

PUBLIC HEARING TO CONSIDER AN ORDINANCE
AMENDING THE TITLE 10 CHAPTER 2
ZONING AND LAND USE SECTION (10-2.1707) OF THE
REDONDO BEACH MUNICIPAL CODE
PERTAINING TO PARKING REGULATIONS FOR NON-
RESIDENTIAL USES ON PROPERTIES
LOCATED ON ARTESIA AND AVIATION BOULEVARDS

Previous City Council (Sep 9th)

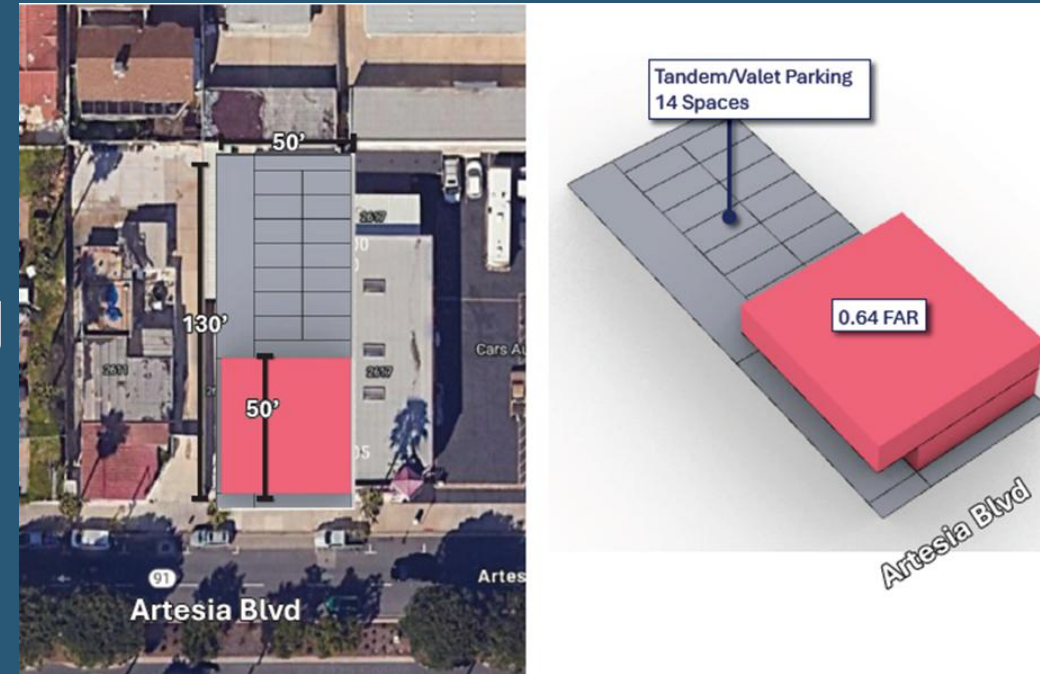
1. Remove the language in Section 10-2.1707 that prohibits “restaurant (fast food) and a restaurant with drive-through use” within the AACAP area
2. Revise the parking regulation ordinance to apply to all nonresidential uses, including fast food restaurants and restaurants with drive-throughs
3. Incorporate language to require and/or encourage parking areas, if provided, to be located to the rear of proposed structures and give discretion to the CD Director

Planning Commission Recommendations (Sep 18th)

1. If parking areas/lots are to be provided they are only permitted to the rear/behind proposed or existing development.
2. Reduce maximum allowable two-way driveway widths to 15'.
3. Plan now for future City parking lots along Artesia Boulevard by identifying potential locations.
4. Prohibit restaurants (fast food) and restaurants with drive throughs.
5. Add cross-walks at intersections within the AACAP where they don't currently exist.
6. Direct City staff to develop preliminary future Artesia Boulevard right-of-way improvements that include multiple parking designs that can accommodate additional parking spaces as well as future City parking lot locations.

Rear Parking Requirements and Exceptions

- Off-street parking areas shall be located to the rear of the primary building or structure
- Drafted two options for rear parking to allow for exceptions
 - One requires AUP or CUP and all three findings
 - Second requires only AUP and two findings



Option 1 – Original Draft Process/ Findings

Parking in front may be allowed through an AUP or CUP subject to all three findings

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 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

Option 2 – Updated Process/Findings

- (1) Although not required, if the project provides on-site parking, then design of 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 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 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~~ either findings 1 or 2, and 3, 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.

PROCEDURES/RECOMMENDATIONS

1. Open the public hearing, take testimony
2. Close the public hearing
3. Select a preferred option for rear parking process and findings
4. INTRODUCE BY TITLE ONLY ORDINANCE NO. 3306-25, AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING TITLE 10 CHAPTER 2, ARTICLE 5, SECTION 10-2.1707 OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO PARKING REGULATIONS FOR NON-RESIDENTIAL USES LOCATED ON PROPERTIES WITHIN THE ARTESIA AND AVIATION CORRIDORS AREA PLAN. FOR INTRODUCTION AND FIRST READING