

Redline Code Amendments

“§ 10-2.1707. Nonresidential parking standards within the Artesia and Aviation Corridors Area Plan.

- (a) Purpose and intent. The mobility objectives of the Artesia and Aviation Corridors Area Plan are to provide a concentration of office, restaurant, and retail activity that is community/neighborhood serving. The intent is to create a "park once and walk" corridor that meets parking needs and promotes the use of active transportation (e.g., walking, bicycling, and scooter riding). Restaurant and office uses ~~are~~ identified as "preferred uses" within the corridor plan, are envisioned to attract a mix of people from the surrounding neighborhoods who may arrive on foot, bike, e-bike and other alternative modes, or by car. The segments of Artesia and Aviation Boulevards included in the Artesia and Aviation Corridor Area Plan runs from the transportation easement (rail line) east of Inglewood Avenue to the western City boundary at Aviation Boulevard.
- (b) Number of Parking Spaces Required. All permitted non-residential uses, business offices uses, medical and dental offices uses, and restaurant uses that have frontage on either the Artesia or Aviation ~~Corridors~~ Boulevards within the Artesia and Aviation Corridors Area Plan ~~shall are not required to have a parking~~ provide parking requirement of one (1) space per three hundred (300) square feet of gross floor area. ~~A restaurant use within the Artesia and Aviation Corridors Area Plan subject to this section shall include the following use classifications listed in Section 10-2.1706; food and beverage sales and snack shops, restaurant (sit down), restaurant (fast food), restaurant (delivery), restaurant (take-out), restaurant (pedestrian oriented), and restaurant (unclassified). A restaurant (fast food) and a restaurant with drive-through use is not included and is not permitted on properties with frontage on either the Artesia or Aviation Corridors within the Area Plan. All other nonresidential uses are subject to the minimum parking requirements pursuant to Section 10-2.1706.~~
- ~~(1) Any fractional requirement of a parking space equal to or greater than one-half of a parking space shall be interpreted as a requirement for a total parking space.~~
- ~~(2)(1) Outdoor Seating for Restaurant Uses. No additional parking is required for the first sixteen (16) outdoor seats or 30 percent of the number of indoor seats, whichever is greater. Thereafter, one parking space shall be provided for every six (6) seats. The provisions as referenced in Section 10-2.1622, which requires outdoor seating to meet the parking requirements of Section 10-2.1706 and a Conditional Use Permit for outdoor seating areas greater than 150 square feet does not apply to restaurant uses, as noted above, within the Artesia and Aviation Corridors Area Plan. All outdoor dining areas for restaurants in the Area Plan shall be subject to approval by Administrative Design Review pursuant to Section 10-2.2500. All other provisions within Section 10-2.1622 shall apply.~~
- ~~(3)(2) Although not required, if the project provides on-site parking if provided, then D design of nonresidential off-street parking lots, common parking garages, driveway approaches, driveways, and aisles are subject to the requirements pursuant to Section 10-2.1706 and the following additional "General Requirements", "Exceptions", and "Findings".~~
- a. General Requirements.

1. Off-street parking areas shall be located to the rear of the primary building or structure on the lot.
 2. No ~~o~~Off-street parking shall be permitted in the front yard setback or between the front of the primary building and the public street, except as provided in ~~s~~Subsection b. below.
 - b. Exceptions – Administrative Use Permit or Conditional Use Permit.
 1. The placement of off-street parking in the front of the primary building may be authorized through approval of an Administrative Use Permit (AUP), or Conditional Use Permit (~~CUP~~), as determined by the Community Development Director subject to the findings in Subsection ~~c~~.
 2. An application for an AUP shall be processed in accordance with Section 10-2.2507 and an application for a CUP shall be processed in accordance with Section 10-2.2506.
 - c. Findings for Approval.
In approving an AUP or CUP for front yard parking, the Community Development Director or the Planning Commission, respectively, shall make the following three findings in addition to the requirements contained in Sections 10-2.2506 and 10-2.2507:
 1. Site Constraints. Physical site conditions, including not limited to lot depth, topography, corner lot condition, or the location of existing structures make rear parking infeasible.
 2. Business Operations. The proposed business or use has operational characteristics that warrant front yard parking, such as customer pick-up/drop-off areas, accessibility needs, or similar functions, and rear parking would substantially impair the business operation.
 3. Design Mitigation. Parking located in front of the primary building is designed and screened to minimize visual impacts from the public right-of-way, including landscaping, decorative walls, or other design treatments consistent with City design guidelines.
- (c) Provisions-Requirements for ~~Parking Space Reduction or Parking Lot Designs Not Compliant~~parking lot designs not compliant with Section 10-2.1706. Overlap (on-site or off-site) parking, valet parking, tandem parking, and mechanical lifts for all nonresidential uses located within the Artesia and Aviation Corridors Area Plan may apply for an Administrative Design Review pursuant to Section 10-2.2500.
- (1) Administrative Design Review may be approved for:
- ~~a.~~ a. ~~A reduction in the number of spaces specified in Section 10-2.1707(b) or 10-2.1706;~~
 - ~~b.a.~~ b.a. ~~Overlap provision of~~ parking serving more than one (1) use or site;
 - ~~c.b.~~ c.b. ~~Provision of v~~ Valet parking;
 - ~~d.c.~~ d.c. ~~Provision of t~~ Tandem parking;
 - ~~e.d.~~ e.d. ~~Provision of m~~ Mechanical lifts; or
 - ~~f.e.~~ f.e. Any combination of the above, subject to specific findings and conditions of approval.

- (2) In approving an Administrative Design Review for ~~parking space reduction and/or~~ parking lot design not compliant with Section 10-2.1706, overlap parking (on-site or off-site), valet parking, tandem parking, and/or mechanical lifts, the Community Development Director (or ~~designee assigned~~) shall find:

~~a. In regard to a reduction in parking spaces:~~

- ~~1. There is clear and convincing evidence that the parking demand will be less than the requirement in Section 10-2.1707(b) or 10-2.1706. In reaching a decision, the Community Development Director (or assigned) shall consider survey data submitted by an applicant or collected at the applicant's request and expense.~~

~~b.a.~~ In regard to overlap (on-site or off-site) parking:

1. The peak-hour parking demand from all uses does not coincide and/or the uses are such that the hours of operation are different for various portions of the business. If the site is in a pedestrian-oriented commercial zone, the Community Development Department may also approve overlap parking subject to a determination that the use mix is conducive to customers parking and walking to visit more than one business on the same trip; and
- ~~2. The total parking provided for the uses sharing parking shall not be less than fifty (50%) percent of the parking requirement for the same uses with no shared parking; and~~
- ~~3. The total parking provided for the uses sharing parking shall not be less than the parking requirement applicable to any single use with no shared parking; and~~
- ~~4.2.~~ The adjacent or nearby properties will not be adversely affected relative to parking; and
- ~~5.3.~~ The proposed traffic circulation will not be detrimental to the health, safety, and welfare of residents residing or working in or adjacent to the neighborhood; and
- ~~6.4.~~ The off-site parking is within a reasonable distance of the premises upon which the building or use is located; and
- ~~7.5.~~ In reaching a decision, the Community Development Director (or assigned) ~~shall~~ may consider survey data submitted by an applicant or collected at the applicant's request and expense.

~~c.b.~~ In regard to valet parking, tandem parking, and mechanical lifts:

1. The location for valet services, tandem parking, and mechanical lifts does not severely impede on-site or off-site traffic or pedestrian circulation; and
2. The adjacent or nearby properties will not be adversely affected by noise associated with the mechanical lifts and/or valet parking services; and
3. Mechanical lifts shall be operated by an employee and shall be screened from view from the adjacent public right-of-way to the extent feasible.

- (3) Mechanical Lift Design Standards. A mechanical lift is an elevator-like mechanical system allowing full-size passenger cars or sport utility vehicles to

be placed in the lift and mechanically raised or lowered, creating space for more full-size passenger cars or sport utility vehicles to be parked in a vertical configuration. Mechanical lifts shall be operated solely by parking attendants. Mechanical lifts shall be screened from view from adjacent public streets to the extent feasible. ~~Mechanical lifts shall be located only in parking structures/lots where they will be fully or substantially obstructed from view from adjacent public streets.~~

- (4) As a condition of such Administrative Design Review approval for overlap parking (off-site), the Community Development Director (or assigned) shall require a written agreement between landowner(s) and the City, in a form satisfactory to the City Attorney, which shall include:
 - ~~a. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking; and~~
 - ~~b.a.~~ a. A guarantee among the landowner(s) for access to and use of the off-site overlap parking facilities ~~for a term not less than 20 years and provisions for extensions in five (5) year terms~~; and
 - ~~c.b.~~ b. Remedies in the event that there is a change in use on the property or in the event that the off-site overlap parking is lost; and
 - ~~d.c.~~ c. A provision that the City may require parking facilities in addition to those originally approved, after notice and administrative hearing, upon a finding by the Community Development Director (or assigned) that adequate parking to serve the use(s) has not been provided; and
 - ~~e.d.~~ d. A provision stating that the City, acting through the Community Development Director (or designee assigned), may, for due cause and upon notice and administrative hearing, modify, amend, or unilaterally terminate the agreement at any time.
- (5) Notwithstanding the foregoing, if such parking reduction, parking lot design, overlap (on-site or off-site) parking, valet parking, tandem parking, or mechanical lift request also includes other discretionary actions to be considered by the Planning Commission, the Community Development Director shall refer the parking request to the Planning Commission in conjunction with such other discretionary actions. The Planning Commission, in considering the parking request, shall make such findings and include necessary conditions as provided in this section.
- (6) Performance. It is a violation of this section for use of valet and/or mechanical lift parking spaces and queuing to access those spaces, to be operated in a manner that causes either: (a) significant congestion on adjacent streets or intersections; (b) any other significant impediment to City intersections, streets or adjacent off-street parking areas; or (c) significant interference with the self-park operations elsewhere on site. Violations of this section are subject to enforcement pursuant to Article 15 (Enforcement) of Part IV (Administration) of Chapter 2 (Zoning) of Title 10 (Planning and Zoning) of the Redondo Beach Municipal Code. In addition, the Community Development Director may impose conditions if the Community Development Director determines that doing so is necessary to eliminate any such violation."