

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

WHEREAS, the City Council of the City of Redondo Beach at their duly noticed public hearing on December 8, 2020, adopted the “Artesia & Aviation Corridors Area Plan” (AACAP); and

WHEREAS, the purpose of the AACAP is to identify policy approaches and explicit actions that can be used by City staff or property owners to activate, energize, and revitalize the Artesia and Aviation Corridors in a coordinated and consistent manner; and

WHEREAS, the purpose and intention of the “mobility objectives” within the Artesia and Aviation Corridor Area Plan are to provide a concentration of office, restaurant, and retail activity that is community/neighborhood serving and 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); and

WHEREAS, to better understand the current parking capacity within the AACAP area, a parking study was conducted that identified a total of 2,877 parking spaces, of which 688 are on-street, public spaces, and 2,189 are private, off-street spaces. Further analysis revealed that both on- and off-street parking spaces are generally underutilized, suggesting that the current supply can accommodate higher demand. An efficiently parked area maintains an 85 percent utilization rate, but current on-street and off-street parking rarely exceeds 68 percent and 50 percent utilization, respectively; and

WHEREAS, on August 5, 2025, the City Council held a meeting to discuss the City’s General Plan – Land Use Element update with a specific focus on policies related to the “revitalization of the Artesia and Aviation Corridor”. The City Council discussed, took public testimony, and considered numerous revitalization strategies, including but not limited to, increasing the Floor Area Ratio (FAR) for properties within the AACAP area from 0.6 to 1.5, potential mixed-use development within AACAP, development “caps” with increased FAR’s as incentives for early revitalization projects, reduced or eliminated open space requirements, and various additional future parking strategies. At the conclusion of all discussions and public comments, the City Council directed staff to move forward, as a priority item, with an amendment to the City’s Zoning Ordinance eliminating required parking for non-residential uses; and

WHEREAS, on September 9, 2025, staff presented a draft Zoning Ordinance eliminating parking requirements for new development of non-residential uses within the AACAP area for the City Council’s review and direction. City Council took public

testimony, discussed the proposed ordinance, and provided the following direction to city staff:

1. Remove the existing 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 draft ordinance to apply to all nonresidential uses, including restaurant (fast food) and restaurants with drive-throughs.
 - a. Staff’s original draft ordinance included a “carve out” of the parking elimination regulation for restaurant (fast food) and restaurants with drive-throughs.
3. Incorporate language to encourage parking areas, if provided, to be located to the rear of proposed structures.
 - a. Include language that addresses potential compatibility concerns with parking areas adjacent to residential and adding additional buffering requirements for parking areas that choose to locate in front of new developments adjacent to Artesia or Aviation Boulevards.
4. Incorporate future and regular progress reports on redevelopment metrics within the AACAP area into the City’s Strategic Plan to measure effectiveness of this revitalization strategy and avoidance of unintended consequences such as impacting the street parking within adjacent residential and private parking on neighboring commercial properties.
5. Present the draft Zoning Ordinance to the Planning Commission at a public hearing for their review, comment, discussion, and recommendation(s); and

WHEREAS, on September 18, 2025, staff presented a draft Zoning Ordinance to the Planning Commission at their duly noticed public hearing inclusive of the City Councils direction, which eliminates parking requirements for all new development of non-residential uses within the AACAP area, and the Planning Commission adopted Resolution No. 2025-09-PCR-09 recommending that the City Council pass the Zoning Ordinance with recommendations and modifications; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA DOES HEREBY FIND AS FOLLOWS:

SECTION 1. RECITALS. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

SECTION 2. FINDINGS

1. In compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and State and local guidelines adopted pursuant thereto, the zoning amendment is Categorical Exempt from further environmental review, pursuant to Section 15060(c)(2), as the project is not expected to result in a reasonably foreseeable change in the environment, and Section 15061(b)(3) that refers to activities where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment (“common-sense exemption”), of the Guidelines of the California

Environmental Quality Act (CEQA), therefore, the action is not subject to CEQA.

2. The amendment to the Zoning ordinance is consistent with the General Plan.
 - a. Land Use Element Goal 1H: Continue and enhance existing commercial districts which contribute revenue to the City and are compatible with adjacent residential neighborhoods.
 - b. Land Use Element Policy 1.15.2: Publicly initiate and allow for the private sector development of municipal or shared parking lots, which incorporate bicycle storage facilities, along the street frontages to provide for joint use of adjacent commercial properties and allow for the incorporation of commercial uses into the structure along the street frontage (except for areas required for access).
 - c. Land Use Element Policy 1.15.7: Integrate improvements which facilitate transit use of Artesia Boulevard, such as bus shelters and recessed access points.
 - d. Land Use Element Objective 1.17: Provide for the development of uses which predominantly serve and are accessible to local residents, create a distinctive pedestrian activity area of the City, and are compatible with adjacent residential neighborhoods.
 - e. Land Use Element Policy 1.17.1: Accommodate a mix of commercial uses which provide for the needs of nearby residents (as defined by Policy 1.16.1) and enhance pedestrian activity on parcels designated as "C-2-PD".
 - f. Land Use Element Policy 1.17.3: Encourage the development of outdoor dining and other similar uses which do not impede pedestrian circulation on the sidewalks.
 - g. Land Use Element Policy 1.19: Provide for the development of uses which predominantly serve and are accessible to local residents and compatible with adjacent residential neighborhoods.
3. These amendments do not require a vote of the people under Article XXVII of the City Charter.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Pursuant to Section 10-2.2504(b)(2) Zoning amendments, the City Council adopts the amendments to the Redondo Beach Municipal Code pertaining to the elimination of required parking for non-residential uses within the AACAP area.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 2 (Zoning and Land Use) Article 5 Section 10-2.1707 is amended as follows:

“§ 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, 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, that have frontage on either the Artesia or Aviation Boulevards within the Artesia and Aviation Corridors Area Plan are not required to provide parking.
 - (1) Outdoor Seating for Restaurant Uses. No parking is required.
 - (2) 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 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) Requirements for 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:
- Overlap parking serving more than one (1) use or site;
 - Valet parking;
 - Tandem parking;
 - Mechanical lifts; or
 - Any combination of the above, subject to specific findings and conditions of approval.
- (2) In approving an Administrative Design Review for 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) shall find:
- In regard to overlap (on-site or off-site) parking:
 - 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
 - The adjacent or nearby properties will not be adversely affected relative to parking; and
 - 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
 - The off-site parking is within a reasonable distance of the premises upon which the building or use is located; and
 - In reaching a decision, the Community Development Director (or assigned) may consider survey data submitted by an applicant or collected at the applicant's request and expense.
 - In regard to valet parking, tandem parking, and mechanical lifts:
 - 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.
- (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 among the landowner(s) for access to and use of the off-site overlap parking facilities; and
 - 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
 - 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
 - d. A provision stating that the City, acting through the Community Development Director (or designee), 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.”

SECTION 3. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 4. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 5. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the official newspaper of said city or published in conformance with the alternative publication requirements pursuant to Redondo Beach City Charter §9.15 and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED, AND ADOPTED this 21st day of October, 2025.

James A. Light, Mayor

APPROVED AS TO FORM:

ATTEST:

Joy A. Ford, City Attorney

Eleanor Manzano, CMC, City Clerk

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Ordinance No. 3306-25 was introduced at a regular meeting of the City Council of the City of Redondo Beach, California, held on the 14th day of October, 2025 and approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 21st day of October, 2025, and thereafter signed and approved by the Mayor and attested by the City Clerk and that said Ordinance was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, City Clerk