



Administrative Report

L.1., File # 25-1423

Meeting Date: 10/14/2025

To: MAYOR AND CITY COUNCIL

From: MARC WIENER, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

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

PROCEDURES:

1. Open the public hearing, take testimony
2. Close the public hearing
3. Introduce for first reading Ordinance No. 3306-25, amending Title 10, Chapter 2 Zoning and Land Use Section 10-2.1707 of the Redondo Beach Municipal Code

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

EXECUTIVE SUMMARY

On August 5, 2025, the City Council discussed the City's General Plan update with a specific focus on policies related to the Artesia and Aviation Corridor Area Plan (AACAP). At the conclusion of all discussions and public comments, the City Council directed staff to move forward with an amendment to the City's Municipal Code (RBMC) eliminating required parking for non-residential uses for properties within the AACAP. The City Council provided additional direction on the matter at their September 9, 2025 meeting.

On September 18, 2025, staff presented a draft Zoning Ordinance amendment to the Planning Commission, inclusive of the City Council direction to eliminate parking requirements for all new development of non-residential uses within the AACAP area. The Planning Commission considered staff's presentation, took public testimony, discussed the draft Zoning Ordinance, conducted further deliberations, and recommended that the City Council adopt the CEQA Notice of Exemption and the Zoning Ordinance with modifications. The Commission's specific recommendations are described below, but are not incorporated in the draft Ordinance. The language in the Ordinance reflects the direction provided by the City Council on September 9th.

BACKGROUND

The AACAP, adopted December 8, 2020, was derived from work that occurred during the General Plan update and includes a set of strategies and development standards intended to help incentivize the revitalization of the Artesia and Aviation Corridors. Included in the AACAP's multiple revitalization strategies are parking relaxation and/or "rightsizing" recommendations aimed at reducing barriers to future redevelopment. In 2023, a number of specific modifications to the City's parking regulations were reviewed and approved by both the Planning Commission and the City Council which seek to further incentivize future development within the AACAP area. RBMC Section 10-2.1707 for nonresidential parking standards within the Artesia and Aviation Corridors Area Plan includes a number of "flexible" parking options, including, but not limited to valet, mechanical lifts, off-site, as well as reductions in parking requirements for restaurants and office uses, which are designated as preferred uses in the AACAP. To date, however, the City has yet to experience the revitalization and redevelopment in the AACAP area that is intended with these options.

As a result, on August 5, 2025, the City Council held a meeting to discuss the City's General Plan update with a specific focus on policies related to the AACAP. 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 the AACAP area, 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 the discussions and public comment, the City Council directed staff to move forward, as a priority item, with an amendment to the RBMC eliminating required parking for non-residential uses on properties along the two boulevards.

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. The City Council took public testimony, discussed the proposed Ordinance, and provided the following direction:

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 fast food restaurants 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 require and/or encourage parking areas, if provided, to be located to the rear of proposed structures
4. Incorporate future and regular progress reports on redevelopment metrics within the AACAP area as part of the City's Strategic Plan to measure the effectiveness of the no-parking revitalization strategy and to help avoid unintended consequences such as negatively impacting street parking in adjacent residential neighborhoods. Staff will return to the City Council with a discussion on the impacts of the parking regulation changes at a future meeting.

A key consideration concerning the proposed Zoning Ordinance amendment to eliminate parking

requirements within the AACAP area is contained within the 2019 Parking Utilization Study. The survey documents the significant underutilization and availability of existing parking on private off-street parking lots as well as public on-street parking within the AACAP area, and states, “the overall parking supply within the Plan Area (AACAP) boundary is more than adequate to accommodate existing demand. Ideally, an efficiently parked area would be around 85% utilized, keeping a 15% vacant space buffer to prevent excessive waiting or vehicles circling around blocks looking for available spaces. The on-street occupancy is at most 68% and the off-street occupancy is at most 50% within the study area. By harnessing the efficiencies of shared parking lots (either public or privately-owned) the study area can accommodate existing demand and some future growth in land uses using the existing supply of parking.”

The attached August 5, 2025 City Council Administrative Report includes significant background, analysis and attachments that clearly demonstrate the challenges and impediments to future developments within the AACAP area posed by the combination of the small/shallow lots and existing RBMC parking standards. The “Massing and Parking Study” is included in this report and demonstrates the significant limitations on development of a standard sized property in the AACAP area. Per that study, a future development project that included a typical “surface parking lot” that complies with the city’s currently required parking regulations would result in a project with an FAR of less than 0.4.

Rear Parking

At the September 9, 2025 City Council meeting, direction was provided to generally require that parking be located at the rear of the property and behind the main building, while allowing flexibility for parking to be provided in the front of the property under certain circumstances through additional permitting requirements. The following provisions were added to the Draft Zoning Ordinance in accordance with the City Council’s direction:

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

Exceptions - Administrative 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, 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 10-2.2507

Findings for Approval

In approving an Administrative Use Permit for front parking, the review authority shall find that:

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, including landscaping,

decorative walls, or other design treatments consistent with City design guidelines

Planning Commission Recommendations

On September 18, 2025, staff presented a draft Zoning Ordinance amendment to the Planning Commission inclusive of the City Council's direction from its public meeting on September 9, 2025, to eliminate parking requirements for all new development of non-residential uses within the AACAP area.

The Planning Commission considered staff's presentation, took public testimony, discussed the draft Zoning Ordinance, conducted further deliberations, and recommended that the City Council adopt the CEQA Notice of Exemption and the draft Zoning Ordinance with the following additional considerations and recommendations:

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.
 - a. Possible locations to include but not limited to behind the Post Office, within the SCE right-of-way, and at the current north branch library.
 - b. Increase the required front setback of the underlying non-residential zoning designations within the AACAP area (C-2 and C-2-PD) to widen sidewalks and accommodate outdoor dining.
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.

As noted above, the Ordinance as currently drafted does not incorporate the Commission's recommendations. If the City Council wishes to make additional modifications to the Zoning Ordinance, then it may continue this hearing to a future date certain with specific direction on the recommended modifications and then reconsider the Ordinance for first reading and adoption.

COORDINATION

This administrative report was prepared by the Community Development Department in coordination with the City Attorney's Office and the City Manager. The Ordinance has been reviewed and approved as to form by the City Attorney's Office.

FISCAL IMPACT

Funding for the preparation of this report and the proposed Ordinance is available in the annual operating budgets of the Community Development Department and the City Attorney's Office.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- Ord - No. 3306-25 Amending 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 Located on Properties within the Artesia And Aviation Corridors Area Plan
- Redline Amendments to RBMC 10-2.1707
- Declaration - CEQA Exemption Declaration, October 14, 2025
- Public Notice - Notice of Public hearing before the City Council, October 10, 2025
- Reso - No. 2025-09-PCR-09 Planning Commission, September 18, 2025