

Planning Commission on 2025-09-18 6:30 PM - CITY COUNCIL CHAMBER

Meeting Time: 09-18-25 18:30

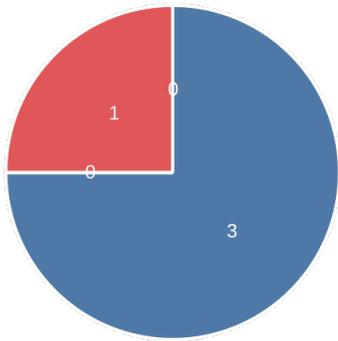
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Planning Commission on 2025-09-18 6:30 PM - CITY COUNCIL CHAMBER	09-18-25 18:30	25	4	3	0	1

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Planning Commission on 2025-09-18 6:30 PM - CITY COUNCIL CHAMBER

09-18-25 18:30

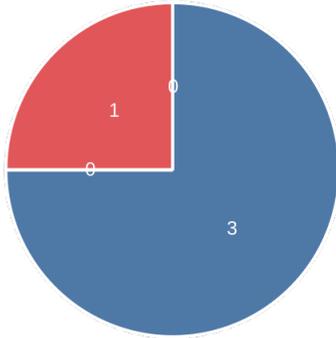
Agenda Name	Comments	Support	Oppose	Neutral
<p>J.1. PC25-1301 Public hearing for consideration of a Zoning Ordinance amendment to Title 10, Chapter 5 (Coastal Land Use Plan Implementing Ordinance) of the Redondo Beach Municipal Code ("RBMC") pertaining to regulations regarding ground floor professional offices uses within the C-2-PD (RIV) zone.</p> <p>RECOMMENDATION</p> <ol style="list-style-type: none">1. Open the public hearing and take testimony, receive and file all documents and correspondence on the proposed project;2. Accept all testimony from staff, applicant, and public and deliberate;3. Close the public hearing;4. Adopt the attached Resolution by title only, waiving further reading, recommending that the City Council adopt the CEQA Exemption Declaration, and amend Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance of the Redondo Beach Municipal Code pertaining to the regulation of ground-floor professional office uses within the C-2-PD (RIV) Zone: <p>A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL AMEND TITLE 10 CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO THE REGULATION OF GROUND-FLOOR PROFESSIONAL OFFICE USES WITHIN THE C-2-PD (RIV) ZONE.</p>	1	0	0	1
<p>J.2. PC25-1302 A public hearing to consider an Ordinance amending Title 10 Chapter 2 Zoning and Land Use of the Redondo Beach Municipal Code pertaining to parking regulations for nonresidential uses located on properties within the Artesia and Aviation Corridors Area Plan.</p> <p>RECOMMENDATION</p> <ol style="list-style-type: none">1. Open the public hearing and take testimony, receive and file all documents and correspondence on the proposed project;2. Accept all testimony from staff, applicant, and public and deliberate;3. Close the public hearing;4. Adopt the attached Resolution by title only, waiving further reading, recommending that the City Council adopt the CEQA Exemption Declaration, and amend Title 10 Chapter 2 Zoning and Land Use 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: <p>A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL AMEND TITLE 10 CHAPTER 2 ZONING AND LAND USE 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.</p>	3	3	0	0

Sentiments for All Agenda Items

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment

Support (75%) Oppose (0%) Neutral (25%)
No Response (0%)



Agenda Item: eComments for J.1. PC25-1301 Public hearing for consideration of a Zoning Ordinance amendment to Title 10, Chapter 5 (Coastal Land Use Plan Implementing Ordinance) of the Redondo Beach Municipal Code ("RBMC") pertaining to regulations regarding ground floor professional offices uses within the C-2-PD (RIV) zone.

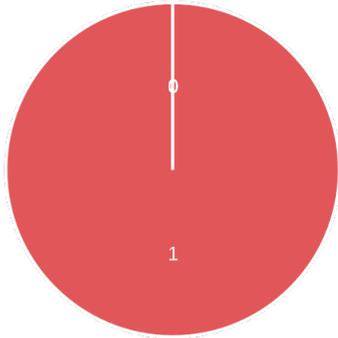
RECOMMENDATION

1. Open the public hearing and take testimony, receive and file all documents and correspondence on the proposed project;
2. Accept all testimony from staff, applicant, and public and deliberate;
3. Close the public hearing;
4. Adopt the attached Resolution by title only, waiving further reading, recommending that the City Council adopt the CEQA Exemption Declaration, and amend Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance of the Redondo Beach Municipal Code pertaining to the regulation of ground-floor professional office uses within the C-2-PD (RIV) Zone:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL AMEND TITLE 10 CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE OF THE REDONDO BEACH MUNICIPAL CODE PERTAINING TO THE REGULATION OF GROUND-FLOOR PROFESSIONAL OFFICE USES WITHIN THE C-2-PD (RIV) ZONE.

Overall Sentiment

Support (0%) Oppose (0%) Neutral (100%)
No Response (0%)



Brianna Egan

Location:

Submitted At: 6:53pm 09-18-25

Has this resolution been brought to the Riviera Village BID and District 1 councilmember for input? I question the "stick" instead of "carrot" approach here. I wonder, instead of restricting ground-floor professional uses we enable and allow for additional uses in Riviera Village, such as neighborhood village type developments with ground-floor retail and 2-3 stories of housing on top. There are several buildings in the Village with this form already, and the combination of housing, restaurant, and neighborhood-serving retail is very appealing for those who want to live in walkable communities. I hope future discussions on Riviera Village, PCH, and Artesia Corridors incorporate this vision.

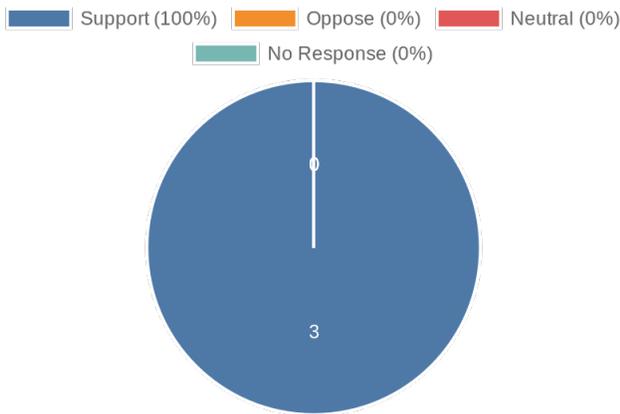
Agenda Item: eComments for J.2. PC25-1302 A public hearing to consider an Ordinance amending Title 10 Chapter 2 Zoning and Land Use of the Redondo Beach Municipal Code pertaining to parking regulations for nonresidential uses located on properties within the Artesia and Aviation Corridors Area Plan.

RECOMMENDATION

1. Open the public hearing and take testimony, receive and file all documents and correspondence on the proposed project;
2. Accept all testimony from staff, applicant, and public and deliberate;
3. Close the public hearing;
4. Adopt the attached Resolution by title only, waiving further reading, recommending that the City Council adopt the CEQA Exemption Declaration, and amend Title 10 Chapter 2 Zoning and Land Use 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:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL AMEND TITLE 10 CHAPTER 2 ZONING AND LAND USE 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.

Overall Sentiment



Paiwei Wei

Location:
Submitted At: 7:20pm 09-18-25

I support the measure. Parking needs to less of a requirement and let people centric design, walkable streets, and bike paths to add more value. Mandatory spaces adds to costs to bring renovation's to market where it would be better spent on density and multiuse zoning. Empty parking spaces don't help drive foot traffic to businesses, density does.

Brianna Egan

Location:
Submitted At: 6:47pm 09-18-25

I support this ordinance to eliminate parking requirements for non-residential uses within the AACAP area. The work of UCLA Parking Scholar Donald Shoup and the Parking Reform Network show that parking requirements in land use codes are often arbitrary and not based on rigorous science. They are an impediment to redevelopment and to the creation of more walkable storefronts and business districts.

Our most cherished business districts and community spaces are those built before cars and parking requirements. Minneapolis, Austin, and Portland have eliminated parking requirements in recent years, including for residential uses, and these reforms have helped reduce car dependency, improve public health, and lower housing costs (<https://e360.yale.edu/features/free-parking-reform>). This is a smart land-use policy and is supported by a large majority of merchants in the district, and by the city council; this will encourage revitalization and greater walkability for the corridor.

If business owners choose to include parking in their projects, I support a requirement for rear parking instead of a preference, to enable sidewalk-facing storefronts. I further support excluding drive-through operations and limiting driveway widths to one maximum 15' wide curb cut. Wide driveways beyond 50' pose pedestrian safety risks from cars blindly turning in or driving out. I support any opportunity to increase sidewalk space, add shade trees, bike racks, and bike lanes along this corridor. Wide driveways are incompatible with a more walkable urban form.

Liam Walsh

Location:

Submitted At: 6:45pm 09-18-25

I support this proposal to eliminate parking requirements and increase the FAR for non-residential uses.

I live two blocks from Artesia and frequent businesses to eat, get groceries, and run errands. Usually I access Artesia by walking or bike. Anecdotally most of the lots I see are never more than half full, which appears to corroborate with the parking studies over the past few years. If we truly want to revitalize this corridor, we must incentivize businesses to build close to the sidewalk, and use more of the available land so that it pencils out. This is also more inviting to pedestrian traffic as you don't need to walk across a large, mostly-empty parking lot to get to the store. Parking spaces are expensive - especially underground parking. Eliminating parking requirements and allowing businesses to set what they think makes sense is a great way to work towards this, which I fully support.

I would also ask that you ensure that curb cuts / driveways are limited in width, so that conflict zones between cars, and pedestrians/bikes are reduced. And for drive-throughs, please keep the existing AACAP recommendation to prohibit more drive-throughs. I find it frustrating when I want to go walk to get a late night dinner/snack, but I can't because fast food restaurants operate as drive-thru-only later at night. They won't allow you to walk or bike up to the drive-through window for purported safety concerns. Drive-throughs are not what this corridor needs if we want to make it more welcoming to pedestrians.

Thank you for considering these steps to help make Artesia & Aviation more inviting to walk and bike to, and for making better use of empty parking lot space.