



Minutes
Special Meeting- 7:00 P.M.
Public Works, Safety, and Sustainability Commission
Monday, December 15, 2025

A. CALL TO ORDER

A Special Meeting of the Redondo Beach Public Works, Safety, and Sustainability Commission was called to order by Chair Arrata at 7:00 P.M., in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California, and teleconference.

B. ROLL CALL

Commissioners Present: Simpson, Bajaj, Anderson, Nafissi, Beeli, Tsao, Chair Arrata

Commissioners Absent: None

Officials Present: Sean Scully, Planning Manager
Ryan Liu, Traffic Engineer
Jesse Reyes, Capital Projects Program Manager

C. SALUTE TO THE FLAG

Commissioner Beeli led the Commissioners in a salute to the flag.

D. APPROVE ORDER OF AGENDA

Motion by Commissioner Anderson, seconded by Commissioner Tsao, to approve the order of the agenda as presented.

Motion carried 7-0 by voice vote.

E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

E.1. BLUE FOLDER

Capital Projects Program Manager Reyes reported no Blue Folder items.

F. CONSENT CALENDAR

F.1. APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION MEETING

F.2. APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE OCTOBER 27, 2025 REGULAR MEETING

F.3. RECEIVE AND FILE THE UNIFORM REGULATIONS REGARDING ALL COMMISSIONS AND BOARDS AND THE ORDINANCE PERTAINING TO THE PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION

F.4. RECEIVE AND FILE UPDATE REGARDING THE SUBCOMMITTEE BETWEEN THE CITY OF REDONDO BEACH AND THE REDONDO BEACH UNIFIED SCHOOL DISTRICT

Motion by Commissioner Bajaj, seconded by Commissioner Anderson, to approve the Consent Calendar.

ROLL CALL VOTE:

AYES: Simpson, Bajaj, Anderson, Nafissi, Beeli, Tsao, Chair Arrata

NOES: None

ABSTAIN: None

Motion carried 7-0 by roll call vote.

Chair Arrata invited public comments.

Capital Projects Program Manager Reyes reported no eComments and no hands raised.

G. EXCLUDED CONSENT CALENDAR ITEMS - None

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Jim Mueller stated the City is trying to develop Artesia Blvd. into a more lively and revenue rich commercial district; spoke about residents driving to other areas to shop because they do not feel safe walking on the sidewalk on Artesia due to the high volume of loud, fast moving cars; stated a crucial step to encourage more people to walk on Artesia must be to calm the traffic; suggested 1) the City reduce the speed limit from 35 to either 30 or 25 and install signage encouraging slower speeds and to look out for pedestrians, 2) employ some of the techniques for traffic calming that the City uses for residential streets, noted the proposed art plan for Artesia has funds for the installation of four crosswalks and should install them all in the first phase of the contract in 2026, 3) install the bulb outs and other pedestrian aids specified to provide pedestrian buffer zones and community space stated in the AACAP improvements, and 4) the Commission should work with the Planning Commission to ensure new buildings or renovations use setbacks in a way that expands the pedestrian space; stated they should begin the calming efforts now before the farmers' market starts up to help ensure the safety of pedestrian traffic headed to that venue.

Georgette Gantner, District 2, noted seed money of \$450,000 has been provided which included the hiring of a consultant; reported the consultant is giving a presentation to City Council the following evening; asked if the City, or their Commission, or the Planning Commission could encourage or incentivize owners of properties that are sitting vacant to sell, rent, or improve their properties that would improve the area greatly; suggested possibly the vacated properties could be made into little parkettes or anything to

encourage healthy activity for people which would also improve the setback and be safer for people since it would be further from the street.

Capital Projects Program Manager Reyes reported no hands raised on Zoom.

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. DISCUSSION OF COMMERCIAL DRIVEWAY WIDTHS

City Traffic Engineer Ryan Liu stated the item is a joint item with the Planning Division and the Community Development Department and introduced Planning Manager Sean Scully to begin the discussion.

Planning Manager Scully provided background into the item; noted City Council passed the AACAP to the General Plan Advisory Committee in 2017 or 2018; stated the revitalization of Artesia Blvd and Aviation Blvd has been on the City's radar for decades; reported the City has done several studies including parking utilization and market feasibility and AACAP was approved as the revitalization strategy document for Artesia/Aviation; explained that there are a number of measures in the document, strategies, economic development, and public works projects; stated a lot of the focus is on pedestrian orientation and how to convert the current commuter oriented environment into a neighborhood/pedestrian orientation; stated incentivizing the development community and intensifying allowed development is the other issue; spoke of items such as increasing the FAR, increasing the allowable height, and eliminating the parking requirement are items going before the Council in the next month; spoke about the new ordinance requiring parking to the rear of the development with exceptions being reviewed by the City Traffic Engineer and the Community Development Director; stated the City is bringing before the Commission that evening discussion on the driveway widths, noted that Council requested their recommendation on the appropriate driveway width for the development of the corridor; provided the current standards and reported the Planning Commission recommended 15 ft for two-way, which is much narrower than the current standard; stated that Traffic Engineer Liu would go over staff's recommendation.

City Traffic Engineer Liu reported that the current driveway minimums for commercial development are codified in MC 10-2.1706, which mandates that one-way driveways must be at least 14 ft and a two-way at least 30 ft wide; stated they have had a working group between Community Development and Public Works to look at best practices and other cities and are proposing a baseline standard of 12 ft minimum width for one-way and a 20 ft minimum and a 24 ft maximum width for a two-way driveway; stated that staff is also proposing to add to the municipal code administrative flexibility on a case by case basis per the City Engineer's judgment and provided more explanation for that; provided a slide with information on other cities in the region with similar constrained urban environments and noted that each of the cities has a clause for their equivalent of a City Engineer to provide administrative flexibility on a case by case basis; stated staff's

recommendation is for the City Council, in consultation with the City Attorney's office, update commercial driveway standards in the municipal code to the measurements proposed with administrative flexibility on a case by case basis.

Chair Arrata invited public comments.

Theresa Mitchell commented that the driveways are the highest impact with pedestrians and when you're at a crosswalk you expect a car but when you're on a sidewalk you do not; stated that the width of the driveway is the most valuable land on a parcel, it's where retail shops get the highest rent and the highest tax revenue; opined the smaller the City can reduce the driveways the more incentivizing it would be to new development; supported the proposed maximum width and suggested reducing the minimum to 10 feet, limiting the number of driveways, and having a minimum space between the driveways of 20 ft so there would be more street parking.

Benjamin D. France stated the issue he has with reducing driveway space is drivers already have trouble when they drive a larger vehicle or SUV and explained the problems he has seen with narrow driveways into commercial areas; referenced points made by Theresa Mitchell and stated it's required for emergency purposes to have at least two points of egress; agreed with reducing the space but noted vehicles are getting bigger, such as the cyber trucks, and reducing the driveway size will create a lot of issues in the future.

Jim Mueller suggested, since they are encouraging parking in the back, to have the wider driveways in the back and the narrow driveway access in the front and then they would have the two points of egress and ingress.

Capital Projects Program Manager Reyes reported no eComments and no hands raised on Zoom.

Commissioner Bajaj agreed with Mr. France regarding the narrowing of the driveways; noted that the speed limit on Aviation is 35 MPH and narrowing the driveways would make it difficult for cars to slow down enough to make the turn; asked City Traffic Engineer Liu if he had a discussion with other cities regarding the numbers they provided or if they just pulled them up from the website.

City Traffic Engineer Liu stated it was just based off the cities' municipal code.

Commissioner Tsao asked if one of the City's motivations is to eventually try to increase parking spots on street parking on Aviation.

City Traffic Engineer Liu said it could be a side effect of narrowing the proposed driveway standards but in some cases, it could also buy back parking spots and get a few feet back which can open up for more street parking or for a tree or parkway space.

Commissioner Anderson asked why the City doesn't want to set the minimum and maximum widths in line with a lot of other cities in LA and LA County and then work that discretion on a case-by-case basis.

City Traffic Engineer Liu stated the proposed widths are a baseline for them; noted they proposed 12 ft for a minimum on a one-way because cars are normally turning at an angle and it allows them the room needed but if an applicant comes before them and can show a turning radius based on the intensity of the use that they are proposing they will consider it; stated the 12 ft represents a suggested minimum standard and it can go up or down based on the actual situation.

Commissioner Anderson noted that the language says “to require 12-foot minimum one-way driveway” and asked if it should be updated to “a suggested 12-foot minimum one-way driveway”.

City Traffic Engineer Liu said the language can be modified to model what other cities specify regarding administrative flexibility in all the cases.

Commissioner Anderson and City Traffic Engineer Liu discussed design vehicle turning templates and the need to review those for stores that will receive deliveries with larger trucks or vehicles, situations that may offer opportunities for more parkway elements, issues with circulation, and taking into consideration the number of actual spaces proposed on the site.

City Traffic Engineer Liu stated, based on the City Council’s direction within the AACAP, there is a general desire to slow speeds down on major streets and have more appropriately sized driveways where people are not speeding is probably the desired goal.

Chair Arrata asked City Traffic Engineer Liu what the effect would be if the City just kept the standards at 14 and 30 and add language for administrative discretion for exceptions on a case-by-case basis.

City Traffic Engineer Liu noted that developers may use those numbers as the starting place for their design and it might be extra design iterations when the City suggests they use 12 or 10; stated staff wanted to get the numbers closer to what other cities are suggesting but also provide flexibility; pointed out that the City’s 30 ft minimum is close to the maximum for other cities.

Commissioner Tsao asked if the City is seeing elevated pushback from developers on the driveway issue.

City Traffic Engineer Liu stated the City has come across some projects that have lots that are only 30 to 40 feet wide and they are mandated to provide a 30 ft wide driveway which is essentially their entire frontage, and it creates challenges for the developers.

Commissioner Bajaj commented that the changes the City is proposing seem to be a step in the right direction by making it more attractive to developers, providing the City with flexibility in some cases, and having pedestrian benefits.

Commissioner Tsao asked staff if the changes are for new developers moving forward or something that the City wants to be able to initiate for any infrastructure.

Planning Manager Scully responded that it would go into the City's development standards that the development community would follow for private driveways moving forward.

Commissioner Nafissi asked City Traffic Engineer Liu if he could share what other cities minimum and maximum standards are compared to Redondo Beach.

City Traffic Engineer Liu reported what Santa Monica, Torrance, and Culver City's width standards are based on their municipal codes.

Commissioner Nafissi asked staff why the item was placed on their agenda that evening.

Planning Manager Scully stated it came from City Council in an overall effort to look at the City's development standards and try to find the right balance to incentivize developers, enhance safety, and still blend in with the surrounding neighborhoods.

Motion by Commissioner Bajaj to move the item forward based on staff's recommendations.

City Traffic Engineer Liu stated the action is to recommend City Council adopt it into the municipal code.

Commissioner Anderson suggested to modify the motion to use the word "suggested" instead of "require" in the recommendation.

Commissioner Beeli asked the Traffic Engineer if the City was thinking of adding more street parking in order to keep pedestrians on Artesia in an effort towards traffic calming.

City Traffic Engineer Liu spoke of the possibility of preserving street parking or gaining some with narrowing driveways but noted that it would be on a case-by-case basis; listed several factors such as fire hydrants, street lighting, and proximity to intersections that need to be taken into consideration, but the City's goal is to preserve street parking.

Chair Arrata spoke of keeping the widths as 14 and 30 ft and adding the language that it would be at administration's discretion on a case by case basis; voiced concern that the area is too busy to narrow the driveways and noted she had been rear-ended trying to pull into a driveway in a different location; asked if any engineering studies had been done on reducing the driveways and on traffic.

City Traffic Engineer Liu spoke of those studies being difficult to do due to speeds and turning and that is why they decided to model the City based on other cities that have had proven track records with these types of driveway regulations; stated what staff is proposing is reasonable and in line with other jurisdictions yet gives flexibility; noted the 30 ft minimum currently required is close to the maximum allowed for other cities.

Capital Projects Program Manager Reyes clarified the motion on the floor was made by Commissioner Bajaj and Commissioner Anderson offered a friendly amendment.

Commissioner Bajaj stated he did not want to change the language unless staff consults with the City Attorney to confirm that the implications of the change work for the City.

City Traffic Engineer Liu stated if the item is recommended that evening staff would consult the City Attorney to get the exact language that is appropriate.

Public Works Director Andy Winje spoke of the direction the Planning Commission, the AACAP, and the Council are trying to create is to consider having the smaller driveway maximums to increase the usability of the sidewalk for pedestrians and to have standards that force developers to plan with that intention but to have flexibility for exceptions; noted what is before the Commission that evening is whether they agree to that idea and if so, what are the right numbers; stated strong language is needed and using the word “suggest” allows a “get out of jail free” card; asked that the Commission keep in mind while they deliberate is that the language should remain strong but the City Engineer would have the discretion to make the appropriate decisions on widths given the situations.

Discussion followed on the language of the current code.

Commissioner Beeli spoke of having a larger vehicle and the difficulty in making turns when vehicles are parked against the apron and just wanted the City to take that under consideration; stated he is not against narrow driveways, as much as it is the turning radius.

Commissioner Nafissi spoke about the case-by-case basis not being defined and also felt keeping the word “require” instead of “suggest” is better; stated the whole point is to provide guidelines; stated she is not in support of the 12 ft from the current 14 ft.

Commissioner Tsao stated he doesn’t understand how driveway widths can enhance pedestrian use of sidewalk; confirmed it was the Planning Commission’s recommendation to reduce the driveway widths, City Council deliberated and wanted the PWSSC to discuss the item and provide feedback.

Chair Arrata circled back to keeping the widths at 14 and 30 and reduce on a case-by-case basis from that.

Planning Manager Scully stated the Commission could recommend that but it is inconsistent with the pedestrian orientation the City is trying to accomplish; to answer Commissioner Tsao question of how it enhances pedestrian use, he explained how decreasing the minimum for driveways increases the frontage and sidewalk space for use towards things such as outdoor seating.

City Traffic Engineer Liu added, from a traffic safety point of view, the wider the driveway the more exposure a pedestrian has within that driveway and provided a slide showing an example of a wide driveway; explained further that staff was tasked with creating a pedestrian friendly environment and the driveway widths are part of that discussion.

Chair Arrata asked Traffic Engineer Liu to explain how he would modify the driveway he

showed as an example.

City Traffic Engineer Liu stated, if the City received an application to redevelop that strip mall in the example, they would consider the types of uses the applicant is proposing for the location to determine the amount of traffic that would be going in and out of the lot and then determine the best widths and design for the driveway.

More discussion followed.

Commissioner Nafissi asked if a person building a home wanted to reduce their driveway does the City allow that.

Planning Manager Scully stated that the City has set development standards for single family homes at 9 ft and multi-family homes at 11 ft for driveways.

Commissioner Nafissi asked staff to explain why they are giving leeway for this item.

Planning Manager Scully stated the standard is part of many new standards, particularly for Artesia and Aviation corridor, and the City is trying to build in flexibility but minimums to try to drive the development in a certain direction in order to achieve the revitalization the City is looking for.

City Traffic Engineer Liu added that the patterns of traffic in a residential area is more consistent but commercial businesses are more diverse with traffic patterns.

Commissioner Nafissi commented that all the reasons staff are giving make her think it should be wider.

City Traffic Engineer Liu explained that they would need to understand how the lot would be used to determine the width of the driveway.

Commissioner Nafissi spoke of developers appealing decisions made by the City and asked if there was a way to clearly define case-by-case situations.

City Traffic Engineer Liu responded that they could discuss the language with the City Attorney if that is the direction they go in and read an example of Santa Monica's driveway language and Culver City's.

Commissioner Anderson commented the language is not the exercise for that evening but for another day.

Public Works Director Winje stated that the Planning staff along with the City Attorney's office would come up with the language after hearing input from the Planning Commission, City Council, and this Commission; stated that the goal that evening was to either have their support or their disagreement with the concepts presented that evening.

Chair Arrata revisited the conversation regarding where the item originated from regarding the revitalization and the parking, but no one recalled the conversation.

Commissioner Bajaj noted everyone's concerns but asked if everyone was in agreement that some flexibility should be built into the existing guideline.

Discussion followed regarding what the City is trying to accomplish with the changes in widths and the added flexibility recommended.

Planning Manager Scully spoke of staff and the City being very intentional with their recommendations to work towards minimizing conflicts between pedestrian and automobiles by minimizing the driveway widths and maximizing the potential for the pedestrian oriented street facing development; noted that the development community like certainty so they definitely want to see a requirement and they do like flexibility too if they have needs; stated it is really about creating the streetscape design and taking those wide driveways off of the visual and narrowing those and creating more storefront business development.

Commissioner Simpson recommended they move forward as City Council suggested and stated he would second Commissioner Bajaj's motion.

Commissioner Bajaj pulled his motion.

Commissioner Anderson stated he wanted to comment to Commissioner Tsao; noted he works in active transportation; spoke of various situations where they have long driveways that precludes opportunities for development; stated the problem with the driveway is you have to keep the whole space clear which prohibits performing any street elements such as benches or landscaping; spoke in support of flexibility as a general rule.

Commissioner Beeli asked Commissioner Anderson his thoughts on going with the 12 ft minimum instead of the 14 ft.

Commissioner Anderson opined giving staff the biggest berth; noted that staff is trying to go to the standards of other cities and not rewriting anything else; spoke of the staff being able to look at situations and determine if the widths do not work in certain cases; recommended they take the current language the City has since it provides them a lot more flexibility; agreed with Commissioner Nafissi's comments about defining exceptions.

Commissioner Tsao asked what Torrance's minimums are and wanted to compare Redondo Beach to a city more similar to theirs.

Commissioner Bajaj said the maximum for Torrance is 30; City Traffic Engineer Liu stated he could not find a minimum.

Commissioner Bajaj restated Commissioner Anderson's recommendation as he understood it to be: go with the proposed values to allow maximum flexibility from the developer side and have the most options for other tangential improvements.

Commissioner Anderson stated he was correct and added to also allow staff to review how they could administer the driveways.

More discussion followed regarding wanting more information on what neighboring beach cities are using and if the item could be continued in order to obtain the information.

Commissioner Beeli stated he did not see any reason to hold the item up and suggested changing the verbiage.

Motion by Commissioner Beeli to adopt the City staff's recommendations in order to continue looking into viable options for the Artesia corridor.

Motion died due to lack of a second.

City Traffic Engineer Liu pulled up the Manhattan Beach widths for commercial use which was similar to staff's recommendations.

Motion by Commissioner Beeli, seconded by Commissioner Anderson, to advance staff's recommendations.

ROLL CALL VOTE:

AYES: Simpson, Bajaj, Anderson, Beeli, Tsao

NOES: Nafissi

ABSTAIN: Chair Arrata

Motion carried 5-1-1 by roll call vote.

K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

Commissioner Nafissi thanked City staff for sharing the subcommittee information as requested at the last meeting.

Commissioner Beeli thanked City Traffic Engineer Liu for all his work in presenting that evening.

L. ADJOURNMENT – 8:12 P.M.

Motion by Commissioner Bajaj, seconded by Commissioner Simpson, to adjourn at 8:12 p.m. to the next meeting of the Redondo Beach Public Works, Safety, and Sustainability Commission, which will be a Regular Meeting to be held at 7:00 p.m. on January 26, 2026, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

Motion carried 7-0 by voice vote.

All written comments submitted via eComment are included in the record and available for public review on the City website.

Respectfully submitted:

Andrew Winje
Public Works Director