of the Meeting

• Review of Artesia and Aviation Corridors Area Plan
  • Did we get it right?
  • Is there anything that should be added or refined?
  • Discuss substance tonight
  • Reach GPAC consensus on the ideas in Area Plan generally and any proposed changes

• Next steps:
  • Incorporate GPAC revisions into AACAP and present recommendations to the community (early 2020)
    • Online survey & community meeting at location on Artesia Blvd.
    • Forward to Planning Commission and City Council for review and adoption
Draft
Artesia and Aviation Corridors
Area Plan
(AACAP)
AACAP

Background

Why Study the Corridors?

The City, GPAC, community members, and other stakeholders recognized:

The Artesia and Aviation Corridors are North Redondo’s most prominent commercial hubs.

but

The Corridors have not kept pace with the commercial transformation seen in other areas of the City.

and

The Corridors do not reflect the community’s contemporary vision.
Prior Planning Efforts

- Artesia Vitalization Strategy (2013)
- Artesia and Aviation Revitalization Committee (2018-2019)

REVIEW OF PRIOR EFFORTS FOUND:
- Many prior suggestions remain relevant
  - Applicable actions / strategies are folded into the AACAP
- Implementation was difficult due in part to:
  - Lack of local advocacy, action, and ownership of recommendations
  - Long-term owners with little debt and low vacancy
  - Low-scale development standards
  - Limited change since originally developed

Concurrent Planning Efforts

- General Plan Update (2017 – 2020)
  - Citywide Market Analysis (2017)
  - Land Use Recommendations (Informed by GPAC, Artesia-Aviation Revitalization Committee and community feedback)

RELEVANT FINDINGS FROM GENERAL PLAN UPDATE:
- Citywide Market Analysis found:
  - Retail demand in the City was likely to decline (consistent with national trends)
  - There was an unmet need for new and improved office space in the City
- Land Use / Policy Recommendations based on:
  - GPAC discussions
  - Artesia-Aviation Revitalization Committee
  - Community input
GPAC Recommendations

POLICY / STRATEGY / ACTIONS

- A pedestrian-focused environment
- A bike lane/ multimodal access along Artesia
- Enhanced neighborhood connectivity
- Alternative streetscape and street section design options
- Opportunities to create temporary or permanent gathering spaces along the Corridors (streetlet/parklet)

LAND USE PREFERENCES

- Commercial (office/restaurant priority)
- No new residential
- No new mixed use (with residential and commercial uses)
- Non-residential development should retain 2 story limit
- Increase FAR to 0.60 on Artesia Corridor
- Organic Growth

AACAP Analysis

LOT-BY-LOT LAND USE REVIEW FOUND:

- Disorganized land use patterns / mix of uses largely do not serve local community
- High ratio of "service-oriented" uses do not foster pedestrian activity or generate sales tax revenue

PARKING UTILIZATION STUDY FOUND:

- There is currently an excess of parking, but it is inefficiently utilized partly due to private, on-site parking requirements
- Efficient parking should be 85% utilized
  - AACAP area on-street parking is 68% utilized
  - AACAP area off-street is 50% utilized

DEVELOPMENT FEASIBILITY AND PROFORMA ANALYSIS FOUND:

- Near-term development is unlikely to occur without changes that allow developers to build additional square footage or additional height.
Challenges

- **Existing mix and location of uses**
  Do not foster pedestrian activity or meet the needs of most residents
  - Nearly half of available commercial sq. ft. is a service / automotive use

- **High land values**
  Limit feasibility of redeveloping property

- **Current regulations**
  Limit size of buildings and do not foster pedestrian activity

- **Shallow lots**
  Limit size buildings and are difficult to park

- **Low vacancy**
  Creates low incentive to reinvest

- **Inefficient parking (private lots that can’t be jointly used)**
  Results in excess parking in some areas and shortages in others

- **Difficult to implement revitalization strategies**

Opportunities

- **Improve the Mix and Location of Uses**
- **Encourage Reinvestment**
- **Improve the Pedestrian Environment**
- **Establish an Identity**
- **Enhance Existing Gateways**
- **Improve Neighborhood Connectivity**
- **Establish More Efficient Parking**
- **Improve Mobility**
- **Enable Implementation**
AACAP Approach

Intent of AACAP

The AACAP is intended to guide and encourage change in the Corridors by:

- Providing a roadmap to activate, energize and revitalize the AACAP consistent with community desires for each Corridor:

**THE ARTESIA CORRIDOR**
Become the “Main Street,” serving the North Redondo community

**THE AVIATION CORRIDOR**
Become a secondary, local-serving neighborhood hub that supports adjacent residents and the Artesia Corridor
Crafting the Area Plan

• A series of smaller interventions are required to realize a change:
  • Multiple strategies must be integrated, coordinated, and implemented concurrently
  • Private development and public investment will both be needed

• Change is likely to occur gradually over time (consistent with GPAC’s recommendation)
  • Organic development
  • Build off relationship to the Galleria, the SCE ROW and future Metro station

• Implementing the AACAP will ensure future changes are consistent with community desires

• There is no singular solution that will address all or most of the issues facing the Corridors

What We Wanted the AACAP to Do

What does the community want in the Corridors?

How do you make a pedestrian corridor?

How do we pay for it?

Policies

PLACEMAKING

More Restaurants

Encourage Reinvestment

Recommendations

Special Assessments

MOBILITY

Potential Street Sections

Programs

Impact Fees

Design Guidelines

Minimal Changes to Intensity Levels

Organic Growth

FUNDING

Grants

Streetlets

Who’s Responsible?

IMPLEMENTATION

Timing

More Professional Offices

Changes to Development Code

Why isn’t redevelopment happening?

Minimal Changes to Intensity Levels

Who’s Responsible?
What the AACAP Does

- PLACEMAKING
  - Establishes Desired Role of Each Corridor
  - Strategies
  - Best Practices

- MOBILITY
  - Recommendations / Actions
  - Design Standards / Guidelines

- FUNDING
  - How to fund and maintain improvements

- IMPLEMENTATION
  - Resource for City Staff and Officials to prioritize, budget, and plan
  - Consolidates actions with estimated time, responsible party, and relative cost

How the AACAP Will be Used

- Adopted by City Council resolution
- A consolidated tool to inform City-lead actions:
  - Strategic planning/ prioritizing / budgeting
  - Interdepartmental partnerships
- Standards/guidelines in the AACAP will be referenced in the zoning standards and General Plan
  - Guidance for predictable private development
  - Flexibility to incentivize desired businesses (Professional Office / Restaurant)
Placemaking-Key Concepts

- Activity Nodes
  - Facilitate a clustering of complementary uses
- Preferred Uses
  - Professional office / restaurant
- Improved Development Feasibility
  - Increase FAR
  - Relax parking requirements
    - Integrated private lots
    - Allow more shared parking
Placemaking - Key Concepts

• Active Sidewalks
  • Expand Sidewalk Dining Program

• Engaging Storefronts
  • Design Guidelines

• Identity & Streetscape Enhancements
  • Establish Business Improvement District (BID)
  • Establish a brand

• Improved Connectivity
  • Improve pedestrian access to neighborhoods and between businesses

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Mobility - Key Concepts

• Streetlets
  • Convert street segments to temporary or permanent open space

• Improved Connectivity
  • Improve walking conditions & safety
  • Improve bicycle / other mobility device access

• Improved Transit
  • High quality bus stops
  • Future trolley service

• Parking
  • Relax parking requirements
  • Shared parking
  • “Park Once” strategy
AACAP Elements

- Cluster Complementary and Preferred Uses and prioritize more robust Public Improvements in smaller areas of the AACAP

ACTIVITY NODE

STREETLET

GATEWAY

Streetlets

- Areas where street segments are closed off and converted to temporary or permanent open space.

TWO STREETLET LOCATIONS WERE IDENTIFIED BASED ON:

- Topography Was the street too steep for a streetlet?
- Existing driveway access Would closing the street cut off access to private property?
- Transit Would closing the street impact an existing bus line?
- Approved development projects Would closing the street restrict access to an approved project?
- Activity Nodes Would the location of the streetlets help to activate an identified Activity Node?
Streetlets - Green Lane

Green Lane Streetlet
- Community Services Department-Police Substation, North Library
- Across street from Senior MU Development (Montecito), other higher density residential
- Proximity to small office, restaurants, services

Streetlets - MacKay Lane

MacKay Lane Streetlet
- Adjacent strip commercial centers with mix of uses including numerous small restaurants;
- Higher residential density nearby on Mathews
- Proximity to small scale office-services
- Across from larger lot for sale
Activity Nodes

Create localized destinations by:

- Breaking long Corridors down into pedestrian-friendly nodes
- Clustering complementary and preferred uses
  - Build off existing clusters of preferred uses
  - Build off existing clusters of community-oriented uses
- Building energy around streetlets, SCE right-of-way improvements, connections to the Galleria, and future Metro Station
- Prioritizing identity elements and other public improvements in Activity Nodes
- Establishing a BID to promote development within Activity Nodes and promote the desired “brand” of the Corridors

FLAGLER-BLOSSOM ACTIVITY NODE

Flagler Lane to Blossom Lane includes:
- Green Lane Streetlet
- Library, Senior Services, and Community Services
- Senior Mixed-Use Development
Activity Nodes

MacKay Lane to Felton Lane includes:
- MacKay Lane Streetlet
- SCE Right-of-way (future connection to Galleria)
- Existing preferred uses

Improve Development Feasibility

- Increase FAR along the Artesia Corridor
- Reduce on-site parking requirements (for Preferred Uses in Activity Nodes)
- Facilitate a low-cost loan program (for Preferred Uses)
- Reduce permitting fees (for Preferred Uses in Activity Nodes)

In Activity Nodes:
- Reduction in parking requirements for Preferred Uses
- Prioritize / offer larger low-cost loans
- Reduce permitting fees for Preferred Uses
Activate the Sidewalk

- Outdoor Dining
- Retail Displays
- A-Frame Signs

Encourage active uses by:
- Allowing preferred active uses
- Incentives
- Design Guidelines

In Activity Nodes
- Prioritize incentives for projects with outdoor dining
- Pilot outdoor retail display program
- Allow A-Frame Signs

Engaging Storefronts & Frontages

- Façade Articulation
- Transparency
- Canopies, Awnings, & Shading Devices
- Screening

Encourage engaging storefronts with:
- Incentives
- Design Guidelines

In Activity Nodes:
- More pedestrian-friendly measures in design guidelines
- Prioritize & increase incentives
Storefront Improvement Program

- Existing city-sponsored program offers:
  - Mini Grants: Paint, signage, awnings
  - Significant Improvements: structural upgrades, window replacement, ADA compliance
  - Same as above, but for multi-tenant buildings

Current Program Includes Matching Grants at three levels:
- $2,500 Mini Grants
- $10,000 Significant Improvements
- $15,000 Multi-Tenant

In Activity Nodes:
- Prioritize grants
- Offer larger grants for compliance with Design Guidelines & Signage Master Plan

Grant Recipients

- 2417 ARTESIA BLVD
  - $10,000 Grant for:
    - Façade Overhaul
Storefront Improvement Program

• Grant Recipients

2228 ARTESIA BLVD
$4,450 Grant for:
• Mural
• Anti-Graffiti Sealer

2614 ARTESIA BLVD
$2,500 Grant for:
• Replace Broken Planter
• Drought-Tolerant Plants
• Irrigation
Identity & Streetscape Enhancements

- Craft a Brand
- Incorporate Identity Elements into streetscape
  - Gateways
  - Banners
  - Wayfinding
  - Public Art
- Unify Business Signage

in Activity Nodes:
- Prioritize public improvements

Gateways

BIG LOTS RETAINING WALL – AVIATION BOULEVARD GATEWAY OPPORTUNITY

EXAMPLE OF POTENTIAL GATEWAY TREATMENT
Banners & Wayfinding

- Banners
- Wayfinding

Public Art

- Median Art
- Murals / Mosaics
- Functional Art
  - Street Furniture

Impact Fees (Galleria Funds)

Public Grant Programs

Partnerships with non-profits / private developers (Galleria Gateway)
Business Signage

- Unify Business Signage with:
  - Signage Master Plan (Standards / Guidelines)
  - Incentives

In Activity Nodes:
- Prioritize grants / loans
- Offer larger grants / loans for compliance with Signage Master Plan

Improve Connectivity

- Establish new pedestrian routes by removing barriers in parking areas
  - Full-block pass-throughs
  - Provide connections to multifamily
  - Remove barriers between parking

Design Guidelines require pedestrian access where feasible and safe
Municipal Code update to allow pedestrian pass-throughs
## Improve Walking Conditions

- Reduce frequency of curb-cuts
  - Design guidelines require shared drives when feasible.
- Install mid-block crossings
- Combine crosswalks with bulb-outs
- Enhance crosswalks

In Activity Nodes:
- Install Artistic Crosswalks if maintenance funding can be guaranteed

## Improve Bicycle / Other Mobility Access

- Install more bicycle parking
- Convert nearby residential streets to Bike Boulevards
- Install Bike Lanes along the Corridors

In Activity Nodes:
- Prioritize Bicycle Parking
- Provide Designated Parking Areas for Secondary Mobility Devices
Artesia Blvd - Existing

Artesia Blvd – Conceptual Illustration with Bike Lane
Artesia Blvd - Conceptual Illustration without Parking

Artesia Blvd - Considerations for Adding a Bike Lane

Issues for consideration:
- Reducing median to 10 feet
  - Potential impacts to tree health
- Removing on-street parking lanes
  - Reduces total parking
- Removing raised medians at each left-turn pocket
  - Could replace with bollards
- Would require Circulation Element Update
  - Reduce required lane widths given classification
  - Add bicycle infrastructure / reconcile with South Bay Bicycle Master Plan
Improve Transit

• High-Quality Transit Stops
• Trolley Service between Galleria and AACAP
  (long range – after Metro station is operational)

Parking

• Relax Parking Requirements
  • Encourage Shared Parking on Private Lots
  • Establish Ride Share Pick-Up and Drop-Off Areas
  • Establish Public Shared Parking (“Park Once” Strategy)
Funding Priorities

• Prioritize public investment that enhances the pedestrian experience to:
  • Encourage people to access corridors on foot/bike/etc.
  • Leverage private investment in Activity Nodes
  • Leverage momentum from nearby projects
    (Galleria, SCE right-of-way, future Metro Station)
Funding Key Strategies

- Special Assessment Districts
  - Business Improvement District (BID)
  - Parking Benefit District (PBD)
- Impact Fees
  - John Parsons Public Art Fund
  - Others
- Grant Programs

A PBD could be funded by:
- In-lieu parking fees
- Parking meter fees

Potential Incentives

- City-sponsored grant programs
  - Storefront Improvement Program
- Low-cost financing programs
- Expedite permitting
- Reduce permitting fee
- Relaxed parking standards

Prioritize these incentives for:
- Preferred Uses (office and restaurants); and
- Projects within Activity Nodes

- Implement In-lieu parking fees
  In-lieu fees should be allowed in areas within ¼ mile of shared parking (shared parking should be within or near Activity Nodes)
Implementation

- Resource for City Staff and Officials to budget and plan
  - Consolidates actions with estimated time, responsible party, relative cost, and associated strategy described in the AACAP

<table>
<thead>
<tr>
<th>Implementation Action</th>
<th>Potential Funding Sources</th>
<th>Timeframe</th>
<th>Responsible Department &amp; Other Partnerships</th>
<th>Relative Cost</th>
<th>Related Strategies</th>
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<tbody>
<tr>
<td>PM 1</td>
<td>General Fund</td>
<td>Short Term</td>
<td>Waterfront Economic Development / NIDMAY</td>
<td>$</td>
<td>Establish Activity Nodes</td>
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<tr>
<td>PM 2</td>
<td>General Fund</td>
<td>Short Term</td>
<td>Planning</td>
<td>$</td>
<td>Establish Activity Nodes</td>
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<tr>
<td>PM 3</td>
<td>Partner with The Los Angeles Local Initiative Support Corporation (LA LISC), Housing and Economic Development Council (HEDC), or other programs to establish loan programs and support new business and small businesses.</td>
<td>Midterm</td>
<td>Waterfront Economic Development / NIDMAY</td>
<td>$</td>
<td>Establish Activity Nodes</td>
</tr>
</tbody>
</table>

Large Group Discussion
Questions

- Does the document reflect the conversations, issues identified, and recommendations generated by the GPAC?
- Activity Node locations – do these make sense?
- Are there other ideas or strategies that should be included in the document?
- Other feedback / comments

Proposed Revisions

- Placemaking
- Mobility
Proposed Revisions

- **Funding**
- **Implementation**

Consensus

- Confirm content and proposed revisions for:
  - Placemaking (Chapter 3)
  - Mobility (Chapter 4)
  - Funding Mechanisms (Chapter 5)
  - Implementation (Chapter 6)
Announcements and Updates

• RHNA/SCAG Update
  • Allocation pending – anticipated early 2020

• SB330 (Housing Crisis Act of 2019)
  • Prohibits the City from enacting a development policy, standard, or condition that would have the effect of changing the general plan land use designation or zoning of a parcel to:
    • A less intensive use*
    • Reduce the allowed intensity within an existing district*
  • Allows the City to make above changes if concurrent changes to the density elsewhere in the City ensure no net loss in total residential capacity*
  • Passed by State Assembly and Senate on September 6, 2019
  • Pending Governor’s Signature

*compared to what was allowed on January 1, 2018

Announcements and Updates (cont’d)

• How RHNA allocation and SB330 may affect next steps of GP

• SB330 (pending the Governor’s signature)
  Adds complexity to analysis of the existing No Net Loss housing laws (SB166) and will require significant study before we know definitively what will need to be revisited by GPAC.
Public Comment
Session 2

Next Steps
Process to Arrive at a Land Use Plan

Evaluation & Analysis of Focus Area Options

Guiding Principles & Focus Areas

Develop Citywide Land Use Map

Selection of Land Use Plan to Evaluate in EIR

Community Workshop #1
- Vision
- Guiding Principles
- Focus Area Options
  - Survey
- Parks and Recreation
  - Survey

Community Workshop #2
- Feedback on Proposed Land Use Plan
- Parks and Recreation
- Artesia and Aviation Corridors

GPAC 20: Draft Artesia and Aviation Corridors Area Plan (September)

Local Hazard Mitigation Plan (LHMP) Public Safety Commission Review (October 21st); 60-day Public Review (ends October 31st)

GPAC 21: Review and Comment: General Plan Goals & Policies - Parks, Recreation, and Open Space (Tentative: Early December)
### Tentative Schedule (cont’d)

**Winter/Spring 2020**

<table>
<thead>
<tr>
<th>Event</th>
<th>Details</th>
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<tbody>
<tr>
<td><strong>Community Meeting 2:</strong></td>
<td>Presentation of Artesia and Aviation Corridor Area Plan Recommendations</td>
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<tr>
<td></td>
<td>DRAFT RHNA allocation released (Anticipated January / February)</td>
</tr>
<tr>
<td><strong>Park &amp; Recreation Commission Meeting:</strong></td>
<td>To Review General Plan Goals &amp; Policies - Parks, Recreation, and Open Space (City Staff to facilitate)</td>
</tr>
<tr>
<td><strong>Park &amp; Recreation Commission Meeting:</strong></td>
<td>Evaluate potential impacts of DRAFT RHNA allocation and SB 330 on Land Use Plan**</td>
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<tr>
<td><strong>Planning Commission/City Council:</strong></td>
<td>Review and adopt Artesia and Aviation Corridors Area Plan</td>
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<td></td>
<td>Potential revisit of GPAC Land Use Plan recommendations (dependent on DRAFT RHNA allocation and SB 330) - requires City Council authorization</td>
</tr>
<tr>
<td><strong>Community Meeting 3:</strong></td>
<td>Presentation of Land Use Plan - requires City Council authorization</td>
</tr>
<tr>
<td><strong>Planning Commission/City Council:</strong></td>
<td>Review Draft Land Use Plan approve for study in environmental documents (initiate technical studies)</td>
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<tr>
<td><strong>EIR Scoping Meeting</strong></td>
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*Several of these items are expected to progress concurrently during this time.*

**Critical Path Item: this tentative schedule will be refined after the impacts of RHNA & SB 330 are evaluated**

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### Tentative Schedule (cont’d)

**Spring/Summer 2020**

<table>
<thead>
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<th>Event</th>
<th>Details</th>
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<tbody>
<tr>
<td><strong>GPAC 22:</strong></td>
<td>General Plan Goals &amp; Policies – Land Use</td>
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<tr>
<td><strong>GPAC 23:</strong></td>
<td>General Plan Goals &amp; Policies – Any carry over items</td>
</tr>
<tr>
<td><strong>GPAC Review Draft General Plan Document:</strong></td>
<td>Land Use; Noise; Safety; Parks, Recreation &amp; Open Space - requires City Council authorization</td>
</tr>
<tr>
<td><strong>Community Meeting 4:</strong></td>
<td>Presentation of Land Use Plan, Updated Element Goals &amp; Policies, and EIR (Open House)</td>
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**Fall 2020/Winter 2021**

<table>
<thead>
<tr>
<th>Event</th>
<th>Details</th>
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<tbody>
<tr>
<td><strong>Planning Commission and City Council:</strong></td>
<td>Adoption Hearings</td>
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<td></td>
<td>Citywide Vote and Coastal Commission Review</td>
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Next Meeting (Tentative)

To Be Determined (Early December)
6:30 P.M.
Redondo Beach Public Library
Second Floor Meeting Room
303 N. Pacific Coast Highway
Redondo Beach, CA 90277

Please visit the project website: www.redondo.org/PLANredondo