Article XXVII Land Use Analysis

For Major Changes in Allowable Land Use Associated with the General Plan Update, August 2026

Prepared for:

City of Redondo Beach, California

June 18, 2026, Updated August 14, 2026

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Attachment 1 (Figure 2.3) Artesia and Aviation Boulevards | Zoning Ordinance Amended Text

DATE	June 18, 2026, Updated August 14, 2026
TO	Marc Wiener, Community Development Director
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FROM	Wendy Nowak, AICP, Principal (Planning)
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SUBJECT	Land Use Analysis – Major Changes in Allowable Land Use Associated with the General Plan Update, 2024 and 2026 Land Use Element Updates; Updated to reflect the modified project adopted by City Council on August 4, 2026
PROJECT	Redondo Beach General Plan, Zoning and LCP Update

Executive Summary:

PROJECT BACKGROUND AND PHASING

The City of Redondo Beach is undertaking a comprehensive update to its General Plan, Zoning Ordinance, and Local Coastal Program to modernize land use policies and comply with State housing law. Due to statutory deadlines, the City Council divided the adoption of these updates into two phases:

- 2024 Adopted Changes: Approved and adopted in November 2024, this phase included state-mandated Housing Element updates that upzoned specific properties to meet regional housing needs. To offset this increased capacity and comply with State law, the City concurrently adopted "Other Residential Changes" which reduced housing capacity or downzoned certain residential and mixed-use areas (e.g., in the Galleria and Coastal Mixed-Use areas). These “Other Residential Changes” (2024 Adopted Changes) are analyzed in a separate Article XXVII land use and traffic analysis.
- (2026 Adopted Changes): This phase encompasses comprehensive non-residential updates affecting industrial, commercial, and public/institutional[1] land use categories.
    - Modified Project: In accordance with Article XXVII, Section 27.4(b) of the City Charter—which requires that land use analysis information be updated no later than ten days following City Council approval if the Council has changed the project—this report has been revised to reflect the modified project adopted on August 4, 2026. Key revisions include deferring the Public and Institutional updates except for minor boundary amendments to three (3) school properties (Alta Vista, Franklin, and Lincoln Elementary). Since the City Council has deferred changes to the floor area ratio (FAR) for the Public/Institutional (PI) land use designations and the existing FARs for Public/Institutional land uses are unchanged at this time, the remaining minor changes to the designations at the three (3) school sites no longer falls within the definition of a “Major Change in Allowable Land Use” and therefore this land Use analysis no longer includes an analysis of this previously proposed amendment. The City Council has deferred to a

[1] The proposed floor area ratios (FARs) for the public/institutional land use designations were not adopted by the City Council on August 4, 2026. Additional discussions by the City Council on this matter have been deferred to a future date yet to be determined as of the date of this report. The existing FARs for the public/institutional remain unchanged and are established per the existing zoning ordinance, which in most cases is “subject to Planning Commission Design Review”. Although the proposed FARs for the public/institutional designation were not adopted by the City Council on August 4, 2026, the new PI-1 and PI-2 land use designations were adopted and some minor amendments to the boundaries of the PI-1 land use designations for three (3) school sites were amended to reflect school district ownership boundaries. These boundary changes are noted in a brief discussion late in this report.

future date not yet determined any potential changes to the FAR for the public institutional land use designations throughout the City.

- Exempt Housing Element Sites Impact Disclosure: Additionally, the report now incorporates the Exempt Housing Element Implementation Sites adopted in May 2026. Although these sites are expressly exempt from voter ratification pursuant to Article XXVII, Sections 27.6(h) and (i), they are integrated into the "Current Plan" baseline for the August 2026 adopted amendments. This ensures the report provides a comprehensive cumulative analysis of the collective impacts of land use changes, evaluating the August 2026 adopted updates against an accurate estimate of currently allowed development.

ARTICLE XXVII REQUIREMENTS (MEASURE DD)

Under Article XXVII of the City Charter, any "major change in allowable land use" must be ratified by a majority vote of the People. A major change is defined as any amendment that would significantly increase traffic, density, or intensity of use above the existing "as-built" condition (e.g., adding more than 40,000 square feet of non-residential floor area or 25 residential units); change a public use to a private use; or change a non-residential use to a residential or mixed-use resulting in a density greater than 8.8 dwelling units per acre.

AUGUST 2026 CITY COUNCIL APPROVED MAJOR CHANGES, FINDINGS, AND MITIGATION

This Land Use Analysis evaluates three primary groups of City Council approved land use changes. Because these proposed amendments would mathematically allow for significant increases in non-residential building intensity (Floor Area Ratio, or FAR) compared to the as-built condition, they qualify as major changes in allowable land use under Article XXVII.

1. Industrial Intensity

- Proposed Changes: The amendments increase the maximum building intensity in the I-1 and I-3 Industrial areas from 0.70 FAR to 1.00 FAR across 43 properties (~231 acres) located north of Manhattan Beach Blvd.
- Findings: While it is highly unlikely that all of these properties will develop to the maximum FAR, and no development projects are proposed at this time, this change to the general plan and zoning designations qualifies as a major change in allowable land use because it would mathematically allow for an additional 5,419,724 square feet of new non-residential development compared to existing as-built conditions. Specifically, this represents a potential increase of 4,815,557 square feet across the I-1 properties and 604,167 square feet across the I-3 properties.
- Mitigation: No land use mitigation is required. The amendments do not alter the permitted use types and continue to support the area's existing employment, commercial, and light industrial character, making them inherently compatible with existing and planned surrounding uses. Traffic impacts and mitigation are discussed separately in the August 2026 Traffic Analysis Report.

2. Artesia and Aviation Boulevards

- Proposed Changes: To incentivize corridor revitalization, properties currently designated C-2 and C-2-PD will transition to a new CN (within the Artesia and Aviation Area Plan (AACAP)) general plan designation and associated updates to the C-2 and C-2-PD zoning standards for properties within the AACAP boundaries. This raises the maximum building intensity from 0.60

FAR to 1.50 FAR, increases maximum heights to 45 feet (up to three stories), and introduces rigorous pedestrian-oriented architectural standards. Additionally, a new Rooftop Dining Ordinance permits rooftop dining (counted within the 1.50 FAR limit) and exempts these areas from additional parking requirements to encourage placemaking.

- Findings: While it is highly unlikely that all of these properties will develop to the maximum FAR, and no development projects are proposed at this time consistent with the proposed new standards, the significant increase in allowable scale and intensity qualifies as a major change in allowable land use, mathematically permitting an additional 2,455,471 square feet of development across the affected corridor segments compared to the existing as-built condition.
- Mitigation: To mitigate the increased height and massing, the ordinance mandates rigorous design standards including third-story step-backs, 20-foot residential buffers, variations in wall planes, and 70 percent ground-floor transparency. Rooftop dining impacts are mitigated through a required Administrative Use Permit, strict noise mitigation plans, downward-facing lighting, and a 20-foot setback from any residential zone. The City is preparing amendments to its standards for existing non-conforming residential uses that will remain non-conforming to ensure property owners can continue to maintain their homes. Traffic impacts and mitigation are discussed separately in the August 2026 Traffic Analysis Report.

3. PCH and Torrance Boulevard

- Proposed Changes: The amendments change 40 commercial properties along Pacific Coast Highway from C-2 to C-4, doubling the maximum allowable building intensity from 0.50 FAR to 1.00 FAR. This change from C-2 to C-4 includes the larger existing shopping centers along the northernmost section of the PCH corridor and a segment between Pearl and Ruby Streets. Additionally, one property on Torrance Boulevard will change from C-2 (0.50 FAR) to Public/Institutional PI-1 (0.75 FAR). This property is 3,951 square feet in area.
- Findings: While it is highly unlikely that all of these properties will develop to the maximum FAR, and no development projects are proposed at this time, the proposed changes collectively permit an additional 563,093 square feet of new non-residential development compared to as-built conditions and qualify as a major change in allowable land use. This includes increases along PCH of 262,767 sq ft (Catalina to Gertruda), 207,376 sq ft (Beryl to Carnelian), 53,936 sq ft (Pearl to Ruby, West side), 35,063 sq ft (Pearl to Ruby, East side), and an increase of 3,951 sq ft on Torrance Blvd.
- Mitigation: No specific land use mitigation is required because the C-4 zone allows the same types of commercial uses as the C-2 zone, aligning with the existing character of the corridors. However, the City is preparing amendments to its standards for non-conforming uses to protect the 13 existing residential units that will remain legally non-conforming under the new commercial zoning. Traffic impacts and mitigation are discussed separately in the August 2026 Traffic Analysis Report.

Introduction

ARTICLE XXVII OF THE CITY'S CHARTER

Redondo Beach voters approved Measure DD, which added Article XXVII, "Major Changes in Allowable Land Use," to the City Charter in November 2008. Article XXVII requires voter approval for major changes in allowable land use to the City's General Plan, Coastal Land Use Program, and/or the City's zoning ordinance. Section 27.2(f) of the City Charter defines a "major change in allowable land use" as any change that would 1) Significantly increase[2] traffic, density or intensity of use above the as-built condition, 2) Change a public use to private use, or 3) Change a non-residential use to a residential or mixed-use, resulting in a density greater than 8.8 du/ac.

On November 5, 2024, Redondo Beach voters approved an amendment to Article XXVII to exempt changes required to implement the city's Housing Element from the provisions of Article XXVII. On the same day, City Council approved amendments to the General Plan Land Use Element, which included Housing Element changes and "Other Residential Changes". Pursuant to Article XXVII of the City's Charter, an additional analysis was prepared to disclose the potential impacts of only the "Other Residential Changes" approved on November 5, 2024; this analysis was published on the City's website on November 14, 2024. The November 2024 land use and traffic analyses are again published on the City's website along with the August 2026 land use and traffic analyses.

It is the intent of City Council to bring both the November 2024 (Other Residential Changes) amendments and the August 2026 (Non-Residential Changes) amendments to voters in a single election on November 3, 2026.

November 2024 (Other Residential Changes)

The November 2024, "Other Residential Changes" include all changes that involved residential uses but were not required to implement the Housing Element. The November 2024 changes are described and analyzed in detail in the November 14, 2024 Land Use Analysis and November 2024 Traffic Report.

August 2026 (Non-Residential Changes)

The second phase, adopted by the City Council on August 4, 2026, includes non-residential changes to intensity and development standards in the City's Industrial areas north of Manhattan Beach Boulevard and the commercial corridors along Pacific Coast Highway, Torrance Boulevard, and Artesia and Aviation Boulevards. Additionally, the City Council approved land use clarifications and boundary amendments to align with ownership boundaries at three (3) school sites, Alta Vista Elementary School, Franklin Elementary (now Friendship Academy), and Lincoln Elementary.

Land use clarifications:

- On March 3, 2026, Council responded to a request from the School District to align General Plan and Zoning designations with ownership at three district-owned sites (Alta Vista Elementary, Franklin Park, and Lincoln Elementary). Council reviewed the properties identified and recommended the following land use approach:
    - Alta Vista Elementary: designate the area fenced from public access for the use of Alta Vista Elementary as Public/Institutional (PI-1) with P-SF zoning. Designate the publicly

[2] Section 27.2(c) of the City Charter defines a "significant increase," setting specific thresholds for traffic impacts, the number of new dwelling units (25), and the amount of new non-residential square footage (40,000 SF) that would be considered significant.

accessible portions that are maintained by the City as part of Alta Vista Park as Open Space with P-PRO zoning.

- **Franklin Park:** designate the area developed for the Friendship Campus as Public/Institutional (PI-1) with P-SF zoning. Designation of the publicly accessible portions that are maintained by the City as Franklin Park as Open Space with P-PRO zoning.
- **Lincoln Elementary:** designate the parcel north of the school site, used as the elementary school playground as Public/Institutional (PI-1) with P-SF zoning.

General Plan Update: August 2026 City Council Adopted Changes

AUGUST 2026 GENERAL PLAN UPDATE OVERVIEW

All land use changes required to implement the Housing Element are exempt from Article XXVII and have therefore been excluded from this analysis. The remaining land use changes adopted by the City Council on August 4, 2026, are subject to the provisions of Article XXVII, and an analysis of the proposed major changes in allowable land use is provided herein.

DESCRIPTION OF CITY COUNCIL ADOPTED GENERAL PLAN, ZONING ORDINANCE, AND LOCAL COASTAL PROGRAM MAJOR CHANGES IN ALLOWABLE LAND USE (AUGUST 4, 2026)

The major changes in allowable land use described below refer to amendments to the General Plan Land Use designations, which apply citywide. Corresponding amendments to the Zoning Ordinance, CLUP, and IP were also adopted to implement these changes in the City's inland and coastal areas, as applicable. While the implementing zoning and coastal designations may differ in name or structure from the General Plan land use designations, the allowable uses and intensities are consistent with and implement the changes described below.

Major changes in allowable land use can be divided into three groups:

1) Industrial Intensity. The Proposed Project increases the maximum intensity in the I-1 and I-3 Industrial areas from a floor area ratio (FAR) of 0.70 to 1.00 FAR.

2) Artesia and Aviation Boulevards. The Proposed Project changes the areas designated as C-2 and C-2-PD in the current General Plan to CN(AACAP). Consistent with the Planning Commission's recommendations, the Proposed Project amends the C-2 and C-2-PD zoning development standards within the Artesia and Aviation Corridors Area Plan (AACAP) boundary to increase the maximum building intensity from 0.60 FAR to 1.50 FAR, increase the maximum building height to 45 feet and up to three stories, and introduce new pedestrian-oriented architectural and design standards. Additionally, the Proposed Project introduces a new Rooftop Dining Ordinance that permits rooftop dining subject to an Administrative Use Permit and rigorous operational and noise mitigation standards. Any new rooftop dining square footage will count toward the total proposed 1.50 FAR requirement. Furthermore, to incentivize placemaking and corridor revitalization, rooftop dining areas located within the AACAP boundary are exempt from additional parking requirements.

3) PCH and Torrance Boulevard. The Proposed Project changes select commercial properties along PCH from C-2 to C-4, which allows for a higher maximum intensity, changing the allowed intensity from 0.50 FAR to 1.00 FAR. The Proposed Project also changes one property along Torrance from C-2 to Public Institutional (PI-1), increasing the maximum intensity allowed from 0.50 FAR to 0.75 FAR.

August 2026 Amendments and Comparison to As-Built and Current Plan

The following discussion summarizes the land uses and building densities and intensities that would be allowed under the amendments to the General Plan, Coastal Land Use Plan, Zoning Ordinance, and Coastal Land Use Plan Implementing Ordinance.

1. Industrial Intensity

Industrial Intensity | Affected Area

The affected area comprises 231.56 acres across 43 properties between Marine Ave to the North, Manhattan Beach Blvd to the South, Inglewood Ave to the East, and Aviation Blvd to the West. None of the affected areas are within the coastal zone.

Industrial Intensity | Proposed Amendments

The August 2026 proposed changes include revisions to the General Plan Land Use Definitions and Zoning Ordinance:

a. I-1 Properties. The August 2026 amendments propose to increase the maximum FAR for I-1 properties from 0.70 FAR to 1.00 FAR. This is identified in Table 2.1 of the proposed General Plan, and sections 10-2.1012, 10-2.1013, and 10-2.1014 of the Zoning Ordinance. No map changes are proposed; the General Plan land use designation on all 36 properties would remain I-1, while the Zoning designations would remain I-1 (18 properties), I-1A (9 properties), and I-1B (9 properties).

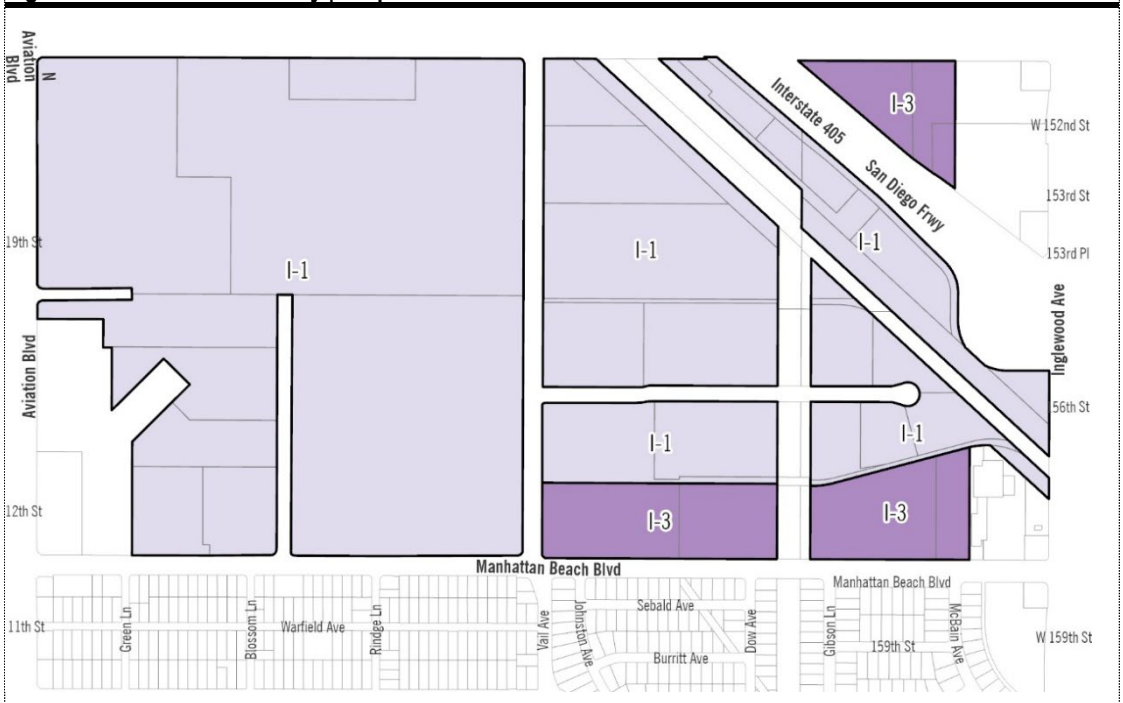
b. I-3 Properties. The August 2026 amendments propose to increase the maximum FAR for I-3 properties from 0.70 FAR to 1.00 FAR. This is identified in Table 2.1 of the proposed General Plan, and section 10-2.1022 of the Zoning Ordinance. No map changes are proposed; the General Plan land use designation on all 7 properties would remain I-3, while the Zoning designation would remain IC-1

The current and proposed land use and zoning designations shown in Figures 1.1a-1.1d illustrate that no map changes are proposed. Proposed changes to the General Plan text are shown in Figures 1.2a and1.2b, and proposed changes to the zoning ordinance are shown on Figure 1.3. All affected properties are outside of the Coastal Zone, so no edits to the LCP are proposed.

Figure 1.1a Industrial Intensity | Current General Plan [3]



Figure 1.1b Industrial Intensity | Proposed General Plan[2]



[3] *Figures 1.1a-1.1d illustrate the geographic extent of the proposed changes, but no map changes are associated with these revisions. Only the General Plan text and Zoning Ordinance are proposed to change.*

Figure 1.1c Industrial Intensity | Current Zoning Map [4]

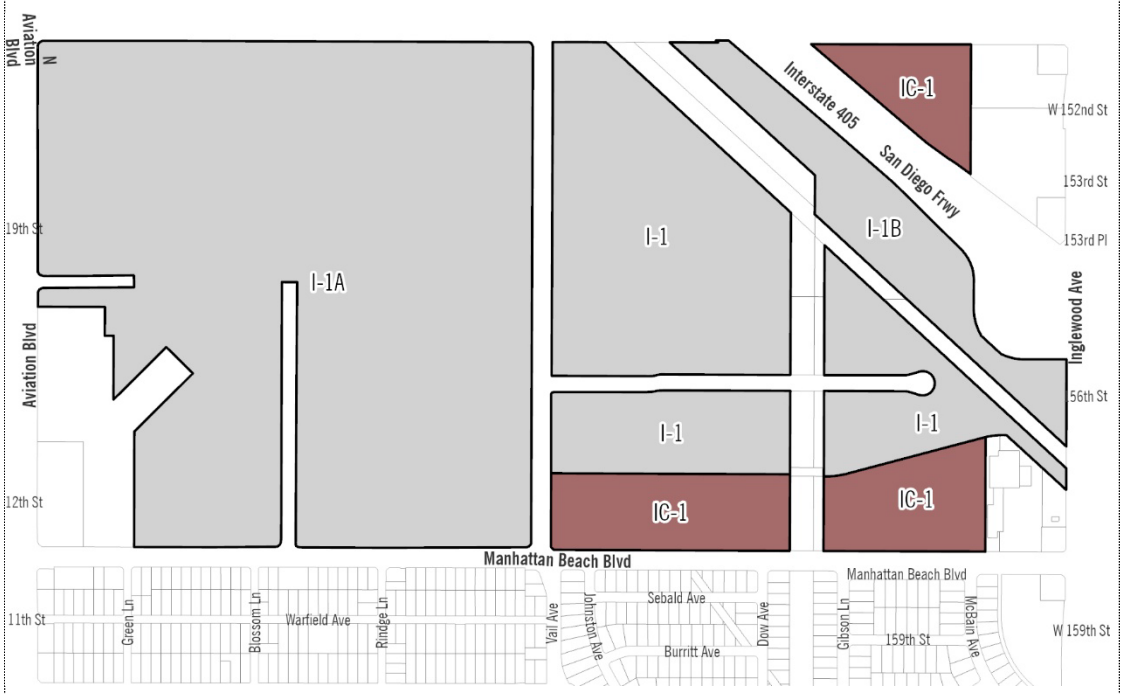
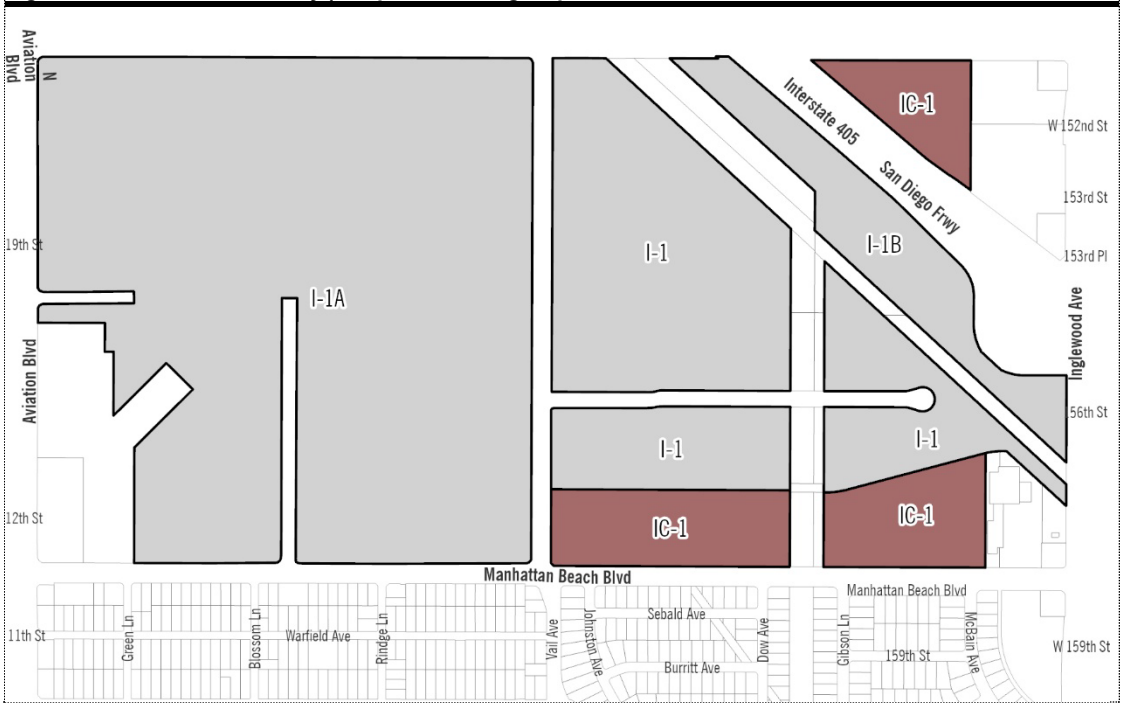


Figure 1.1d Industrial Intensity | Proposed Zoning Map[3]



[4] *Figures 1.1a-1.1d illustrate the geographic extent of the proposed changes, but no map changes are associated with these revisions. Only the General Plan text and Zoning Ordinance are proposed to change.*

Figure 1.2a Industrial Intensity | Current General Plan Text

TABLE 2 (Cont.)

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Industrial		Floor area ratio: 0.7.
I-1	Light industrial, research and development, "office park" facilities, manufacture of spacecraft and associated aerospace systems, supporting commercial uses (e.g., restaurants, banks, copiers, and similar uses), educational and governmental facilities, and day care centers.	
I-2	Uses permitted in I1.	Floor area ratio: 1.0.
I-3	Uses permitted in I1, and building material sales, furniture stores, vehicle sales and services, maintenance and repair services, restaurants, banks, photocopies, and similar uses.	Floor area ratio: 0.7.

Figure 1.2b Industrial Intensity | Proposed General Plan Text

Table 2.1: General Plan Land Use Designations

Land Use Designation	Maximum Density/Intensity	Description
I-1	FAR 1.00	Light industrial, research and development, "office park" facilities, manufacture of spacecraft and associated aerospace systems, supporting commercial uses (e.g., restaurants, banks, copiers, and similar uses), educational and governmental facilities, and day care centers.
I-2	FAR 1.00	Same uses as I-1
I-3	FAR 1.00	Same uses as I-1, and building material sales, furniture stores, vehicles sales and services, maintenance and repair services, restaurants, banks, photocopies, and similar uses.

Figure 1.3 Industrial Intensity | Zoning Ordinance Amended Text

AMENDMENT OF CODE §10-2.1012. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1012 shall be amended as follows *(proposed deletions shown as strike through text and proposed additions shown as underlined text)*:

Section 10-2.1012 Development standards: I-1 industrial zone.

Subsection (a) will be amended to read:

(a) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed ~~0.7~~ 1.0 (see definition of floor area ratio in Section 10-2.402).

AMENDMENT OF CODE §10-2.1013. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1013 shall be amended as follows *(proposed deletions shown as strike through text and proposed additions shown as underlined text)*:

Section 10-2.1013 Development standards: I-1A industrial zone.

Subsection (a) will be amended to read:

(a) The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed 1.0 ~~0.7, except that the F.A.R. may be increased to a maximum of 1.0 on individual lots subject to the approval of a development agreement containing provisions limiting the cumulative floor area ratio of all parcels in the zone to a maximum of 0.7~~. (See definition of floor area ratio in Section 10-2.402).

AMENDMENT OF CODE §10-2.1014. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1014 shall be amended as follows (proposed deletions shown as strike through text and proposed additions shown as underlined text):

Section 10-2.1014 Development standards: I-1B industrial zone.

Subsection (b) will be amended to read:

(b) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed ~~0.7~~ 1.0 (see definition of floor area ratio in Section 10-2.402).

AMENDMENT OF CODE §10-2.1022. Title 10, Chapter 2 (Zoning and Land Use) Article 2 Section 10-2.1022 shall be amended as follows *(proposed deletions shown as strike through text and proposed additions shown as underlined text)*:

Section 10-2.1022 Development standards: IC-1 industrial-commercial zone.

Subsection (c) will be amended to read:

(c) Floor area ratio. The floor area ratio (F.A.R.) of all buildings on a lot shall not exceed ~~0.7~~ 1.0 (see definition of floor area ratio in Section 10-2.402).

Industrial Intensity | Comparison to As-Built Condition

a. I-1 Properties

Existing development on the 36 properties (206.0 acres) where the August 2026 amendments of the GPU propose to increase the maximum Floor Area Ratio (FAR) includes a variety of employment, commercial, and other uses. Specifically, the current as-built condition comprises Northrop Grumman facilities, warehouse and logistics, information, business park, mixed industrial, hotel, gas station, mini storage, parking facilities, a park-and-ride lot serving the Metro station, and utility easements. Combined, the as-built development across these properties totals 4,156,807 square feet of non-residential building area. There are no existing residential dwelling units.

The proposed change would maintain the existing General Plan land use designation of I-1 and the Zoning designations of I-1, I-1A, and I-1B, but would increase the maximum building intensity allowed on all 36 properties from a floor area ratio (FAR) of 0.70 to 1.00 FAR. Under the proposed 1.00 FAR standard, up to 8,972,364 square feet of development would be allowed. If all properties in this area were fully redeveloped to the maximum allowed intensity, this would represent an increase of 4,815,557 square feet of non-residential uses compared to the as-built condition.

While this level of building intensity is unlikely to occur and no development projects are planned, this change would allow more than 40,000 square feet of new non-residential development to be built, compared to existing conditions, which qualifies as a major change in allowable land use.

b. I-3 Properties

Existing development on the 7 properties (25.6 acres) where the August 2026 amendments of the GPU proposes to increase the maximum FAR includes a variety of employment and commercial uses located east of Redondo Beach Avenue. Specifically, the current as-built condition comprises business park uses, Northrop Grumman facilities, manufacturing, warehouse/logistics, and information-type uses. Combined, the as-built development across these properties totals 509,977 square feet of non-residential building area. There are no existing residential dwelling units.

The I-3 designation, which is proposed to remain, exhibits strong consistency with the as built uses in this area, and directly supports the continuation and enhancement of the as-built uses. However, there is intentional divergence in one area. The proposed increase in building intensity from 0.70 FAR to 1.00 FAR would allow for up to 1,114,144 square feet of development, an increase of 604,167 square feet over the as-built condition.

While this level of building intensity is unlikely to occur and no development projects are planned, this change would allow for more than 40,000 square feet of new non-residential development compared to existing conditions, which qualifies as a major change in allowable land use.

Industrial Intensity | Comparison to Current Plan

a. I-1 Properties

Under the current plan, the 36 properties (206.0 acres) are designated with a General Plan land use of I-1 and Zoning designations of I-1 (18 properties), I-1A (9 properties), and I-1B (9 properties). The current maximum building intensity allowed for these properties is 0.70 FAR. Under these current standards, the maximum development potential across these properties is 6,280,655 square feet of non-residential building area, with no residential dwelling units permitted.

The proposed August 2026 amendments would maintain the existing General Plan and Zoning designations but increase the maximum building intensity from 0.70 FAR to 1.00 FAR. Under the proposed 1.00 FAR standard, a maximum of 8,972,364 square feet of non-residential development would be allowed. If all properties within this area were to be fully redeveloped to the maximum intensity allowed, this would represent an increase of 2,691,709 square feet of non-residential uses compared to the

maximum amount of development allowed under the current plan. No changes in the types of uses allowed are proposed.

b. I-3 Properties

Under the current plan, the 7 properties (25.6 acres) are designated with a General Plan land use of I-3 and a Zoning designation of IC-1. The current maximum building intensity allowed for these properties is 0.70 FAR. Under these current standards, the maximum development potential across these properties is 779,901 square feet of non-residential building area, with no residential dwelling units permitted.

The proposed August 2026 amendments would maintain the existing General Plan and Zoning designations but increase the maximum building intensity from 0.70 FAR to 1.00 FAR. Under the proposed 1.00 FAR standard, a maximum of 1,114,144 square feet of non-residential development would be allowed. If all properties within this area were to be fully redeveloped to the maximum intensity allowed, this would represent an increase of 334,243 square feet of non-residential uses compared to the maximum amount of development allowed under the current plan. No changes in the types of uses allowed are proposed.

Industrial Intensity | Metrics

Table 1 includes the acreage, the as-built condition, the current General Plan designation and zoning classifications; the maximum density and intensity permitted under the current plan; the maximum development potential under the current plan; the proposed amendments to the General Plan designation and zoning classification; the proposed maximum density and intensities; and the maximum development potential of the proposed amendments

Industrial Intensity | Mitigation

Based on the requirements of Article XXVII, Section 27.5(a)(3) of the City Charter, an analysis must include a complete, objective discussion of potential inconsistencies between the proposed major change in allowable land use and surrounding neighborhood uses, the General Plan, and the Zoning Ordinance. If the project differs from existing uses, a full description of the mitigations necessary to minimize neighborhood impacts and incompatibility must be provided.

The proposed August 2026 amendments for both the I-1 and I-3 properties maintain the existing General Plan land use designations (I-1 and I-3) and existing Zoning designations (I-1, I-1A, I-1B, and IC-1). The proposed changes are strictly limited to an increase in the maximum permitted building intensity from 0.70 FAR to 1.00 FAR across all 43 affected properties.

Because the amendments do not alter the types of permitted uses and continue to support the existing employment, commercial, and light industrial character of the area, the proposed changes are inherently compatible with existing and planned uses in the surrounding neighborhood. Furthermore, because the modifications do not eliminate existing allowed uses or downzone the property, they are not anticipated to create newly legal non-conforming uses that would require policy-level mitigations.

Because the changes align planned uses with the existing character of the industrial areas and do not introduce inconsistencies with the General Plan or Zoning Ordinance, no land use mitigation is required or recommended to ensure future development is compatible with the surrounding neighborhood.

(Note: Potential mitigations regarding traffic circulation and safety impacts, as required by Article XXVII, Section 27.5(a)(4), are evaluated separately in the traffic analysis report.)

Table 1. Industrial Intensity| Comparison of as-built condition, current plan, and proposed amendments

	As-Built				Current Plan(s)					Proposed Plan(s)				
Acres	Use	Parcels	DU	SF	GP	Zone	Max Den/Ints	Max DU	Max SF	GP	Zone	Max Den/Ints	Max DU	Max SF
a. I-1 Properties														
	Employment Uses (West of Redondo Beach Ave)													
128.5	Northrop Grumman	9	-	2,477,198	I-1	I-1A	0 du/ac 0.70 FAR	-	3,919,670	I-1	I-1A	0 du/ac 1.00 FAR	-	5,599,529
	Employment Uses (East of Redondo Beach Ave)													
41.2	Warehouse/Logistics	9	-	882,015	I-1	I-1	0 du/ac 0.70 FAR	-	1,257,740	I-1	I-1	0 du/ac 1.00 FAR	-	1,796,772
5.9	Information	1	-	102,144	I-1	I-1		-	178,550	I-1	I-1		-	255,071
0.6	Business Park	1	-	8,280	I-1	I-1		-	17,168	I-1	I-1		-	24,526
2.6	Mixed Industrial	1	-	49,040	I-1	I-1		-	80,237	I-1	I-1		-	114,624
6.7	Northrop Grumman	1	-	118,196	I-1	I-1		-	204,044	I-1	I-1		-	291,491
1.3	Parking	3	-	-	I-1	I-1		-	38,821	I-1	I-1		-	55,458
	Commercial Uses (East of Redondo Beach Ave)													
6.5	Hotel	4	-	342,925	I-1	I-1B	0 du/ac 0.70 FAR	-	199,374	I-1	I-1B	0 du/ac 1.00 FAR	-	284,820
1.0	Gas Station	1	-	6,017	I-1	I-1B		-	29,442	I-1	I-1B		-	42,060
4.7	Mini Storage	1	-	170,992	I-1	I-1B		-	143,503	I-1	I-1B		-	205,004
1.9	Parking	1	-	-	I-1	I-1B		-	58,171	I-1	I-1B		-	83,102
	Other Uses (East of Redondo Beach Ave)													
2.6	Park & Ride	1	-	-	I-1	I-1	0 du/ac 0.70 FAR	-	77,927	I-1	I-1	0 du/ac 1.00 FAR	-	111,324
0.7	Utility	1	-	-	I-1	I-1		-	20,400	I-1	I-1		-	29,143
1.8	Utility	2	-	-	I-1	I-1B		-	55,606	I-1	I-1B		-	79,437
206.0		**36**		**4,156,807**					**6,280,655**					**8,972,364**
b. I-3 Properties														
	Employment Uses (East of Redondo Beach Ave)													
8.7	Business Park	2	-	166,483	I-3	IC-1	0 du/ac 0.70 FAR	-	266,477	I-3	IC-1	0 du/ac 1.00 FAR	-	380,681
6.2	Northrop Grumman	1	-	138,360	I-3	IC-1		-	188,558	I-3	IC-1		-	269,369
4.4	Manufacturing	1	-	100,000	I-3	IC-1		-	135,053	I-3	IC-1		-	192,933
	Commercial Uses (East of Redondo Beach Ave)													
3.3	Warehouse/Logistics	1	-	62,946	I-3	IC-1	0 du/ac 0.70 FAR	-	102,070	I-3	IC-1	0 du/ac 1.00 FAR	-	145,815
2.9	Information	2	-	42,188	I-3	IC-1		-	87,742	I-3	IC-1		-	125,346
25.6		**7**		**509,977**					**779,901**					**1,114,144**

2. Artesia and Aviation Boulevards.

Artesia and Aviation Boulevards | Affected Area

The affected area comprises 47.38 acres across 188 properties fronting Artesia and Aviation Boulevards within the AACAP Boundary (The AACAP Boundary mirrors the boundaries of Artesia and Aviation Special Policy Areas combined). None of the affected properties are within the coastal zone.

Artesia and Aviation Boulevards | Proposed Amendments

The August 4, 2026 proposed changes include changes to the General Plan and Zoning Ordinance:

a. Properties changing from C-2 to CN (AACAP). August 2026 amendments propose changes to the General Plan designation for all C-2 properties facing Artesia and Aviation Blvds within the AACAP Area to CN (AACAP). This designation allows for the same types of uses as C-2, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the proposed General Plan. Proposed updates to the zoning ordinance reflect the change in FAR in section 10-2.622 of the Zoning Ordinance, but no updates to the zoning map are needed. The General Plan land use designation for 115 properties (28.2 acres) would change from C-2 to CN (AACAP). These properties are located along three specific corridor segments:

- Artesia Blvd (Between Ruxton Ln and SCE Corridor)
- Artesia Blvd (Between Rindge Ln and Blossom Ln)
- Aviation Blvd (from Artesia Blvd & Aviation Way to Aviation Blvd & Harper Ave/City Boundary).

b. Properties changing from C-2-PD to CN (AACAP). August 2026 amendments propose changes to the General Plan designation for C-2-PD to CN(AACAP) on properties fronting Artesia Blvd between the SCE Corridor and Rindge Ln. The CN(AACAP) designation allows for the same types of uses as C-2-PD, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the proposed General Plan. Proposed updates to the zoning ordinance reflect the change in FAR in section 10-2.625 of the Zoning Ordinance. The General Plan land use designation for 45 properties (11.5 acres) would change from C-2-PD to CN (AACAP), while the Zoning designations would remain C-2-PD (No changes to the zoning map are proposed).

c. Properties with approved November 2024 changes that are proposed for further changes with the August 2026 changes. On November 5, 2024 City Council approved changing 28 properties between Blossom Lane and Aviation Way from mixed use (MU-1) to Commercial (C-2) with a maximum FAR of 0.60. The August 2026 GPU proposes to change these 28 properties from C-2 to CN(AACAP), which allows the same types of uses as C-2, but increases the maximum FAR from 0.60 to 1.50. This change is identified in Figures 2.1a-2.1d and Table 2.1 of the proposed General Plan. Proposed updates to the zoning ordinance reflect the change in FAR in section 10-2.622 of the Zoning Ordinance. The General Plan land use designation for these 28 properties would change from C-2 to CN (AACAP), while the Zoning designations would remain C-2 consistent with the November 2024 map changes already adopted City Council.

d. Development Standards. Consistent with City Council's direction (inclusive of some recommendations by the Planning Commission), the August 2026 changes amend the C-2 and C-2-PD zoning development standards specifically for properties within the AACAP boundary. In addition to the FAR increase to 1.50, the amendments raise the maximum building height to 45 feet and allow up to three stories. To ensure a walkable, visually engaging streetscape, the amendments also introduce rigorous pedestrian-oriented architectural and design standards. These include requiring a minimum 12-foot floor-to-ceiling dimension for first-floor commercial spaces, a minimum of 70 percent transparent materials (such as glass or windows) for ground-

floor retail frontages, upper-story step-backs (a minimum average 5-foot setback above the second floor), and specific high-quality facade material and shade structure requirements.

e. **Rooftop Dining.** The proposed August 2026 amendments introduce a new Rooftop Dining Ordinance that will apply to C-2 and C-2-PD zoned properties along Artesia and Aviation Boulevards. Rooftop dining areas will be permitted subject to an Administrative Use Permit and must be operated as an integral part of an associated restaurant. The ordinance mandates strict operational, design, and noise mitigation standards to ensure compatibility with adjacent uses, including a maximum structure height of 10 feet above the roof surface, downward-facing lighting, and a 20-foot setback from any contiguous residential zone. To incentivize placemaking within the Artesia and Aviation Corridors Area Plan (AACAP) boundary, no additional parking is required for rooftop dining. Additionally, all rooftop dining square footage will count toward the total proposed 1.50 FAR requirement.

The current and proposed land use and zoning designations are shown in Figures 2.1a-2.1d. The current and proposed the General Plan text are shown in Figures 2.2a and 2.2b, and proposed changes to the zoning ordinance are shown in Figure 2.3. All affected properties are outside of the Coastal Zone, so no edits to the LCP are proposed.

Figure 2.1a Artesia and Aviation Boulevards | Current General Plan (Prior to November 2024) [5]

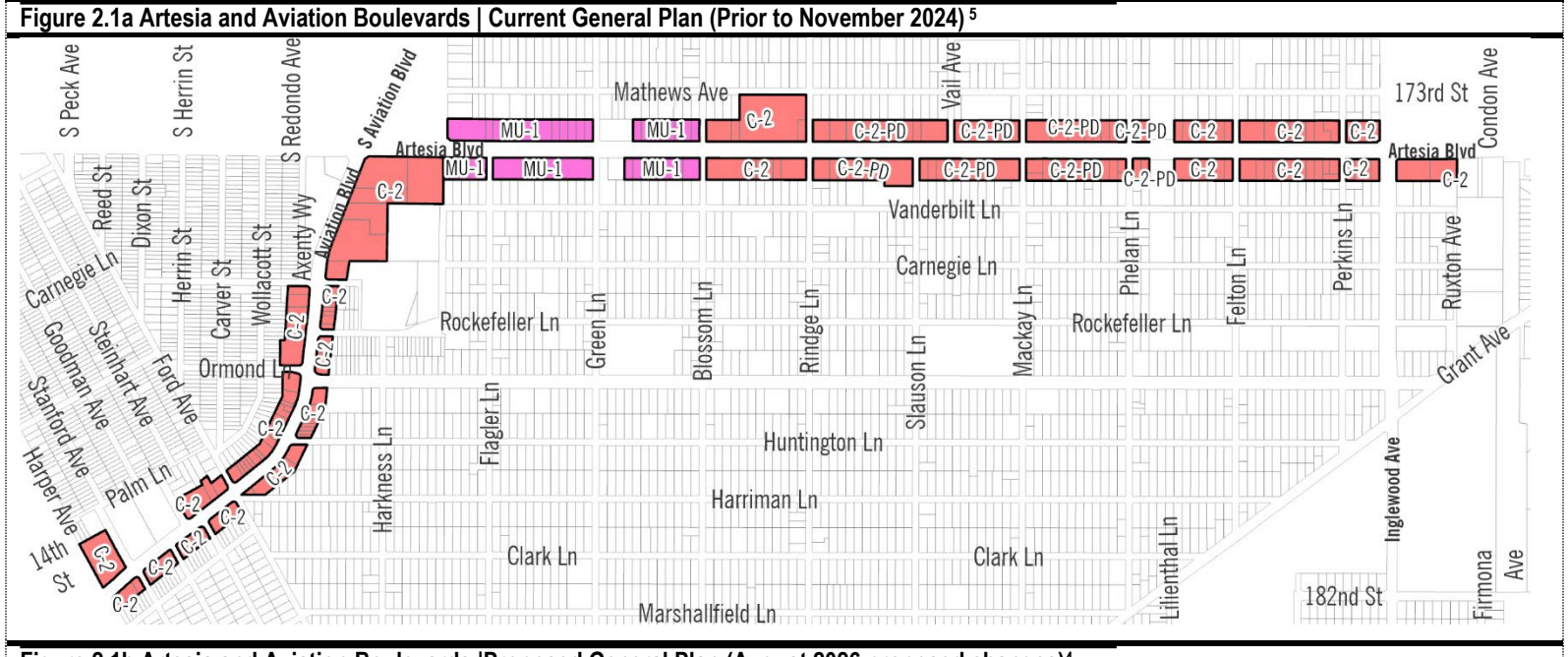
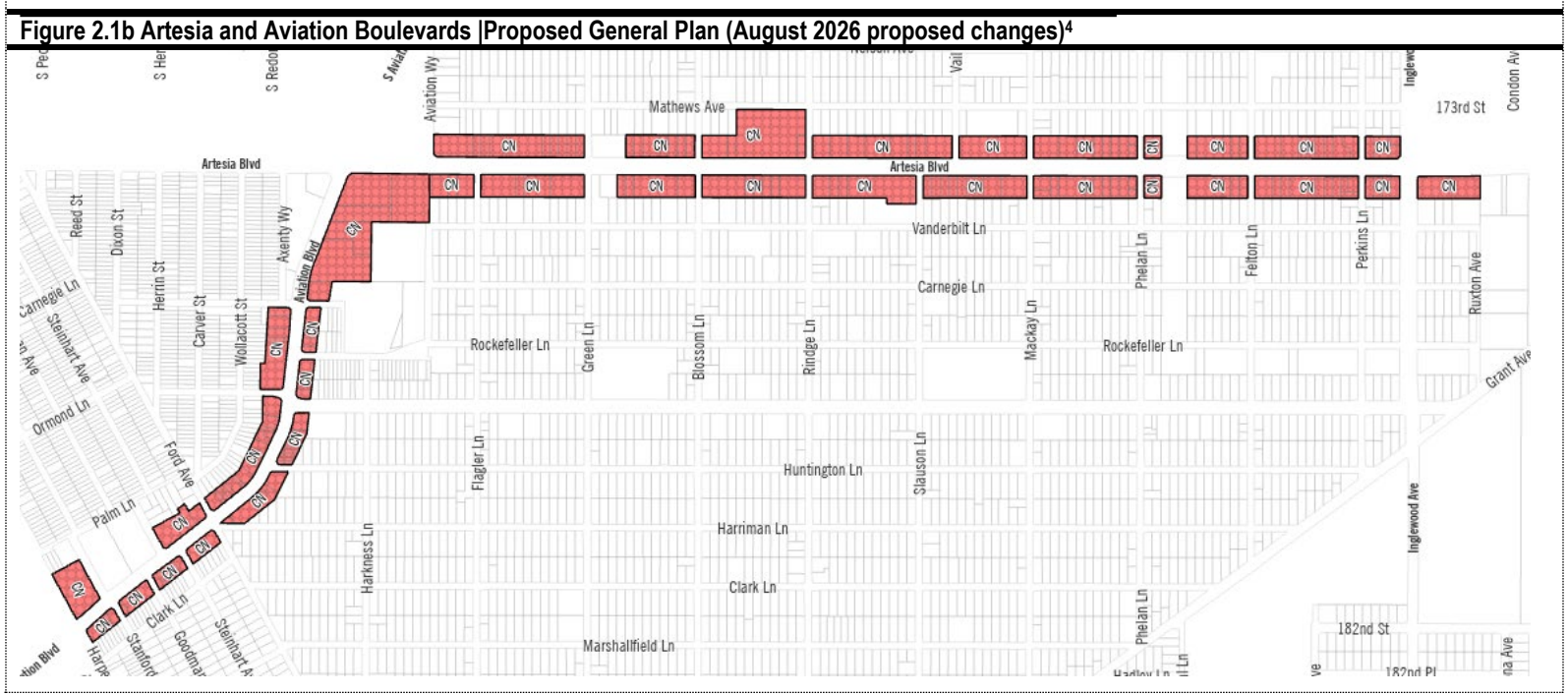


Figure 2.1b Artesia and Aviation Boulevards |Proposed General Plan (August 2026 proposed changes)[4]



[5] *November 2024 analysis analyzed an interim change in this area from MU-1 to C-2 with an FAR of 0.60. The August 2026 analysis (contained in this memo) replaces that analysis, by analyzing the change from MU-1 to CN (AACAP) with a FAR of 1.50.*

Figure 2.1c Artesia and Aviation Boulevards | Current Zoning Map (Prior to November 2024) [6]

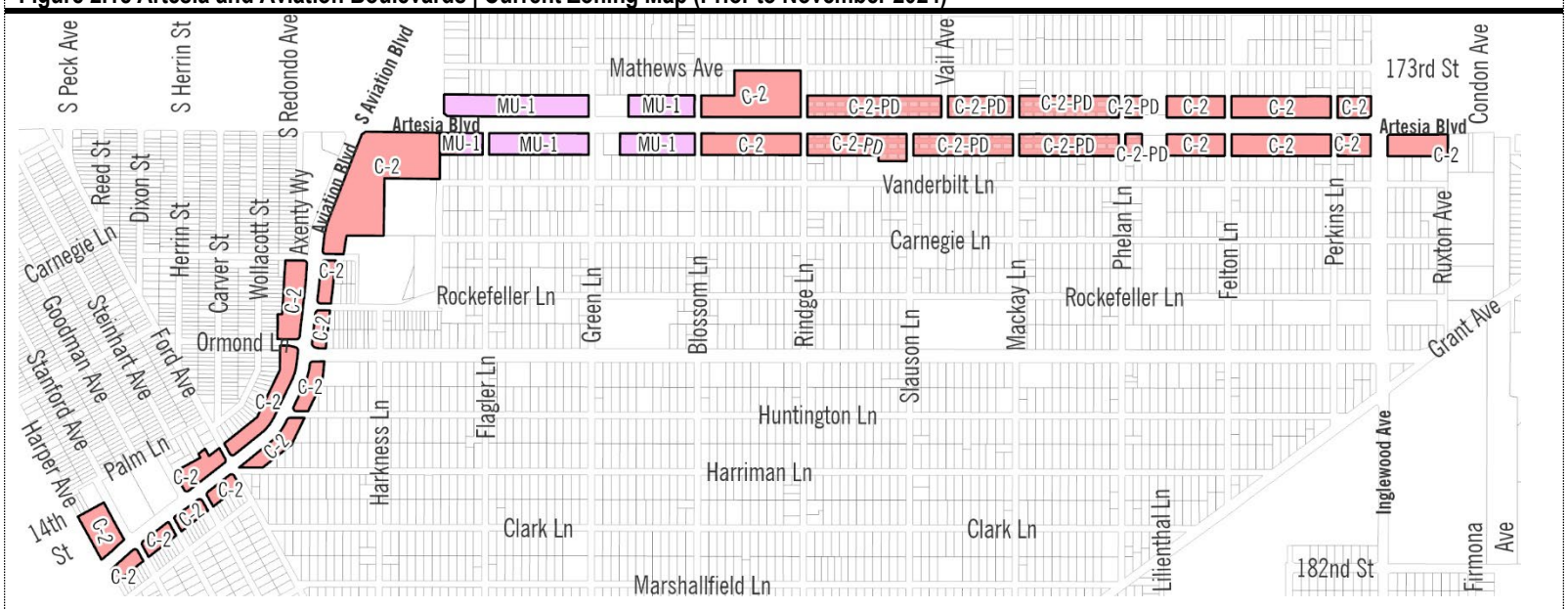
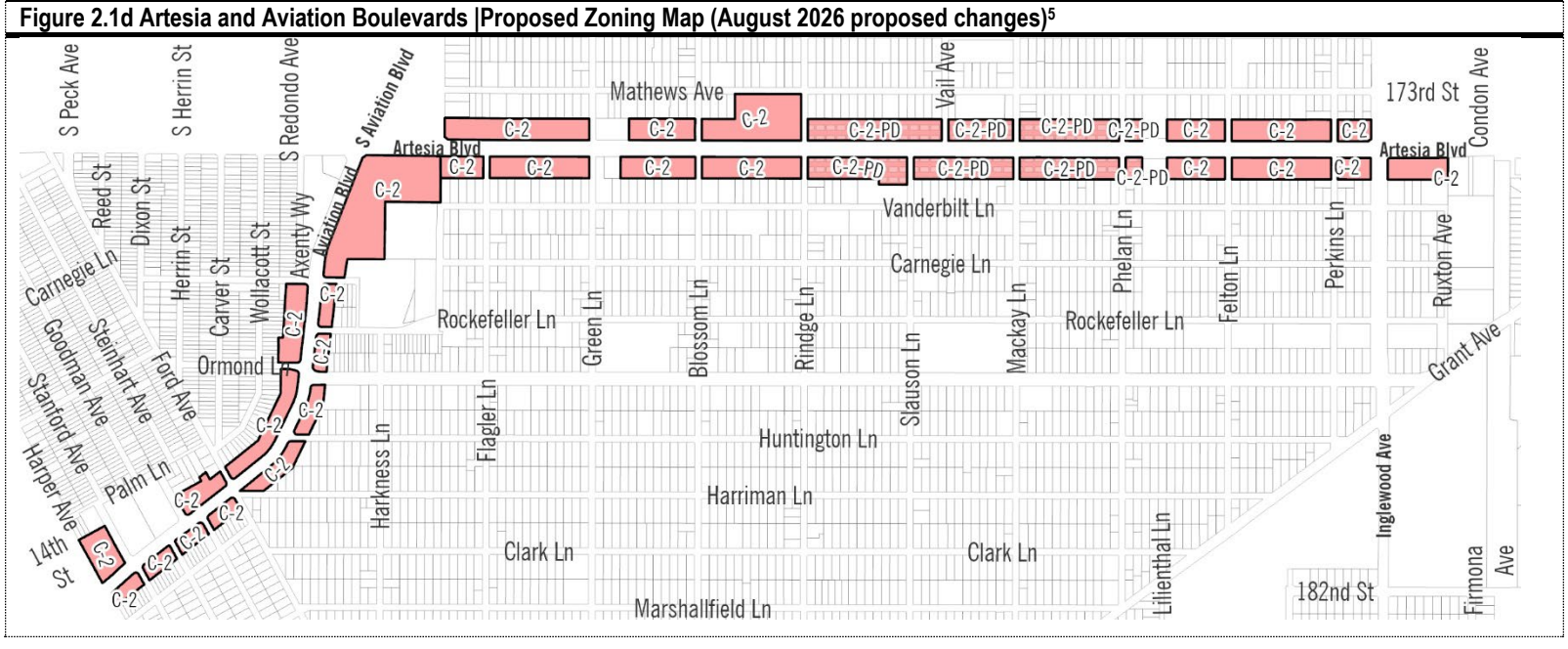


Figure 2.1d Artesia and Aviation Boulevards |Proposed Zoning Map (August 2026 proposed changes)[5]



[6] *November 2024 analysis analyzed an interim change in this area from MU-1 to C-2 with an FAR of 0.60. The August 2026 analysis analyzes the change from MU-1 to CN (AACAP) in the General Plan / C-2 zoning with a FAR of 1.50, consistent with the proposed zoning code updates for C-2 designations within the Artesia and Aviation Area Plan Boundaries.*

Figure 2.2a Artesia and Aviation Boulevards | Current General Plan Text

Category	Typical Principal Uses (not all-inclusive)	Maximum Density/Intensity
Commercial		
C-2	Same uses as C-1 and movie theaters, and overnight accommodations; except Riviera Village where no "footprint" exceeding 30,000 square feet is permitted for a single use for food sales, retail goods, or other large volume use.	Floor area ratio: 0.50

Figure 2.2b. Artesia and Aviation Boulevards | Proposed General Plan

Table 2.1: General Plan Land Use Designations

Commercial		
Neighborhood Commercial (CN)	Max. FAR 0.50 Max FAR 1.50 for Artesia and Aviation Boulevards Special Policy Areas	Provides for commercial districts with uses that complement adjacent residential neighborhoods. Allowed uses include retail, restaurants, personal services, office, hotel*, and similar uses. The intent of this designation is to provide goods and services that meet the needs of residents and businesses Buildings in the CN districts should front the street with rear, alley loaded parking where feasible. Where CN designations contain existing residential uses, they shall be allowed to remain and shall be considered conforming; however, no new residential units are permitted Maximum FAR 0.50 (except for the Artesia and Aviation Boulevards Special Policy Areas, where the Maximum FAR is 1.50) *Conditionally permitted subject to zoning code

Figure 2.3 Artesia and Aviation Boulevards | Zoning Ordinance Amended Text

The amended zoning ordinance is provided as Attachment 1 due to its length.

Artesia and Aviation Boulevards| Comparison to As-Built Condition

a. Properties changing from C-2 to CN (AACAP).

The proposed August 2026 amendments change the General Plan designation for these properties from C-2 to CN (AACAP) – AACAP identifies that these properties are within the Artesia and Aviation Boulevard Special Policy Areas – while maintaining the existing C-2 Zoning designation. The proposed change establishes a maximum building intensity of 1.50 FAR, and the CN designation aims to create commercial districts that complement their surrounding neighborhoods. It seeks to provide essential goods and services to the community by accommodating uses such as retail shops, restaurants, personal services, and offices. The intention is to revitalize the AACAP area to be oriented and more supportive of surrounding residential neighborhoods rather than commuter focused. Existing residential dwelling units in this area would continue to be allowed to remain, and the CN designation clarifies that existing uses would be allowed to remain and would be considered conforming, but redevelopment of residential uses would be subject to the same provisions as legal non-conforming uses.

An evaluation of the proposed changes against the existing as-built conditions reveals areas of both strong consistency and intentional divergence:

- Artesia Blvd (Between Ruxton Ln and SCE Corridor): The proposed CN(AACAP) designation exhibits strong consistency with the as built uses in this segment. The 36 affected properties are currently developed with commercial, institutional, and mixed uses with commercial and residential uses (comprising 107,751 square feet of as-built non-residential area). The proposed designation directly supports the continuation and enhancement of these uses. However, there

is intentional divergence in two areas. First, the proposed 1.50 FAR would allow for up to 519,666 square feet of development, an increase of 411,915 square feet. Second, the 5 existing residential units would be permitted to remain as conforming uses, but future redevelopment of residential uses would be limited, consistent with the City's legal non-conforming standards to prioritize commercial redevelopment.

- Artesia Blvd (Between Rindge Ln and Blossom Ln): The proposed CN(AACAP) designation also exhibits strong consistency with the as-built uses in this segment. The 10 affected properties are currently developed entirely with commercial uses (comprising 48,876 square feet of as-built non-residential area). The proposed designation directly supports the continuation and enhancement of these uses. However, there is intentional divergence in one area. The proposed 1.50 FAR would allow for up to 324,045 square feet of development, an increase of 275,169 square feet over the as-built condition.
- Aviation Blvd (from Artesia Blvd & Aviation Way to Aviation Blvd & Harper Ave/City Boundary): The proposed CN(AACAP) designation exhibits strong consistency with the as built uses in this segment. The 69 affected properties are currently developed with commercial uses, mixed uses with commercial and residential uses, and vacant parcels (comprising 201,014 square feet of as-built non-residential area). The proposed designation directly supports the continuation and enhancement of these goods and services. However, there is intentional divergence in two areas. First, the proposed 1.50 FAR would allow for up to 999,409 square feet of development, an increase of 798,395 square feet. Second, the 6 existing residential units would be permitted to remain as conforming uses, but future redevelopment of residential uses would be limited, consistent with the City's legal non-conforming standards to prioritize commercial redevelopment.

Because this change would allow for more than 40,000 square feet of new non-residential development compared to existing conditions, this change qualifies as a major change in allowable land use.

b. Properties changing from C-2-PD to CN (AACAP).

The proposed August 2026 amendments change the General Plan designation for these properties from C-2-PD to CN(AACAP) while maintaining the existing C-2-PD Zoning designation. The proposed change establishes a maximum building intensity of 1.50 FAR, and the CN designation aims to create commercial districts that complement their surrounding neighborhoods. It seeks to provide essential goods and services to the community by accommodating uses such as retail shops, restaurants, personal services, and offices. The intention is to revitalize the AACAP area to be oriented and more supportive of surrounding residential neighborhoods rather than commuter focused. Existing residential dwelling units in this area would continue to be allowed to remain, and the CN designation clarifies that existing residential uses would be allowed to remain and would be considered conforming, but redevelopment of residential uses would be subject to the same provisions as legal non-conforming uses.

An evaluation of the proposed changes against the existing as-built conditions reveals areas of both strong consistency and intentional divergence:

- Artesia Blvd (Between SCE Corridor and Rindge Ln): The proposed CN(AACAP) designation exhibits strong consistency with the as-built uses in this segment. The 28 affected properties are currently developed with commercial, institutional, utility, mixed-use (residential and commercial), and multi-family residential properties, totaling 5 dwelling units and 212,262 square feet of non-residential uses. The proposed designation directly supports the continuation and enhancement of these goods and services. However, there is intentional divergence in two areas. First, the proposed 1.50 FAR would allow for up to 748,629 square feet of non-residential development, an increase of 536,367 square feet over the as-built condition. Second, the 5

existing non-conforming residential units, would remain non-conforming uses, consistent with the City's legal non-conforming regulation.

Because this change would allow for more than 40,000 square feet of new non-residential development compared to existing conditions, this change qualifies as a major change in allowable land use

c. Properties with approved November 2024 changes and proposed August 2026 changes.

The proposed August 2026 amendments change the General Plan designation for these properties to CN (AACAP) and propose C-2 Zoning. The proposed change would establish a maximum building intensity of 1.50 FAR. The intention is to revitalize the AACAP area to be oriented and more supportive of surrounding residential neighborhoods rather than commuter focused. Existing residential dwelling units in this area would continue to be allowed to remain, and the CN designation clarifies that existing residential uses would be allowed to remain and would be considered conforming, but redevelopment of residential uses would be subject to the same provisions as legal non-conforming uses.

The existing conditions and development potential for this corridor segment are detailed below:

- Artesia Blvd (Between Blossom Ln and Aviation Way): Existing development on the 28 properties (7.7 acres) in this segment includes commercial, institutional, utility, mixed-use (residential and commercial), and multi-family residential properties. The current as-built condition comprises 91,924 square feet of non-residential area and 42 dwelling units. Under the proposed 1.50 FAR standard, up to 525,550 square feet of non-residential development would be allowed. If fully redeveloped to the maximum intensity allowed, this would represent a potential increase of 433,626 square feet of non-residential uses over the as-built condition. The 42 existing residential units would be permitted to remain as conforming uses, but future redevelopment of residential uses will be limited, consistent with the City's legal non-conforming regulation to prioritize commercial redevelopment.

Because this change would allow for more than 40,000 square feet of new non-residential development compared to existing conditions, this change qualifies as a major change in allowable land use.

d. Development Standards.

The existing physical environment along the Artesia and Aviation Corridors largely consists of low-intensity, auto-oriented small commercial buildings and strip centers built primarily as 1- to 2-story structures. The proposed C-2 and C-2-PD zoning updates introduce several significant, intentional divergences from this existing as-built condition in order to physically transform the corridors into a cohesive, pedestrian-oriented environment.

- Increases in Scale and Massing: While the existing built environment operates at very low intensities, the proposed updates intentionally increase development capacity by establishing a maximum allowable building intensity of 1.50 FAR. The new standards allow structures to reach up to three stories and a maximum height of 45 feet, representing a substantial increase in scale over the physical structures that exist today. To mitigate the visual massing of these taller structures compared to the current low buildings, the ordinance requires a new third-story step-back, mandating a minimum average 5-foot setback from the second-floor building face for building elevations fronting the boulevards.
- Pedestrian-Oriented Architecture vs. Auto-Centric Lots: The existing built environment is heavily auto-centric, with buildings often pushed back behind surface parking lots and featuring inconsistent, unengaging facade treatments. To transition away from this as-built condition, the proposed updates mandate rigorous architectural standards. Unlike the older existing building stock, future development must feature a minimum 12-foot floor-to-ceiling height for first-floor

commercial spaces to promote an inviting streetscape. Furthermore, retail uses must provide a minimum of 70 percent transparent materials (such as glass or display windows) on the ground floor to engage pedestrians, and building entrances must be oriented directly toward the street or adjacent public plazas.

- Material Quality and Public Space: Where current structures utilize varied and sometimes lower-quality exterior treatments, the new ordinance strictly prohibits materials like vinyl or plastic. Instead, it requires high-quality, durable facades incorporating natural stone, brick, wood, or heavy-gauge metal panels, along with varied wall planes to create texture and depth. Additionally, to break up the physically fragmented and walled-off lots that dominate the corridors today, the proposed ordinance requires projects on lots of 15,000 square feet or greater to dedicate at least 10 percent of their FAR to usable, unfenced public open space, such as plazas and public walkways

e. Rooftop Dining.

The existing as-built condition along Artesia and Aviation Boulevards does not include formalized rooftop dining spaces. The proposed Rooftop Dining Ordinance introduces a new mechanism to physically activate the rooftops of existing and future commercial structures. While this represents a change in the physical configuration of uses compared to the as-built condition, any new rooftop dining square footage will be counted toward the total 1.50 FAR allowance. Therefore, the addition of rooftop dining does not increase the overall maximum allowed building intensity beyond the 1.50 FAR evaluated for these properties. The Ordinance also includes strict mitigation requirements to minimize the impact of such operations on the surrounding neighborhood.

Artesia and Aviation Boulevards | Comparison to Current Plan

a. Properties changing from C-2 to CN (AACAP).

The current plan designates 115 properties (28.2 acres) across three corridor segments as C-2, establishing a maximum building intensity of 0.60 FAR and allowing zero new dwelling units. Under the current plan, if all 115 properties were fully developed to this maximum 0.60 FAR intensity, it would allow for a total of 737,248 square feet of non-residential uses.

The proposed August 2026 amendments change the General Plan designation for these properties to CN (AACAP) while maintaining the existing C-2 Zoning. This proposed change allows for the same types of uses but increases the maximum building intensity from 0.60 FAR to 1.50 FAR. Under the proposed 1.50 FAR standard, up to 1,843,119 square feet of non-residential development would be allowed. This represents a potential increase of 1,105,871 square feet of non-residential uses compared to the maximum buildout allowed under the current plan.

The current and proposed development potential across the three corridor segments are detailed below:

- Artesia Blvd (Between Ruxton Ln and SCE Corridor): For the 36 properties (7.9 acres) in this segment, the current plan allows a maximum of 207,866 square feet of non-residential development. Under the proposed 1.50 FAR standard, the maximum development potential would increase to 519,666 square feet. This represents an increase of 311,800 square feet over what is currently permitted.
- Artesia Blvd (Between Rindge Ln and Blossom Ln): For the 10 properties (5.0 acres) in this segment, the current plan allows a maximum of 129,618 square feet of non-residential development. Under the proposed 1.50 FAR standard, the maximum development potential would increase to 324,045 square feet. This represents an increase of 194,427 square feet over what is currently permitted.
- Aviation Blvd (from Artesia Blvd & Aviation Way to Aviation Blvd & Harper Ave): For the 69 properties (15.4 acres) in this segment, the current plan allows a maximum of 399,764 square

feet of non-residential development. Under the proposed 1.50 FAR standard, the maximum development potential would increase to 999,409 square feet. This represents an increase of 599,645 square feet over what is currently permitted.

b. Properties changing from C-2-PD to CN (AACAP).

The proposed August 2026 amendments change the General Plan designation for these properties from C-2-PD to CN (AACAP) while maintaining the existing C-2-PD Zoning. This proposed change allows for the same types of uses but increases the maximum allowable building intensity.

The current plan allowances and proposed development potential for this single corridor segment are detailed below:

- Artesia Blvd (Between SCE Corridor and Rindge Ln): The current plan designates the 45 properties (11.5 acres) in this segment as C-2-PD, establishing a maximum building intensity of 0.60 FAR and allowing zero new dwelling units. If fully developed to this maximum 0.60 FAR intensity, the current plan would allow for a total of 299,452 square feet of non-residential development. Under the proposed 1.50 FAR standard, the maximum development potential would increase to 748,629 square feet. This represents a potential increase of 449,177 square feet of non-residential uses compared to the maximum buildout allowed under the current plan.

c. Properties with approved November 2024 changes and proposed August 2026 changes.

The land use and zoning framework for the 28 properties (7.7 acres) located along Artesia Blvd (Between Blossom Ln and Aviation Way) involves a two-step transition from the original Mixed-Use (MU-1) designation, to a Commercial (C-2) designation under the November 2024 amendments, and ultimately to the proposed Neighborhood Commercial (CN (AACAP)) designation under the August 2026 amendments.

The incremental changes and the overall delta for this transition are detailed below:

Initial Plan Condition (MU-1): Prior to the November 2024 updates, the plan designated these properties as MU-1, which allowed for a mix of commercial and residential development. If fully developed to the maximum 35 dwelling units per acre (du/ac) and 1.50 FAR for mixed-use projects, this designation allowed for up to 267 residential dwelling units and 235,166 square feet of non-residential development.

The November 2024 Change (MU-1 to C-2): Approved by the City Council in late 2024, the changes to the General Plan and Zoning designations for these properties was amended from MU-1 to C-2. This change established a maximum building intensity of 0.60 FAR and eliminated housing as a permitted use. If fully developed, the November 2024 C-2 designation allows for a maximum of 201,571 square feet of non-residential uses and 0 dwelling units. This resulted in an incremental decrease of 267 residential units and a reduction of 33,595 square feet of non-residential development capacity compared to the original MU-1 designation.

The August 2026 Proposed Change (C-2 to CN(AACAP)): The proposed August 2026 amendments change the General Plan designation for these properties from C-2 to CN(AACAP) while maintaining the November 2024 C-2 Zoning. This proposed change allows for the same types of commercial uses as C-2 but increases the maximum allowable building intensity from 0.60 FAR to 1.50 FAR. Under the proposed 1.50 FAR standard, up to 525,550 square feet of non-residential development would be allowed. This represents an incremental increase of 323,979 square feet of non-residential capacity over the November 2024 C-2 plan, with residential capacity remaining at 0 units.

Overall Delta (MU-1 to CN(AACAP)): When comparing the original MU-1 plan directly to the proposed August 2026 CN(AACAP) plan, the overarching transition results in the complete elimination of allowable residential units (a net loss of 267 potential dwelling units). Conversely, by ultimately raising the allowable

non-residential FAR from the MU-1's 0.70 non-residential standard up to the proposed 1.50 FAR, the overall delta represents a net increase of 290,384 square feet of non-residential development potential (525,550 square feet proposed minus 235,166 square feet originally allowed).

d. Development Standards.

In order to implement the proposed increase in C-2 and C-2-PD FAR along Artesia and Aviation Boulevards, the August 2026 amendments establish new development standards specifically tailored to C-2 and C-2-PD zoned properties located within the Artesia and Aviation Corridors Area Plan (AACAP). The intent of these new standards is to transition the corridor from a traditional, auto-centric commercial strip into a vibrant, pedestrian-oriented environment that balances commercial vitality with neighborhood compatibility, consistent with the AACAP.

A detailed comparison of the existing and proposed standards for C-2 and C-2-PD properties within the AACAP boundary is detailed below:

Intensity, Height, and Scale

- Existing Standards: Currently, C-2 and C-2-PD properties within the AACAP are limited to a maximum building intensity of 0.60 FAR. Structures are restricted to a maximum building height of 30 feet and cannot exceed two stories.
- Proposed Standards: The proposed amendments significantly increase allowable intensity and scale, permitting a maximum of 1.50 FAR (impacts of this change are discussed in prior sections). The maximum building height is increased to 45 feet, and buildings may reach up to three stories.

Setbacks and Step-Backs

- Front Setbacks: Under existing standards, C-2 requires a minimum 5-foot front setback, while C-2-PD requires a minimum 3-foot front setback with a maximum of 10 feet for 50 percent of the frontage. The proposed standards standardize the minimum front setback at 5 feet for both zones. The C-2-PD zone maintains its maximum 10-foot limit for 50 percent of the frontage to encourage varied street fronting walls and plazas. Furthermore, new requirements mandate that buildings must orient entrances directly toward the sidewalks of Artesia and Aviation Boulevards.
- Corner Side Setbacks: The existing requirement for a 10-foot side setback on the street side of a corner or reverse corner lot is reduced under the proposed standards to a 5-foot minimum to encourage a closer, pedestrian-friendly street edge.
- Residential Buffers: To protect adjacent neighborhoods, both existing and proposed standards require minimum 20-foot rear and side setbacks wherever a commercial lot line is contiguous to a residential zone, but modifications pursuant to Planning Commission Design Review are allowed under both current and proposed plans.
- Third-Story Step-Back: To mitigate the massing effects of the new 45-foot height limit, the proposed amendments introduce a new third-story step-back requirement absent from the current plan. Within the first 30 feet of property depth, all building elevations above the second floor fronting the boulevards must have a minimum average setback of five feet from the second-floor building face.

Pedestrian-Oriented Architecture and Design. While the existing C-2 and C-2-PD zoning lacks explicit, direction for pedestrian-oriented design, the proposed amendments introduce strict architectural guidelines to ensure future development is visually engaging and human-scaled:

- Ground Floor Height: All first-floor commercial spaces must feature a minimum floor-to-ceiling dimension of 12 feet to promote a spacious and inviting streetscape.

- Transparency and Windows: For retail uses, a minimum of 70 percent of the first-floor frontage facing the boulevards must consist of transparent materials, such as glass or display windows, to encourage pedestrian engagement and visual interest.
- Entries: Pedestrian entrances must be the dominant element on public street facades, located at or near grade, and oriented toward the street. Recessed entrances are encouraged to create depth and shadow.
- Facade Materials and Articulation: Projects must incorporate high-quality, durable materials such as natural stone, brick, wood, and heavy-gauge metal panels; lesser-quality materials like vinyl and plastic are strictly prohibited. The standards require continuous variety, incremental shifts in the wall plane, and varied window patterns to prevent monolithic blocks and create an impression of texture.
- Placemaking Elements: The proposed regulations mandate distinctive architectural emphasis at corners (e.g., taller parapets or tower elements) to anchor intersections. Shade structures, such as awnings, canopies, or trellises, must be incorporated along retail frontages, providing a minimum 8-foot vertical clearance over pedestrian areas. Additionally, lighting must be warm, energy-efficient, and downward-facing to highlight architectural features without spilling glare onto adjacent properties.

e. Rooftop Dining

Under the current plan, the Zoning Ordinance does not contain a specialized regulatory framework to facilitate or manage rooftop dining, and properties zoned C-2 and C-2-PD are constrained by standard parking requirements and a lower maximum building intensity of 0.60 FAR.

The proposed August 2026 amendments introduce a new Rooftop Dining Ordinance (Section 10-2.1642) designed to encourage placemaking and economic vitality by formally permitting rooftop dining in C-2 and C-2-PD zones located within the Artesia and Aviation Corridors Area Plan (AACAP) boundary.

When compared to the current plan, the proposed ordinance introduces several key changes and new regulatory frameworks:

- Intensity and Floor Area Ratio (FAR): While the ordinance provides a newly defined allowance for outdoor dining activation on rooftops, it mandates that all rooftop dining areas be included and assessed as part of the structure's overall FAR. Therefore, this square footage will count toward the proposed maximum 1.50 FAR requirement for the AACAP, ensuring that overall building intensity remains capped.
- Parking Exemptions: A significant divergence from the current plan's standard parking regulations is that no additional parking spaces will be required for rooftop dining areas located within the AACAP boundary. This exemption is intended to actively incentivize rooftop activation within the corridor.
- Permitting and Operations: Establishing rooftop dining under the new ordinance will require an Administrative Use Permit (AUP) and the space must be designed, managed, and operated as an integral part of an associated permitted restaurant. The ordinance explicitly prohibits smoking in rooftop dining areas and requires a separate Temporary Use Permit for any special events utilizing the rooftop space.
- Design and Setback Standards: To prevent adverse visual and privacy impacts on surrounding neighborhoods, the new ordinance establishes strict design constraints absent from the current plan. Ancillary rooftop structures cannot exceed 10 feet above the roof surface. Furthermore, structures must maintain a minimum 5-foot setback from all roof edges or parapets, and the

actual rooftop dining operations must be set back at least 20 feet from any property line contiguous to a residential zone.

- Noise and Lighting Mitigation: The proposed ordinance introduces rigorous environmental controls to ensure compatibility with adjacent uses. Applicants must submit a comprehensive noise mitigation plan detailing seating layout, speaker locations, hours of operation, and physical or operational noise control measures (such as sound-absorptive materials, barriers, or enclosures). Procedures for ongoing noise monitoring are also required. Additionally, all rooftop lighting must be warm, energy-efficient, downward-facing, and shielded to prevent glare from spilling onto adjacent properties.

Artesia and Aviation Boulevards| Metrics

Table 2 includes the acreage, the as-built condition, the current General Plan designation and zoning classifications; the maximum density and intensity permitted under the current plan; the maximum development potential under the current plan; the proposed August 2026 changes to the General Plan designation and zoning classification; the proposed maximum density and intensities; and the maximum development potential of the proposed amendments across all 188 affected properties (47.4 acres) within the Artesia and Aviation Boulevards. Notably, any square footage generated by the new Rooftop Dining Ordinance must fall entirely within the proposed 1.50 FAR requirement and is therefore already accounted for within the maximum development potential calculations presented in the table.

Artesia and Aviation Boulevards | Mitigation

a,b,&c. Proposed Land Use and Intensity Changes (a,b,&c)

The proposed August 2026 amendments and the transition to the CN(AACAP) designation are designed to be compatible with the existing and planned commercial character of the Artesia and Aviation Boulevards Special Policy Areas. Existing legal non-conforming residential uses will be considered conforming under the new designation, but they will remain subject to the legal non-conforming provisions in the zoning code. To mitigate impacts on these homeowners, the City is preparing amendments to its standards for existing non-conforming uses to comply with housing replacement requirements of State law and confirm that property owners can continue to maintain and invest in their properties.

d. Development Standards

The proposed development standards introduce an intentional increase in building scale within the AACAP boundary by raising the maximum allowable building height from 30 feet to 45 feet and allowing up to three stories. To mitigate potential impacts associated with this increased height and structural massing, the amendments incorporate rigorous design standards, specific step-backs, and enhanced buffering requirements:

- *Third-Story Step-Backs:* To reduce massing along the street frontage, avoid a "canyonization" effect, and minimize negative shadow impacts, the amendments mandate a third-story setback. Specifically, within the first 30 feet of property depth, all building elevations above the second floor fronting Artesia and Aviation Boulevards must have a minimum average setback of five feet from the second-floor building face.
- *Residential Buffers:* To protect adjacent residential zones from the visual and physical impacts of taller commercial structures, the zoning requires significant setbacks. Where a commercial lot line is contiguous to a residential zone, a minimum rear setback of 20 feet and a minimum side setback of 20 feet are required the full length and width of the lot.
- *Building Articulation and Massing Reductions:* To visually break up the vertical mass of three-story buildings, the design standards require continuous variety and variations in the wall planes of the front elevations. Projects must provide incremental shifts in the wall plane, building

material variations, and specific window patterns to create small shadows that give an impression of depth and texture.

Because these provisions are included in the ordinance, no additional mitigation is recommended.

e. Rooftop Dining

To mitigate potential impacts associated with the introduction of the new Rooftop Dining Ordinance, the City has established rigorous operational, design, and environmental standards built directly into the regulations. All rooftop dining uses will require an Administrative Use Permit, ensuring each project is carefully evaluated for compatibility with surrounding residential neighborhoods and businesses. Specific mitigation measures required by the ordinance include:

- *Noise Mitigation Plan:* Operators must submit a comprehensive noise mitigation plan detailing the seating layout, speaker locations, and proposed hours of operation. The plan must include physical or operational noise control measures, such as barriers, enclosures, or sound-absorptive materials, and protocols for ongoing noise monitoring to ensure strict compliance with the City's Noise Ordinance. The Community Development Director may also require an acoustical analysis by a licensed engineer.
- *Setbacks and Height Limits:* To minimize visual and noise impacts, rooftop structures cannot exceed 10 feet above the roof surface and must maintain a minimum 5-foot setback from all roof edges. Importantly, any rooftop dining operations must be set back at least 20 feet from a property line that is contiguous to a residential zone.
- *Lighting and Privacy Screening:* To protect the privacy and comfort of adjacent uses, all rooftop lighting must be downward-facing and shielded to prevent light spillover or glare onto neighboring properties. Lighting cannot blink, flash, or be of unusually high intensity. Additionally, landscaping, screening walls, or other architectural features may be required to protect the privacy of nearby residents.
- *Operational Controls:* The ordinance mandates that smoking is completely prohibited in rooftop dining areas. The City will strictly regulate hours of operation, capacity, and layout. The City retains the authority to conduct regular compliance inspections and to revoke or modify the Administrative Use Permit if the rooftop dining operation impacts surrounding uses or creates a public nuisance.

Because these provisions are included in the ordinance, no additional mitigation is recommended.

Table 2. Artesia and Aviation Boulevards| Comparison of as-built condition, current plan, and proposed amendments

	As-Built				Current Plan(s)					Proposed Plan(s)				
Acres	Use	Parcels	DU	SF	GP	Zone	Max Den/Ints	Max DU	Max SF	GP	Zone	Max Den/Ints	Max DU	Max SF
a. Properties changing from C-2 to CN (AACAP)														
	Artesia Blvd (Between Ruxton Ln and SCE Corridor)													
7.3	Commercial	32	-	97,450	C-2	C-2	0 du/ac 0.60 FAR	-	190,522	CN(AACAP)	C-2	0 du/ac 1.50 FAR	-	476,306
0.1	Institutional	1	-	2,870	C-2	C-2		-	3,902	CN(AACAP)	C-2		-	9,755
0.5	Mixed use Res/Com	3	5	7,431	C-2	C-2		-	13,442	CN(AACAP)	C-2		-	33,605
	Artesia Blvd (Between Rindge Ln and Blossom Ln)													
5.0	Commercial	10	-	48,876	C-2	C-2	0 du/ac 0.60 FAR	-	129,618	CN(AACAP)	C-2	0 du/ac 1.50 FAR	-	324,045
	Aviation Blvd (from Artesia Blvd & Aviation Way to Aviation Blvd & Harper Ave/ City Boundary)													
14.6	Commercial	64	-	193,818	C-2	C-2	0 du/ac 0.60 FAR	-	380,930	CN(AACAP)	C-2	0 du/ac 1.50 FAR	-	952,324
0.5	Mixed use Res/Com	3	6	7,196	C-2	C-2		-	12,194	CN(AACAP)	C-2		-	30,485
0.3	Vacant	2	-	-	C-2	C-2		-	6,640	CN(AACAP)	C-2		-	16,600
28.2		**115**	**11**	**357,641**					**737,248**					**1,843,119**
b. Properties changing from C-2-PD to CN (AACAP)														
	Artesia Blvd (Between SCE Corridor and Rindge Ln)													
10.9	Commercial	40	-	206,548	C-2-PD	C-2-PD	0 du/ac 0.60 FAR	-	284,582	CN(AACAP)	C-2-PD	0 du/ac 1.50 FAR	-	711,455
0.3	Mixed use Res/Com	2	2	5,714	C-2-PD	C-2-PD		-	7,816	CN(AACAP)	C-2-PD		-	19,540
0.3	Single Family Residential	3	3	-	C-2-PD	C-2-PD		-	7,054	CN(AACAP)	C-2-PD		-	17,634
11.5		45	**5**	212,262					299,452					748,629
c. Properties with approved November 2024 changes and proposed August 2026 changes[1]														
	Artesia Blvd (Between Blossom Ln and Aviation Way)[1]													
0.5	4 or More Units	2	39	-	MU-1	MU-1	35 du/ac 0.70 FAR (non-res) 1.50 FAR (Total)	16	11,840	CN(AACAP)	C-2	0 du/ac 1.50 FAR	-	29,600
5.6	Commercial	20	-	75,891	MU-1	MU-1		194	146,867	CN(AACAP)	C-2		-	388,790
0.6	Institutional	1	-	8,436	MU-1	MU-1		21	15,598	CN(AACAP)	C-2		-	38,995
0.6	Mixed use Res/Com	4	3	7,597	MU-1	MU-1		21	15,582	CN(AACAP)	C-2		-	38,956
0.4	Utility	1	-	-	MU-1	MU-1		16	11,684	CN(AACAP)	C-2		-	29,209
7.7		**28**	**42**	**91,924**				**-**	**201,571**				**-**	**525,550**

1. November 2024 analysis analyzed an interim change in this area from MU-1 to C-2 with an FAR of 0.60. August 2026 analysis replaces this by analyzing the change from MU-1 to CN (AACAP)/C-2 with a FAR of 1.50.

3. PCH and Torrance Boulevard.

PCH and Torrance Boulevard | Affected Area

The Proposed Project changes select commercial properties along PCH from C-2 to C-4, which allows for a higher maximum intensity, changing the allowed intensity from 0.50 FAR to 1.00 FAR. The Proposed Project also changes one property along Torrance from C-2 to Public Institutional (PI-1). The affected properties are divided between the coastal zone and inland areas.

PCH and Torrance Boulevard | Proposed Amendments

The August 2026 proposed changes include revisions to the General Plan, Zoning Ordinance, Coastal Land Use Plan (CLUP), and Zoning Map:

a. Properties changing from C-2 to C-4. The August 2026 amendments propose to change the General Plan designation for 40 properties (18.4 acres) along Pacific Coast Highway from Commercial (C-2) to Commercial (C-4). This designation allows for commercial uses but increases the maximum allowable building intensity from 0.50 FAR to 1.00 FAR. This change is identified in Figures 3.1a-3.1f and Table 2.1 of the proposed General Plan. These properties are divided between the Coastal Zone and inland areas across four specific corridor segments:
    - Coastal Zone (West Side of PCH). This includes 31 properties across three segments: between Catalina Ave and Gertruda Ave (16 properties); between Beryl St and Carnelian Ave (3 properties); and between Pearl St and Ruby St (12 properties). For these properties, Exhibit H, the Coastal Land Use Map in the Coastal Land Use Plan, will be amended to change the designation from C-2 to C-4, making these properties consistent with the General Plan. The Zoning Code for the Coastal Zone regulates zoning on these properties, and the Zoning designations will be changed from C-2 and C-2A to C-4.
    - Inland (East Side of PCH). This includes 9 properties along PCH between Pearl St and Ruby St. For these properties, the General Plan designation will change from C-2 to C-4, and the Zoning designation will change from C-2 to C-4. This area is outside of the coastal zone, so there are no changes to the Coastal Land Use Plan or Coastal Land Use Plan Implementing Ordinance for this segment.

b. Properties changing from C-2 to PI-1. The August 2026 amendments propose to change the General Plan designation for 1 property (0.1 acres) located at Torrance Blvd and Lucia Ave from Commercial (C-2) to Public/Institutional (PI-1). This change has the potential to increase the maximum allowable building intensity from 0.50 FAR under the current C-2 plan to a slightly greater FAR under the proposed PI-1 plan as the FAR is subject to Planning Commission Design Review. The Zoning designation on this property will change from C-2 to P-CF. This area is outside of the coastal zone, so there are no changes to the Coastal Land Use Plan or Coastal Land Use Plan Implementing Ordinance.

The current and proposed land use and zoning designations are shown in Figures 3.1a-3.1d. The current and proposed Coastal Land Use Plans are shown in Figures 3.1e and 3.1f. Figures 3.2a and 3.2b note that there are no proposed changes to General Plan land use designations associated with these changes. Figure 3.3 notes that there are no proposed changes to the zoning ordinance.

Figure 3.1a PCH and Torrance Boulevard | Current General Plan	Figure 3.1b PCH and Torrance Boulevard | Proposed General Plan
	

Note: November 2024 analysis analyzed an interim change on 2 properties this area from R-3 (R-3a) to C-2 with an FAR of 0.50. The August 2026 analysis analyzes the change to C-4 in the General Plan and zoning with a FAR of 1.0.

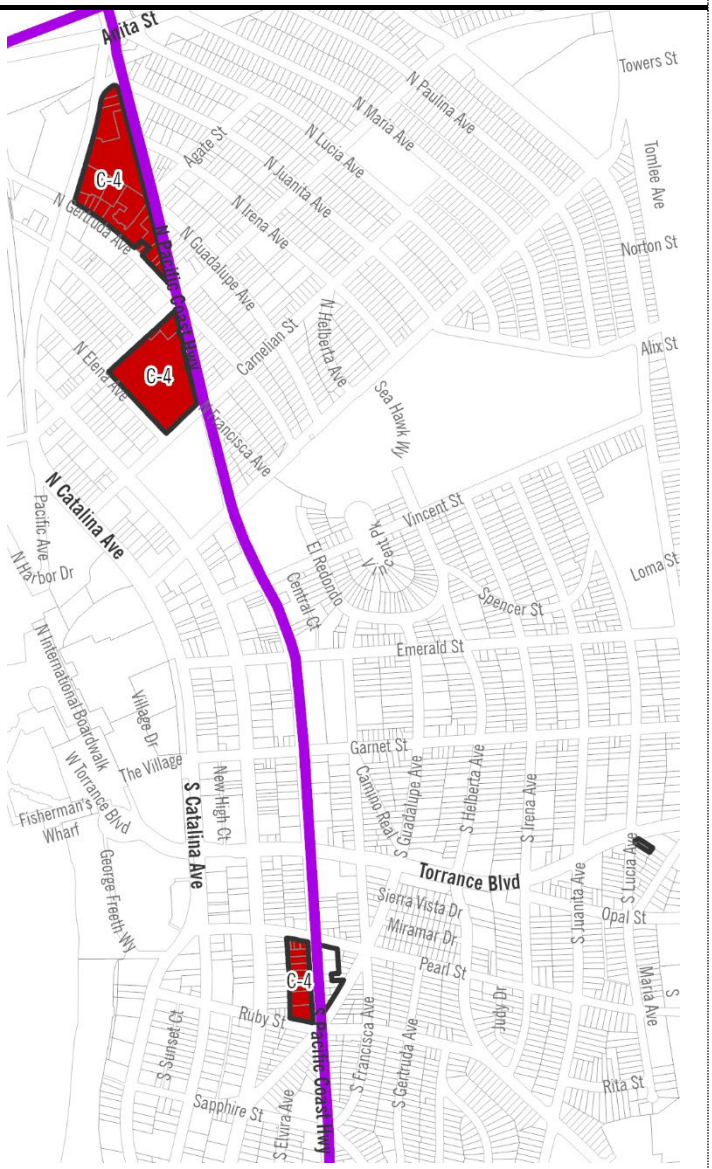
Figure 3.1c PCH and Torrance Boulevard | Current Zoning Map



Figure 3.1d PCH and Torrance Boulevard | Proposed Zoning Map



Note: The November 2024 analysis analyzed an interim change on 2 properties this area from R-3 (R-3a) to C-2 with an FAR of 0.50. The August 2026 analysis analyzes the change to C-4 in the General Plan and zoning with a FAR of 1.0.

Figure 3.1e PCH and Torrance Boulevard | Current Coastal Land Use Plan	Figure 3.1f PCH and Torrance Boulevard | Proposed Coastal Land Use Plan
	
	Coastal Zone Boundary

Note: The November 2024 analysis analyzed an interim change on 2 properties this area from R-3 (R-3a) to C-2 with an FAR of 0.50. The August 2026 analysis analyzes the change to C-4 in the General Plan and zoning with a FAR of 1.0.

Figure 3.2 PCH and Torrance Boulevard | Current and Proposed General Plan Text

Note: There are no proposed changes to the General Plan Text associated with these changes.

Figure 3.3a PCH and Torrance Boulevard | Zoning Ordinance Amended Text

Note: There are no proposed changes to the Zoning Ordinance associated with these changes.

**Figure 3.3b PCH and Torrance Boulevard |
Coastal Land Use Plan Implementing Ordinance Amended Text**

Note: There are no proposed changes to the Zoning Ordinance associated with these changes.

PCH and Torrance Boulevard | Comparison to As-Built

a. Properties changing from C-2 to C-4.

The proposed August 2026 amendments change the General Plan designation for these properties from C-2 to C-4. The proposed change establishes a maximum building intensity of 1.00 FAR. As established in the zoning standards for both inland and coastal areas, C-2 and C-4 commercial zones essentially allow for the exact same types of uses (primarily retail, service, office, and visitor-serving uses), so the primary difference is an intentional increase in allowed building intensity. Because these commercial zones do not permit new residential development, the existing residential dwelling units in this area would become or remain legal non-conforming uses.

An evaluation of the proposed changes against the existing as-built conditions reveals areas of both strong consistency and intentional divergence:

- Coastal Zone
    - PCH (West side, Catalina Ave to Gertruda Ave): The proposed C-4 designation exhibits strong consistency with the as-built uses in this segment. The 16 affected properties are currently developed with commercial, institutional, single-family residential, and vacant parcels (comprising 116,290 square feet of as-built non-residential area). The proposed designation directly supports the continuation and enhancement of these uses. However, there is intentional divergence in two areas. First, the proposed 1.00 FAR would allow for up to 379,057 square feet of development, an increase of 262,767 square feet over the as-built condition. Second, the single existing residential unit would continue to be treated as a legal non-conforming use.
    - PCH (West Side, Beryl St to Carnelian Ave): The proposed C-4 designation exhibits strong consistency with the as-built commercial uses in this segment. The 3 affected properties are currently developed with commercial uses and multi-family (2-3 units) properties (comprising 80,039 square feet of as-built non-residential area). However, there is intentional divergence in two areas. First, the proposed 1.00 FAR would allow for up to 287,415 square feet of development, an increase of 207,376 square feet over the as-built condition. Second, the 2 existing residential units would continue to be treated as legal non-conforming uses.
    - PCH (West Side, Pearl St to Ruby St): The proposed C-4 designation exhibits strong consistency with the as-built uses in this segment. The 12 affected properties are currently developed with commercial uses, single-family residential properties, and

vacant lots (comprising 34,900 square feet of as-built non-residential area). However, there is intentional divergence in two areas. First, the proposed 1.00 FAR would allow for up to 88,836 square feet of development, an increase of 53,936 square feet over the as-built condition. Second, the 3 existing residential units would continue to be treated as legal non-conforming uses.

- Inland
    - PCH (East Side, Pearl St to Ruby St): The proposed C-4 designation exhibits strong consistency with the as-built uses in this segment. The 9 affected properties are currently developed with commercial, mixed-use (residential and commercial), multi-family, and single-family residential properties (comprising 13,110 square feet of as-built non-residential area). However, there is intentional divergence in two areas. First, the proposed 1.00 FAR would allow for up to 48,173 square feet of development, an increase of 35,063 square feet over the as-built condition. Second, the 7 existing residential units would continue to be treated as legal non-conforming uses.

Because these changes together would allow for more than 40,000 square feet of new non-residential development compared to existing conditions, this change qualifies as a major change in allowable land use

b. Properties changing from C-2 to PI-1.

The proposed August 2026 amendments change the General Plan designation for one property from C-2 to Public/Institutional (PI-1). The proposed change does not establish a maximum building intensity (FAR) as the FAR for the associated zoning designation is subject to Planning Commission Design Review. The PI-1 designation provides for governmental, public, and institutional uses. This property is outside of the coastal zone.

An evaluation of the proposed changes against the existing as-built conditions reveals the following:

- Torrance Blvd (@Lucia Ave): The 1 affected property (0.1 acres) is currently vacant. The square feet of a future public/institutional development is unknown but, if developed would be greater than the as-built condition, as the site is currently vacant.

Because this change would not allow for more than 40,000 square feet of new non-residential development compared to existing conditions, this change does not qualify as a major change in allowable land use on its own, but is analyzed comprehensively as part of the overall corridor updates because it does include a fundamental change to the type of use allowed.

PCH and Torrance Boulevard | Comparison to Current Plan

a. Properties changing from C-2 to C-4.

The current plan designates 40 properties (18.4 acres) across four corridor segments (three in the Coastal Zone and one inland) as C-2, establishing a maximum building intensity of 0.50 FAR and allowing zero new dwelling units. Under the current plan, if all 40 properties were fully developed to this maximum 0.50 FAR intensity, it would allow for a total of 401,739 square feet of non-residential uses.

The proposed August 2026 amendments change the General Plan designation for these properties to C-4. This proposed change allows for the same types of commercial uses but increases the maximum building intensity from 0.50 FAR to 1.00 FAR. Under the proposed 1.00 FAR standard, up to 803,479 square feet of non-residential development would be allowed. This represents a potential increase of 401,740 square feet of non-residential uses compared to the maximum buildout allowed under the current plan.

The current plan allowances and proposed development potential across the four corridor segments are detailed below:

- Coastal Zone
    - PCH (West side, Catalina Ave to Gertruda Ave): For the 16 properties in this segment, the current plan allows a maximum of 189,528 square feet of non-residential development. Under the proposed 1.00 FAR standard, the maximum development potential would increase to 379,057 square feet. This represents an increase of 189,529 square feet over what is currently permitted.
    - PCH (West Side, Beryl St to Carnelian Ave): For the 3 properties in this segment, the current plan allows a maximum of 143,707 square feet of non-residential development. Under the proposed 1.00 FAR standard, the maximum development potential would increase to 287,415 square feet. This represents an increase of 143,708 square feet over what is currently permitted.
    - PCH (West Side, Pearl St to Ruby St): For the 12 properties in this segment, the current plan allows a maximum of 44,418 square feet of non-residential development. Under the proposed 1.00 FAR standard, the maximum development potential would increase to 88,836 square feet. This represents an increase of 44,418 square feet over what is currently permitted.
- Inland
    - PCH (East Side, Pearl St to Ruby St): For the 9 properties in this segment, the current plan allows a maximum of 24,087 square feet of non-residential development. Under the proposed 1.00 FAR standard, the maximum development potential would increase to 48,173 square feet. This represents an increase of 24,086 square feet over what is currently permitted.

b. Properties changing from C-2 to PI-1.

The current plan designates 1 property (0.1 acres) located at Torrance Blvd and Lucia Ave as C-2, establishing a maximum building intensity of 0.50 FAR and allowing zero new dwelling units. If fully developed to this maximum 0.50 FAR intensity, the current plan would allow for a total of 2,634 square feet of non-residential development. The proposed August 2026 amendments change the General Plan designation for this property to Public/Institutional (PI-1) and the zoning to P-CF. This proposed change may increase the maximum allowable building intensity (FAR) however this potential delta is unknown until assigned through a Planning Commission Design Review process.

The current plan allowance and proposed development potential for this property are detailed below:

- Torrance Blvd (@Lucia Ave): For the 1 property (0.1 acres) in this location, the current plan allows a maximum of 2,634 square feet of development. A future potential building intensity is unknown at this time.

PCH and Torrance Boulevard | Metrics

Table 3 includes the acreage, the as-built condition, the current General Plan designation and zoning classifications; the maximum density and intensity permitted under the current plan; the maximum development potential under the current plan; the proposed August 2026 changes to the General Plan designation and zoning classification; the proposed maximum density and intensities; and the maximum development potential of the proposed amendments across all 41 affected properties (18.5 acres) along the Pacific Coast Highway and Torrance Boulevard corridors.

PCH and Torrance Boulevard | Mitigation

Based on the requirements of Article XXVII, Section 27.5(a)(3) of the City Charter, an analysis must include an objective discussion of potential inconsistencies between the proposed major change in allowable land

use and surrounding neighborhood uses. If the project differs from existing uses, a description of mitigations necessary to minimize neighborhood impacts must be provided.

The proposed August 2026 amendments for the PCH and Torrance Boulevard corridors primarily involve an increase in allowable building intensity rather than a fundamental shift in permitted use classifications. Because the proposed C-4 zone allows for the same commercial, retail, service, and visitor-serving uses as the current C-2 zone, the proposed amendments align with the existing and planned commercial character of these areas. Similarly, the transition of one property from C-2 to PI-1 aligns with planned public/institutional uses. Because these changes align planned uses with the existing character of the corridors and do not introduce inconsistencies with the General Plan or Zoning Ordinance, no specific land use mitigation is required or recommended to ensure future development is compatible with the surrounding neighborhood.

However, because these commercial zones do not permit new residential development, the 13 existing residential dwelling units located across the affected C-4 properties will be treated as legal non-conforming uses. To mitigate impacts on these homeowners, the City is preparing amendments to its standards for existing non-conforming uses to comply with the housing replacement requirements of State law and ensure that the approved changes will continue to allow existing property owners to maintain and invest in their properties.

Table 3. PCH and Torrance Boulevard | Comparison of as-built condition, current plan, and proposed amendments

	As-Built				Current Plan(s)					Proposed Plan(s)				
Acres	Use	Parcels	DU	SF	GP	Zone	Max Den/Ints	Max DU	Max SF	GP	Zone	Max Den/Ints	Max DU	Max SF
a. Properties Changing From C-2 to C-4														
	PCH (West side, Catalina Ave to Gertruda Ave) – COASTAL ZONE[1]													
8.2	Commercial	12	-	114,521	C-2	C-2A	0 du/ac 0.50 FAR	-	179,168	C-4	C-4	0 du/ac 1.00 FAR	-	358,336
0.2	Institutional	1	-	1,769	C-2	C-2A		-	3,684	C-4	C-4		-	7,368
0.1	Single Family Res.	1	1	-	C-2	C-2A		-	1,930	C-4	C-4		-	3,860
0.2	Vacant	2	-	-	C-2	C-2A		-	4,746	C-4	C-4		-	9,493
	PCH (West Side, Beryl St to Carnelian Ave) – COASTAL ZONE													
0.1	2-3 Units	1	2	-	C-2	C-2A	0 du/ac 0.50 FAR	-	1,719	C-4	C-4	0 du/ac 1.00 FAR	-	3,438
6.5	Commercial	2	-	80,039	C-2	C-2A		-	141,988	C-4	C-4		-	283,977
	PCH (West Side, Pearl St to Ruby St) – COASTAL ZONE													
1.4	Commercial	6	-	34,900	C-2	C-2	0 du/ac 0.50 FAR	-	29,546	C-4	C-4	0 du/ac 1.00 FAR	-	59,091
0.2	Single Family Res.	3	3	-	C-2	C-2		-	3,554	C-4	C-4		-	7,109
0.5	Vacant	3	-	-	C-2	C-2		-	11,318	C-4	C-4		-	22,636
	PCH (East Side, Pearl St to Ruby St)													
0.1	2-3 Units	1	2	-	C-2	C-2	0 du/ac 0.50 FAR	-	1,479	C-4	C-4	0 du/ac 1.00 FAR	-	2,958
0.7	Commercial	4	-	10,058	C-2	C-2		-	14,176	C-4	C-4		-	28,351
0.2	Mixed use Res/Com	2	3	3,052	C-2	C-2		-	3,360	C-4	C-4		-	6,720
0.2	SFR	2	2	-	C-2	C-2		-	5,072	C-4	C-4		-	10,144
18.4		**40**	**13**	**244,339**				**-**	**401,739**				**-**	**803,479**
a. Properties Changing From C-2 to PI-1														
	Torrance Blvd and Lucia Ave													
0.1	Vacant	1	-	-	C-2	C-2	0 du/ac 0.50 FAR	-	2,634	PI-1	P-CF	0 du/ac 0.75 FAR	-	3,951
0.1		**1**	**-**	**-**				**-**	**2,634**				**-**	**3,951**

1. This area includes two properties that were converted from R-3 to C-2 during the November 2024 amendments.

4. August 2026 Minor Changes in Allowable Land Use

As shown in Table 4, the August 2026 General Plan Update includes a number of proposed amendments that do not meet the thresholds for a "major change in allowable land use" as defined in Article XXVII. These amendments are classified as minor changes in allowable land use under Section 27.2(f) of the City Charter. Because minor changes do not individually or collectively trigger the traffic, density, or intensity thresholds set forth in Section 27.2(j), they do not require voter approval under Article XXVII. They are described here for transparency and completeness.

a. Properties with Approved November 2024 Changes and Proposed Minor Change in the August 2026 Amendments (C-2 Renamed to CN)

In November 2024, the City Council approved a series of residential-to-commercial conversions along Torrance Boulevard and Pacific Coast Highway (PCH). Specifically, approximately 47 properties (2.4 acres total) were redesignated from residential uses (R-1, R-3, and RH) to the C-2 commercial designation, with a maximum floor area ratio (FAR) of 0.50. These November 2024 changes were analyzed in detail in the November 2024 Land Use Analysis and Traffic Report.

The August 2026 amendments propose to rename the General Plan designation for these same properties from "C-2" to "CN" to reflect the City's updated General Plan nomenclature. No change in allowable uses, maximum FAR, building heights, or other development standards is proposed. The renaming is a technical housekeeping amendment that ensures consistency between the November 2024-approved map changes and the updated General Plan land use table, which replaces the legacy "C-2" label with the new "CN" designation for general commercial properties citywide. The three groups of affected properties are:

Torrance Boulevard (6 properties, 0.6 acres). Properties converted from R-1 to C-2 in November 2024 will have their General Plan designation renamed to CN. No additional November 2024 changes to zoning, allowable uses, or development standards are proposed.

PCH, North of Diamond – East Side (3 properties, 0.4 acres). Properties converted from R-3 to C-2 in November 2024 will have their General Plan designation renamed to CN. No additional November 2024 changes to zoning, allowable uses, or development standards are proposed.

PCH, Between Ruby Street and Knob Hill Avenue (38 properties, 1.4 acres). Properties converted from RH to C-2 in November 2024 will have their General Plan designation renamed to CN. No additional August 2026 changes to zoning, allowable uses, or development standards are proposed.

Because no change in allowable uses or maximum FAR is proposed, these amendments do not increase traffic, density, or intensity of use above the as-built condition, the analysis prepared in November 2024 meets the requirements of Article XXVII.

b. Minor Changes (2026)

The August 2026 General Plan Update includes five categories of administrative or nomenclature-only amendments that constitute minor changes in allowable land use. Each is described below, together with the basis for its classification as a minor, rather than major, change.

Renaming of C-2 and C-2-PD Properties to CN

The August 2026 amendments propose to rename the General Plan designation for several groups of existing C-2 and C-2-PD properties to CN, without any change in allowable uses, development standards,

or FAR. This renaming reflects the updated General Plan nomenclature that consolidates the legacy "C-2" and "C-2-PD" commercial labels under the "CN" (Neighborhood Commercial) designation identified for the City's primary commercial corridors. The affected properties include:

Torrance Boulevard, East of Irena Avenue (24 properties, 6.3 acres). The General Plan designation will be renamed from C-2 to CN. Zoning remains C-2; no changes to allowable uses or development standards.

PCH, North of Diamond (39 properties, 5.0 acres). The General Plan and Coastal Land Use Plan (CLUP) designation will be renamed from C-2 to CN. Zoning remains the same; no changes to allowable uses or development standards.

PCH, Between Diamond and Palos Verdes Boulevard (69 properties, 16.2 acres). The General Plan and CLUP designation will be renamed from C-2 to CN. Zoning remains the same; no changes to allowable uses or development standards.

Because no change in maximum FAR or permitted uses accompanies these renamings, they do not increase the intensity of use above the as-built condition. These amendments do not trigger any threshold for a major change in allowable land use under Article XXVII, Section 27.2(e).

Removal of "-PD" Suffix from General Plan Designations in Riviera Village and Catalina Avenue

The August 2026 amendments propose to remove the "-PD" (Planned Development) suffix from General Plan designations in Riviera Village and along Catalina Avenue. The zoning designations and CLUP designations for these properties remain unchanged; only the General Plan label is updated to eliminate an outdated suffix that no longer reflects a substantive regulatory distinction. The affected properties include 41 properties (4.6 acres) changing from C-2-PD to C-2, 31 properties (4.1 acres) changing from C-3-PD to C-3, 22 properties (4.7 acres) changing from C-4-PD to C-4 in Riviera Village, and 6 properties (1.3 acres) changing from C-2-PD to C-2 along Catalina Avenue.

Because no change in allowable uses, FAR, or any other development standard is proposed, these amendments do not increase traffic, density, or intensity of use above the as-built condition. They do not trigger any threshold for a major change in allowable land use under Article XXVII, Section 27.2(e).

Renaming of "P" (Public) to "OS, Open Space" and Reduction of Maximum FAR from 0.25 to 0.20 for P-PRO Properties

The August 2026 amendments propose to rename the General Plan designation for 53 properties (144.6 acres) currently designated "P" (Public) with P-PRO zoning from "P" to "OS, Open Space," and to reduce the maximum FAR from 0.25 to 0.20. The zoning designation for all affected properties remains P-PRO (Parks, Recreation, and Open Space); no changes to allowable uses are proposed. An identical treatment is proposed for Mole B (1.8 acres), currently designated "CC" in the General Plan, which will be redesignated "OS, Open Space" with a reduction in maximum FAR from 0.25 to 0.20; the CLUP and zoning designations for Mole B remain unchanged.

The reduction in maximum FAR from 0.25 to 0.20 on P-PRO-zoned parks and open space properties does not constitute a major change in allowable land use under Article XXVII for several independent and mutually reinforcing reasons.

> **1. The change reduces, rather than increases, allowable intensity.** Article XXVII is designed to protect the public from increases in development density, traffic, and intensity of use. Section 27.2(e)(1) defines a major change as one that "would significantly increase traffic, density or intensity of use above the as-built condition." Section 27.2(e)(3) requires an increase of more than 40,000 square feet of non-residential floor area to trigger major-change status. Here, the proposed amendment lowers the maximum FAR — it reduces the theoretical ceiling on

development intensity, rather than raising it. A reduction in allowable building intensity is the opposite of a major change as defined by Article XXVII. Applying the voter-approval requirement to a downzoning or intensification cap would be inconsistent with the plain text and stated purpose of Article XXVII.

2. The P-PRO zone strictly limits the types of development that may occur on these properties. P-PRO-zoned properties are subject to the most restrictive development regulations in the City's public and institutional zone framework. Under both the Coastal Zone regulations (Title 10, Chapter 5) and the inland regulations (Title 10, Chapter 2), the P-PRO zone permits only parks, parkettes, open space, recreational facilities, beaches, coastal bluffs, and accessory uses and structures by right, and allows all other uses only as Conditional Uses subject to Planning Commission approval and Recreation and Parks Commission review. Hospitals, schools, medical offices, and nearly all non-recreational institutional uses are not permitted in P-PRO at all. The zone's principal purpose is the preservation and enhancement of publicly accessible open space and recreation areas, not the maximization of building coverage. As a result, even under the current 0.25 FAR standard, the vast majority of P-PRO properties are developed at far below the maximum allowable intensity: the existing built character of the City's parks, beaches, and open space areas is defined by low-impact, recreation-serving structures such as restrooms, maintenance facilities, concession stands, and small community buildings—not large-scale institutional or commercial development.

3. The reduction in FAR is unlikely to result in any threshold impacts on traffic, density, or intensity of use. Because the P-PRO zone limits development to low-intensity recreational uses, and because development on these properties must be reviewed by both the Recreation and Parks Commission and the appropriate decision-making body, the practical range of uses that could ever be built at the maximum FAR is extremely narrow. The incremental difference between 0.25 FAR and 0.20 FAR — a reduction of 0.05 FAR — translates to a theoretical reduction of approximately 5 square feet of allowable building area per 100 square feet of lot area. Across the full 144.6 acres of affected P-PRO properties, this reduction in theoretical maximum building area is substantial in aggregate; however, the operative effect on actual development potential is negligible, because: (a) virtually no P-PRO use permitted by right generates significant vehicular traffic; (b) none of the allowed uses involve residential density; and (c) conditional uses in P-PRO that might generate traffic — such as government maintenance facilities, community centers, or public gymnasiums — remain subject to discretionary approval and are further constrained by the Recreation and Parks Commission review requirement. It is not reasonably foreseeable that this reduction in maximum FAR would result in more than 150 additional peak hour trips, more than 25 additional dwelling units, or more than 40,000 additional square feet of non-residential floor area compared to the as-built condition. To the contrary, the amendment forecloses some marginal increment of development that might otherwise have been theoretically permissible.

4. The change does not convert public use to private use. Article XXVII, Section 27.2(e)(2) separately defines as a major change any amendment that "would change a public use to a private use." This amendment has precisely the opposite effect: it reinforces the public open space character of these properties by tightening the maximum building intensity and retaining the P-PRO zoning designation, which requires that all development be oriented toward public recreational use. The renaming of the General Plan designation to "OS, Open Space" further emphasizes the public and non-private nature of these lands.

For all of these reasons, the reduction in maximum FAR from 0.25 to 0.20 on P-PRO-zoned properties does not constitute a major change in allowable land use and does not require voter approval under Article XXVII.

School Property Boundary Alignments and Land Use Clarifications

The August 2026 General Plan Update, as adopted by the City Council on August 4, 2026, includes technical boundary amendments and land use clarifications for three school properties to align General Plan and Zoning designations with actual School District ownership and current as-built use. These administrative updates affect the following sites:

- Alta Vista Elementary: Designates the fenced area used for school operations as PI-1 (General Plan) and P-SF (School Facility Zoning), while designating the publicly accessible portions maintained by the City as Open Space (General Plan) and P-PRO (Parks, Recreation and Open Space Zoning).
- Franklin Park (Friendship Academy): Designates the area developed for the Friendship Campus as PI-1/P-SF and the publicly accessible park portions as Open Space/P-PRO.

The reclassification of these amendments from "major" to "minor" follows the City Council's decision on August 4, 2026, to defer proposed changes to the floor area ratio (FAR) for Public/Institutional (PI) land use designations citywide. Under the August 2026 plan adopted by City Council, these amendments do not meet the thresholds for a “major change in allowable land use” under Article XXVII for the following reasons:

1. No Established Intensity Cap & Regulatory Oversight: Under the adopted plan, the general plan designation and P-SF zone for these sites do not include an established maximum FAR cap. Because the City Council deferred changes to building intensity for PI land use designations, the adopted standards do not allow for additional development capacity as part of the proposed project, deferring future development on these sites to a separate review process, during which the appropriate development intensity would be established through planning commission design review.
2. No Increase in Intensity: In the absence of an adopted maximum FAR or permitted building intensity, these technical boundary alignments do not significantly increase traffic, density, or intensity of use above the as-built condition.
3. Public-to-Public Alignment: These amendments do not convert a public use to a private use. They align the zoning of land already owned and utilized by the School District with the appropriate School Facility (P-SF) designation to reflect its actual public function.
4. Threshold Compliance: It is not reasonably foreseeable that these technical map corrections would result in more than 150 additional peak hour trips, more than 25 additional dwelling units, or more than 40,000 additional square feet of non-residential floor area compared to the as-built condition.

   As these updates do not meet any of the conditions defined in Section 27.2(e), they are classified as minor changes in allowable land use under Section 27.2(f).

Table 4. Areas with Minor Changes in Allowable Land Use

Acres	Description	Parcels
	a. Properties with approved November 2024 changes to be further amended with the approved minor changes in August 2024.	
	Torrance Boulevard properties converted to C-2 in November 2024 will change in name only to CN (See section 3, Torrance Boulevard in the November 2024 Analysis)	
0.6	Torrance Boulevard (November 2024: R-1 to C-2 | August 2026: rename GP from C-2 to CN)	6
	PCH properties converted to C-2 in the November 2024 amendments will change in name only to CN (See section 4, PCH in the November 2024 Analysis)	
0.4	North of Diamond - East Side (November 2024: R-3 to C-2 | August 2026: rename GP from C-2 to CN)	3
1.4	Between Ruby Street and Knob Hill Avenue (November 2024: RH to C-2 | August 2026: rename GP from C-2 to CN)	38
2.4	**TOTAL**	**47**
	b. Minor Changes (2026)	
	Torrance Boulevard C-2 properties will change in name only to CN	
6.3	East of Irena Ave (Rename from C-2 as CN in GP, zoning remains the same)	24
	PCH C-2 and C-2-PD properties will change in name only to CN in GP and CLUP	
5.0	North of Diamond (Rename from C-2 as CN in GP and CLUP, zoning remains the same)	39
16.2	Between Diamond and Palos Verdes Blvd (Rename from C-2 as CN in GP and CLUP, zoning remains the same)	69
	"-PD " suffix removed from General Plan designations	
4.6	Riviera Village (change C-2-PD to C-2 in GP, zoning & CLUP remain the same)	41
4.1	Riviera Village (change C-3-PD to C-3 in GP, zoning & CLUP remain the same)	31
4.7	Riviera Village (change C-4-PD to C-4 in GP, zoning & CLUP remain the same)	22
1.3	Catalina Avenue (change C-2-PD to C-2 in GP, zoning & CLUP remain the same)	6
	Rename "P" as "OS, Open Space" and reduce maximum intensity from 0.25 to 0.20 FAR	
144.6	Parks and Open Space (with P-PRO zoning)	53
	Rename "CC" as "OS, Open Space" in the GP and reduce maximum intensity from 0.25 to 0.20 FAR	
1.8	Mole B (CLUP and Zoning designations remain the same)	1
	School Property Boundary Alignments and Land Use Clarifications	
1.1	Altavista Elementary (portion of the playground)	1 (partial)
6.3	Lincoln Elementary (playground)	1
196.0	**TOTAL**	**288**

5. May 2026 Exempt Sites

In May 2026, the City of Redondo Beach adopted comprehensive updates to the General Plan and Zoning Code to implement the City's Housing Element, specifically refining the approach for the six housing sites previously identified as Residential Overlay (RO) areas. Pursuant to Article XXVII, Section 27.6(h) and (i) of the City Charter, these amendments are expressly exempt from the voter ratification requirements of Measure DD because they were adopted to meet the City's state-mandated Regional Housing Needs Assessment (RHNA) obligations.

While these residential intensifications are not subject to a public vote, they have been fully integrated into the "Current Plan" analysis for the August 2026 Land Use and Traffic studies. This inclusion is necessary to comply with the cumulative analysis requirements of Article XXVII, which ensure that the City evaluates the collective impacts of land use changes within affected neighborhoods. By including these adopted housing sites as part of the baseline condition, the traffic and land use models provide a comprehensive assessment of the total increase in density and intensity, ensuring that the August 2026 non-residential updates are evaluated against an accurate and realistic cumulative baseline.

a. North Tech District (Exempt)

North Tech District | Affected Area

The North Tech District comprises 8.0 acres consisting of two parcels located in the City's northern industrial and commercial sector. In May 2026, the City revised its approach to this site by removing it from the "housing sites" inventory and reverting its designations to support commercial uses rather than the previously studied residential overlay.

North Tech District | As-Built Condition

The as-built condition for the North Tech District consists of 106,700 square feet of retail uses within a shopping center. There are no existing residential dwelling units on the property. This existing development represents the as-built condition under the requirements of Article XXVII. See Table 5 for metrics.

North Tech District | Current Plan (May 2026)

The "Current Plan" for this site reflects the designations adopted by the City Council in May 2026 to implement the updated General Plan and Zoning framework. Under this adopted plan, the site is designated as Commercial (C-4) in the General Plan and is zoned C-4. These designations establish a maximum building intensity of 1.0 FAR, which allows for a theoretical maximum development potential of 362,880 square feet of non-residential floor area. Growth in square footage relative to the as-built condition is forecast as shopping center use in traffic estimates. Although this site is exempt from the voter ratification provisions of Article XXVII, it is included as part of the "Current Plan" for the purposes of the cumulative traffic and land use analyses. See Table 5 for metrics.

b. South Bay Marketplace (Exempt)

South Bay Marketplace | Affected Area

The South Bay Marketplace comprises 17.2 acres consisting of four parcels located at the intersection of Hawthorne Boulevard and Artesia Boulevard. In May 2026, the City replaced the initial "Residential Overlay" concept for this site with specific mixed-use and regional commercial designations to ensure the site contributes to the City's housing capacity while maintaining its commercial core.

South Bay Marketplace | As-Built Condition

The as-built condition for the South Bay Marketplace consists of 246,100 square feet of non-residential development, including big-box retail, light industrial uses, and surface parking. There are no existing residential dwelling units on the property. This existing development represents the as-built condition under the requirements of Article XXVII. See Table 5 for metrics.

South Bay Marketplace | Current Plan (May 2026)

The "Current Plan" for this site reflects the designations adopted in May 2026 to implement the Housing Element. The site is designated as Mixed-Use Transit Center – Housing Required (MU-TCH) and Regional Commercial – Housing Required (CR-H). These designations permit a maximum building intensity of 1.50 FAR and a residential density of up to 80 du/ac. Under the "Housing Required" standard, 50 percent of the total floor area must be dedicated to residential use. The technical analysis for this plan assumes a full buildout 1,376 dwelling units and 1,123,848 total square feet, of which fifty percent would be for residential use, and the remaining fifty percent would be non-residential use. A total of 561,924 non-residential square feet is permitted under current plan. Growth in non-residential square footage relative to the as-built condition is forecast as shopping center use in traffic estimates. Although exempt from voter ratification, this development potential is included in the cumulative analysis for current plan estimates for the August 2026 amendments. See Table 5 for metrics.

c. South of Transit Center

South of Transit Center | Affected Area

The South of Transit Center site comprises 6.2 acres consisting of one parcel located near the Galleria, to the west of the South Bay Marketplace, and south of the city's transit center. In May 2026, the City revised its approach to this site by replacing the initial "Residential Overlay" (I-2-R) with a residential-only designation to ensure the City maintains adequate capacity for its state-mandated housing cycle.

South of Transit Center | As-Built Condition

The as-built condition for the South of Transit Center consists of 40,000 square feet of retail development. There are no existing residential dwelling units on the property. This existing development represents the as-built condition under the requirements of Article XXVII. See Table 5 for metrics.

South of Transit Center | Current Plan (May 2026)

The "Current Plan" for this site reflects the designations adopted in May 2026 to implement the Housing Element. The site is designated as Very High Residential (RVH) in the General Plan and is zoned RH-4. These designations permit a residential density ranging from a minimum of 20 du/ac up to and including 65 du/ac. The current plan allows for a full buildout of 403 dwelling units and 0 square feet of non-residential development. This represents a fundamental shift from the previous industrial-overlay plan to a primary residential use to support the City's Regional Housing Needs Assessment (RHNA) obligations. Although exempt from voter ratification pursuant to Article XXVII Section 27.6(h) and (i), this residential development potential is included in the cumulative analysis for current plan estimates for the August 2026 amendments. See Table 5 for metrics.

d. Kingsdale

Kingsdale | Affected Area

The Kingsdale housing site comprises 2.4 acres across 12 parcels located in the northern portion of the City. In May 2026, the City replaced the initial "Residential Overlay" (RO) concepts for these sites with specific mixed-use and high-density residential designations to implement the Housing Element and meet state-mandated Regional Housing Needs Assessment (RHNA) obligations.

Kingsdale | As-Built Condition

The as-built condition for the Kingsdale area consists of a mix of residential and commercial uses:

- 0.6 acres (5 parcels) developed with 7 single-family dwelling units.
- 0.1 acres (1 parcel) developed with 6 multi-family dwelling units.
- 1.7 acres (6 parcels) developed with 33,500 square feet of retail and medical offices.

Combined, the site currently supports 13 dwelling units and 33,500 square feet of non-residential development. This existing development represents the as-built condition under the requirements of Article XXVII. See Table 5 for metrics.

Kingsdale | Current Plan (May 2026)

The "Current Plan" for these sites reflects the designations adopted in May 2026 to implement the Housing Element:

- Residential Portions (0.7 acres): These parcels were redesignated as Very High Residential (RVH) in the General Plan with RH-4 zoning. This allows for a density range of 20 to 65 du/ac, providing a potential for 46 dwelling units.
- Mixed-Use Portion (1.7 acres): These parcels were redesignated as Mixed-Use Housing Required (MU-H). This designation permits a maximum building intensity of 1.50 FAR and a density of up to 65 du/ac. Under the "Housing Required" standard, 50 percent of the total floor area must be residential, and all square footage exceeding 0.75 FAR must be dedicated to residential use. The technical analysis for this plan assumes a total buildout of 157 dwelling units and 111,078 total square feet, of which a maximum of 55,539 square feet may be non-residential. Growth in non-residential square footage relative to the as-built condition is forecast as shopping center use in traffic estimates.

Although exempt from voter ratification pursuant to Article XXVII Section 27.6(h) and (i), this development potential is included in the cumulative analysis for current plan estimates for the August 2026 amendments. See Table 5 for metrics.

e. 190th Street

190th Street | Affected Area

The 190th Street housing site comprises 8.7 acres across 16 parcels located along the City's northern border. In May 2026, the City revised its approach to these properties by replacing the initial "Residential Overlay" (I-2-R and C-2-R) with a high-density residential-only designation to ensure the City maintains adequate capacity for its state-mandated housing cycle.

190th Street | As-Built Condition

The as-built condition for the 190th Street area consists of 158,200 square feet of non-residential development, including:

- 7.0 acres (15 parcels) developed with 145,400 square feet of light industrial uses.
- 1.7 acres (1 parcel) developed with 12,800 square feet of retail (Lamps Plus). There are no existing residential dwelling units on these properties.

This existing development represents the as-built condition under the requirements of Article XXVII. See Table 5 for metrics.

190th Street | Current Plan (May 2026)

The "Current Plan" for these sites reflects the designations adopted in May 2026 to implement the Housing Element. Both the industrial and retail portions were redesignated as Very High Residential (RVH)

in the General Plan and zoned RH-4. These designations permit a residential density ranging from a minimum of 20 du/ac up to and including 65 du/ac.

The technical analysis for this plan assumes a full buildout of 566 dwelling units (455 units on the industrial portion and 111 units on the retail portion) and 0 square feet of non-residential development. This represents a fundamental shift from the previous industrial and commercial plans to a primary residential use to support the City's Regional Housing Needs Assessment (RHNA) obligations. Although exempt from voter ratification pursuant to Article XXVII Section 27.6(h) and (i), this residential development potential is included in the cumulative analysis for current plan estimates for the August 2026 amendments. See Table 5 for metrics.

f. FedEx Site (South PCH)

FedEx Site | Affected Area

The FedEx site comprises 1.8 acres consisting of two parcels located along South Pacific Coast Highway (PCH). In May 2026, the City revised its approach to this property by replacing the initial "Residential Overlay" (MU-1) concept with a specific mixed-use designation to ensure the City maintains adequate capacity for its state-mandated housing cycle.

FedEx Site | As-Built Condition

The as-built condition for the FedEx site consists of 20,800 square feet of retail development. There are no existing residential dwelling units on the property. This existing development represents the as-built condition under the requirements of Article XXVII. See Table 5 for metrics.

FedEx Site | Current Plan (May 2026)

The "Current Plan" for this site reflects the designations adopted in May 2026 to implement the Housing Element. The site is designated as Mixed-Use Housing Required (MU-H) in the General Plan and is zoned MU-H. These designations permit a maximum building intensity of 1.50 FAR and a residential density ranging from a minimum of 20 du/ac up to 65 du/ac. Under the "Housing Required" standard, 50 percent of the total floor area must be dedicated to residential use, and all square footage exceeding 0.75 FAR must be for residential use.

The technical analysis for this plan assumes a full buildout of 117 dwelling units and 117,612 total square feet, of which fifty percent would be for residential use and the remaining fifty percent would be non-residential use. A total of 58,806 non-residential square feet is permitted under the current plan. Growth in non-residential square footage relative to the as-built condition is forecast as shopping center use in traffic estimates. Although exempt from voter ratification pursuant to Article XXVII Section 27.6(h) and (i), this development potential is included in the cumulative analysis for current plan estimates for the August 2026 amendments. See Table 5 for metrics.

Table 5 Exempt Housing Element Implementation Sites | Metrics for As-Built Condition and Current Plan

	As-Built				Current Plan (May 2026)[1]				
Acres	Use	Parcels	DU	SF (non-res.)	GP	Zone	Max Ints/Dens	Max DU	Max SF (non-res.)[2]
	a. North Tech District								
8.0	Shopping Center	2	-	106,700	C-4	C-4	1.00 FAR	-	362,880
	b. South Bay Marketplace								
14.6	Big Box Retail	3	-	206,400	MU-TCH	CR-H	1.5 FAR[2] / 80 du/ac	1,168	476,982[2]
2.6	Light Industrial	1	-	39,700	MU-TCH	CR-H	1.5 FAR[2] / 80 du/ac	208	84,942[2]
	c. South of Transit Center								
6.2	Retail	1	-	40,000	RVH	RH-4	65 du/ac	403	-
	d. Kingsdale								
0.6	Single Family	5	7	-	RVH	RH-4	65 du/ac	39	-
0.1	Multi-Family	1	6	-	RVH	RH-4	65 du/ac	7	-
1.7	Retail and Medical Office	6	-	33,500	MU-H	MU-H	1.5 FAR[2] / 65 du/ac	111	55,539[2]
	e. 190th Street								
7.0	Light Industrial	15	-	145,400	RVH	RH-4	65 du/ac	455	-
1.7	Retail (Lamps Plus)	1	-	12,800	RVH	RH-4	65 du/ac	111	-
	f. Fed Ex								
1.8	Retail	2	-	20,800	MU-H	MU-H	1.5 FAR[2] / 65 du/ac	117	58,806
44.3		**37**	**13**	**605,300**				**2,619**	**1,039,149**

1. The May 2026 amendments to the Housing Sites are exempt from the provisions of Article XXVII, however they are included as part of "Current Plan" within the Article XXVII analyses for the August 4, 2026 Proposed Plan.

2. Mixed Use designations (MU-TCH and MU-H) require at least fifty percent of the total floor area of any new development project be for residential use. Residential square footage is estimated as [(Acres x 43,560 x FAR)x0.50]. While this represents projects with small units (ranging from 400- 500 square feet per unit), it discloses the maximum amount of development that could theoretically be developed under the current plan, consistent with Article XXVII requirements for estimating impacts of potential future growth. The remaining fifty percent of the total allowable square footage is forecast as non-residential square footage, which is modeled as shopping center use in the traffic estimates.

DU = Dwelling units; SF (non-res.) = Non-residential square footage; GP = General Plan designation; Zone = Zoning district; Max Ints/Dens = Maximum intensity (Floor Area Ratio (FAR)) and/or density (dwelling units per acre (du/ac)) allowed under the General Plan and zoning; Max DU = Maximum number of dwelling units allowed on the site under current plan [Acres x du/ac], rounded to the nearest whole number; Mas SF (non-res.) = Maximum non-residential square footage allowed under the General Plan and zoning [(Acres x 43,560 x FAR)-(residential square footage)].