

Dear City Council & Staff,

I am a resident of District 4 just a few houses south of Aviation Blvd in the AACAP overlay district. I have two degrees in Urban Planning and ~ 30 years as a professional managing land development and infrastructure projects. I write as a resident, academic and professional in **strong support of eliminating non-residential parking requirements in the AACAP zone and the requirement for any optional parking to be in the rear of the lots.** This ordinance is a huge step in allowing for new development in the AACAP district and shifting to a walkable neighborhood commercial district similar to Pier Avenue in Hermosa Beach, Redondo Beach Riviera District & downtown Manhattan Beach. Eliminating the parking requirement is the first step to allow for new development. However, with that comes a need to frame the design requirements because buildings last generations.

I have two recommendations that will add to the strength of the ordinance to ensure compliance with the intent of implementing the rear parking:

- 1) **Remove the ability for an Administrative Design Review of Conditional Use Permit for parking in the front of the property.** Delete Sections (b) (2) b. & c

An ADR or CUP becomes permissive in nature. The current council and staff are progressive and supportive of these design parameters but staff and council members change and new development takes years. This ordinance needs robust compliance.

OPTION: If there are significant design constraints, an applicant can file for a Variance.

- 2) **Per the AACAP, UCLA Center for Parking Policy and RB Planning Commission Recommendations – include limits to the driveway approaches such as width and separation.** Currently, there are huge driveway aprons along Aviation that makes walking in the area uncomfortable with sloped sidewalks and most of the sidewalk has some form of interactions with cars. The current parking ordinance 10-2-1706 has *minimum* driveway approaches of 14-30'. With standard lot widths of 25' on Aviation and 50' on Artesia this can result in very little change to the pedestrian experience with new development or require aggregating lots. Limiting the driveway aprons allows for more street parking, amenities such as street trees, bike racks; it makes the sidewalks more accessible for disabled patrons & families with strollers by being flatter; in general, is safer for both pedestrians and bikers.

OPTION: add additional General Requirements to Section (b) (2)

- a. Driveway approach shall be limited to a single approach for one-way traffic only and shall be a maximum of 12 feet in width.
- b. New driveway approached shall have a minimum separation of 22' continuous curb face from another driveway approach to allow for on street parking.
- c. Driveway approaches shall be from side streets where possible to mitigate traffic

Thank you for your time and consideration.

Regards,
Teresa Mitchell

2. Increase the required front setback of the underlying non-residential zoning designations within the AACAP area to widen sidewalks and accommodate outdoor dining.
3. Prohibit restaurants (fast food) and restaurants with drive throughs.
4. If parking areas/lots are to be provided they are only permitted to the rear/behind proposed or existing development.
5. Reduce maximum allowable two-way driveway widths to 15'.
6. Add cross-walks at intersections within the AACAP where they don't currently exist.
7. 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.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 2 (Zoning and Land Use) amending Section 10-2.1707 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. ~~A restaurant (fast-food) and a restaurant with drive-through use is not included and is not permitted on properties with frontage on either the Artesia or Aviation Corridors within the Area Plan.~~
 - (1) Outdoor Seating for Restaurant Uses. No additional parking is required. The provisions as referenced in Section 10-2.1622, which requires outdoor seating to meet the parking requirements of Section 10-2.1706 and a Conditional Use Permit for outdoor seating areas greater than 150 square feet does not apply to restaurant uses within the Artesia and Aviation Corridors Area Plan. All outdoor dining areas for restaurants in the Area Plan shall be subject to approval by Administrative Design Review pursuant to

Redondo Beach Parking Reform

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Mon, Oct 6, 2025 at 11:17 AM

Hi all,

Thanks Theresa for your follow up! Lifting minimum parking requirements is the most important step to enable revitalization and new development. A few more comments:

- Not allowing any new street-fronted parking, taking a closer look at allowable driveway and apron widths, and adding crosswalks and walkability features are also good ideas, although the specifics are outside my area of expertise.
- This is not a huge deal, but if zero parking or a flexible amount of parking is allowed, it makes sense to also allow tandem parking and shared parking without additional review. If someone chooses to provide some parking voluntarily, there's no reason to discourage them from coming up with ideas to use the space more efficiently.
- If there are political concerns about residential or mixed-use zoning, something to consider for the area is allowing live-work units. It could make new projects more financially feasible for business owners and help spark commercial development without the same risk of projects being used primarily as residential with vacant commercial spaces on the ground floor.

The next step will be preparing to manage the curb. It will be important to both current and potential business owners for their customers to be able to find parking. Parking meters can help with turnover and encourage employees or other long-term parkers to leave the most convenient spaces for customers. Enforcement is also essential.

As for the surrounding residential areas, that's a slightly more complicated question, and the answer would depend on the City's priorities and what's possible politically. One approach is to have a limited number of permits for residents to park overnight and to allow non-resident (potentially metered) parking during the day while some residents are away. Permit prices can be "demand-based" too. If there are many more residents interested in parking on the street than there are spaces, it's better to start with a higher price. This can encourage people who have a garage or tandem space to park there, rather than taking advantage of the free street parking. It can also generate some revenue to fund neighborhood improvements or sustainable transportation initiatives.

Hope this helps! I'll share the mini-symposium registration link in this email thread when we have it. You can also subscribe for updates on our [website](#). And maybe in the future, our Center could connect you with parking scholars who would be interested in studying the development impact of your policy.

Ellen

(Quoted text hidden)

UCLA Don Shoup Center for Parking Policy reviewed the draft ordinance and provided the above feedback for staff and Councilman Obagi. This is the leading institution for innovative parking policy for economic development.

SITE DESIGN

Access

New projects should be designed and existing spaces retrofitted (when possible) to encourage the consolidation of small private parking lots into larger shared parking areas, to promote walking and bicycling within the AACAP area, and to establish better pedestrian connections with the surrounding neighborhoods. Projects should also provide safe and reasonably convenient access for visitors who will arrive by car.

- ▶ **Vehicular Access.** Vehicular access to each site *must* be designed to minimize conflicts between pedestrians, cyclists, autos, and service vehicles. Sight lines, pedestrian walkways, and lighting are factors to consider in developing a site plan. Entrance and exit points *should* be well marked with streetscape and landscape features.

- ▶ **Curb Cuts.** The number of site access points for vehicles *should* be minimized and consolidated. Drives *should* be as narrow as possible to minimize interruptions of the sidewalk. Shared drives and shared parking *should* be used when possible to reduce pedestrian and vehicular conflicts. Driveways *should* be located as far from intersections as possible.

- ▶ **Cross Access Between Parking.** Private parking lots *should* include pedestrian cross access when feasible and safe.
- ▶ **Barriers.** Low headlight walls or landscaping used to screen parking and define property boundaries *should* provide breaks to allow pedestrian circulation and be low enough for safety and security purposes.
- ▶ **Pedestrian Pass-Through Routes.** When feasible and safe, full-block pedestrian pass-throughs *should* be required.
- ▶ **Parking Lots.** Parking lots *should* be screened from adjacent street views but *should* not be hidden from the view of passersby and police. Surface parking or structures *should* not dominate the site area adjacent to the street. Vehicular parking *should* be hidden from view

but well signed. Wherever possible, parking *should* be accommodated in larger shared lots rather than single-use lots.

- ▶ **Bicycle parking.** Accessible, secure, and well-signed bicycle parking *shall* be provided at convenient and visible locations throughout or adjacent to new development.

- ▶ **Lighting.** Parking lots, bicycle parking areas, and pedestrian pass-through routes *should* include lighting compatible with the streetscape lighting and/or building lighting to maintain a safe environment.

Building Placement and Orientation

Building placement and orientation to the sidewalk has a large impact on the pedestrian experience. Visually interesting buildings that are oriented to the street shape the area's character as well as the visitor's experience. Designing buildings that engage the sidewalk contributes to making the public street more inviting to pedestrians.

- ▶ **Pedestrian Scale.** Developments *should* make public frontages interesting and comfortable for a pedestrian walking alongside them.
- ▶ **Engage the Sidewalk.** Buildings *shall* have a strong presence and encourage activity along the street frontage. Buildings *shall* face the street and provide entrances from the sidewalk.

- ▶ **Setbacks.** Designs that incorporate front setbacks in order to accommodate programming that contributes to or activates the public realm are encouraged. Parking in setbacks *should* be avoided.

- ▶ **Lighting.** Exterior lighting *should* be designed and located in such a way that it does not project off-site or onto adjacent uses. This is especially critical with neighboring residential uses.

REAR PARKING LOTS

- Recommended Changes to Draft Ordinance
- Redondo Beach Code - Variance Criteria
- Examples of local walkable commercial districts & parking lots
- Examples of businesses on Artesia & Aviation with rear parking lots
- Examples of businesses on Artesia & Aviation with front parking lots and visual barriers

Recommend deleting this section and default to a variance.

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) Provisions-Requirements for Parking Space Reduction or Parking Lot Designs Not Compliant 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:
- ~~a. A reduction in the number of spaces specified in Section 10-2.1707(b) or 10-2.1706;~~
 - ~~b.a. Overlap provision of~~ parking serving more than one (1) use or site;
 - ~~c.b. Provision of v~~ Valet parking;
 - ~~d.c. Provision of t~~ Tandem parking;
 - ~~e.d. Provision of m~~ Mechanical lifts; or
 - ~~f.e. Any combination of the above, subject to specific findings and conditions of approval.~~

Title 10. Planning and Zoning

Chapter 2. ZONING AND LAND USE

Article 12. Procedures

§ 10-2.2510. Variances.

- (a) Purpose. The purpose of a variance is to authorize development of a project which does not meet the standards and/or regulations of Title 10, except that a Variance shall not be granted which authorizes a use or activity which is not otherwise expressly authorized by the zone.
- (b) Criteria. Variances from the standards and regulations of this chapter shall be granted only when:
- (1) There are special circumstances applicable to the property, including size, shape, topography, location, or surroundings, such that the strict application of the zoning provisions deprives such property of privileges enjoyed by other property in the vicinity and under identical zone designation;
 - (2) Any Variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated; and
 - (3) The granting of a Variance shall not be contrary to the objectives of the Comprehensive General Plan.
- (c) Application.
- (1) The applicant shall file with the Planning Division a completed application in a form provided by the Planning Division.
 - (2) The owner of record of the lot or parcel of property which is to be affected by the application shall file an affidavit authorizing the application on a form provided by the Planning Division.
 - (3) Upon the filing of an application, the applicant shall pay a fee, as set forth by resolution of the City Council.
- (d) Contents of application. In addition to the application and fee, a site plan, floor plan, and elevations of the project drawn to scale and dimensioned shall be submitted which include the following information as applicable:
- (1) Existing topography and proposed grading;
 - (2) Existing trees with a trunk diameter of six inches or greater;
 - (3) All buildings and structures, and the uses within each room;
 - (4) Improvements in the public right-of-way, including location of sidewalk, parkway, curb, gutter, street width to centerline, and dedications;
 - (5) Exterior lighting;
 - (6) Easements;
 - (7) Off-street parking areas, including the stall striping, aisles, and driveways;
 - (8) The lot dimensions;
 - (9) Setbacks and spaces between buildings;
 - (10) Walls, fences, and landscaping and their location, height, and materials;
 - (11) Landscaping areas;
 - (12) Trash and recycling facilities;
 - (13) The architectural elevations of all sides of all structures depicting design, color, materials, textures, ornaments, or other architectural features;
 - (14) The location, dimensions, and design of all signs;
 - (15) A section of the building as it relates to the existing topography and proposed grading where the slope of the site is greater than four feet;
 - (16) Such other data as may be required to demonstrate that the project meets the criteria.
- (e) Setting hearings. All applications shall be set for at least one public hearing before the Planning Commission in a timely fashion.
- (f) Notice of public hearing before the Planning Commission. The notice of the public hearing before the Planning Commission shall be given as follows:
- (1) By publication at least once in a weekly newspaper of general circulation in the City not less than 10 calendar days prior to the date of the public hearing; and
 - (2) By mailing a written notice thereof, not less than 10 days prior to the date of such hearing to the applicant, to the owner of the subject property and to the owners of properties within 300 feet of the exterior boundary of the subject property or properties; such notices shall be sent by first class mail, with postage prepaid, using the addresses from the last adopted tax roll, if available; and
 - (3) By posting such notice in at least one prominent place on or about each parcel which is the subject of the proposed action, or upon utility poles or sticks along or about the street line of such parcel. In the event more than one parcel is the subject of such hearing, and such parcels comprise 200 or more feet of street frontage, at least one such notice shall be posted on or about the street line at intervals of not less than 200 feet, starting at either end of the subject properties where the property line intersects the street line.
- (g) Appeal of decision of the Planning Commission. Decisions by the Planning Commission for the approval or denial of an application for a Variance shall be final and conclusive unless, by 5:00 p.m. of the tenth (10th) day following such decision (or of the next working day if the tenth (10th) day falls on a weekend or holiday):
- (1) A written appeal on the form designated by the City is filed by any interested party with the City Clerk requesting a public hearing before the City Council stating the grounds for the appeal and all required fees for said appeal are paid in full; or
 - (2) The Mayor or a member of the City Council requests a public hearing before the City Council stating the grounds for the appeal. Provided however that the City Council member or Mayor requesting the appeal shall disqualify him or herself from hearing the appeal unless he or she can certify in writing that the appeal is being requested as a result of public interest in the decision to be reviewed and he or she has no predisposition against or in favor of the project. The City Council as a whole shall be prohibited from voting to appeal any matter in which they will sit as the reviewing body.

LOCAL COMMERCIAL DISTRICTS REAR PARKING:

Hermosa Beach Pier Avenue has only 3 street fronted parking lots from greenbelt to Pier Plaza



Manhattan Beach Blvd from greenbelt to Pier has two alleys and no driveways or parking



Local walkable business districts do not have single merchant parking lots on the street.

REAR PARKING LOTS ON ARTESIA:
Redondo Beach Library



REAR PARKING LOTS ON AVIATION:



Some of the most successful businesses on Aviation and Artesia Blvds have rear parking lots

FRONT PARKING LOTS WITH VISUAL SCREENING: Very car oriented
Aviation Blvd



Artesia Blvd



Artesia Blvd



Artesia Blvd:



Visual screens have a limited impact on the overwhelming impact of parking in relation to engaging commercial spaces. They become a barrier to walking and placemaking.

LIMIT DRIVEWAY CURB CUTS

- AACAP Recommendations
- Redondo Beach Code - Nonresidential Driveway approaches
- LADOT Driveway width manual as a sample for size
- Examples of current blocks with wide driveways and impact on parking
- Examples of businesses on Aviation with single lane access to rear parking
- Comparison of adjacent driveways - 10' single lane vs 26' double lane

4.5.2 THE WALKING EXPERIENCE

DRIVEWAY ACCESS POINTS

In many segments along the Artesia and Aviation Corridors, frequent driveway access points interrupt the walking environment. The City may seek strategic opportunities to close select driveway access points to create a more safe and seamless pedestrian experience. Opportunities may exist to leverage shared parking and access for adjoining parcels or, where applicable, to route all driveway access to side streets only. Driveway closures should be considered carefully to avoid overloading side streets with additional traffic. If curb cuts for cars are not limited in any way, they will continue to disrupt the continuity of the pedestrian path.

Limiting the maximum width allowed for a curb cut can minimize disruption to pedestrian circulation. Widening the minimum space required between two curb cuts can help maintain streetscape and tree planting continuity, increase front yard planting, preserve on-street parking, and foster more active building frontages.

RECOMMENDATIONS

Applies to: Artesia and Aviation

Time Frame: Midterm/Long Term

Relative Cost: \$

Next Steps:

▶ **Local Access Study.** Consider local access traffic studies to assess the impact of driveway closures.

▶ **Drive-thrus.** Evaluate an approach to drive-thrus in the Corridors (considerations: potentially minimize, strategically locate, or prohibit them in areas such as activity nodes).

▶ **Update Development Standards** Update Municipal Code to incorporate regulations for curb cuts within the AACAP area, including:

- **Maximum Width.** Establish maximum width dimensions for curb cuts.
- **Minimum Distance.** Establish minimum distances between curb cuts for new development.

▶ **Design Guidelines.** Implement the design guidelines (see Section 3.4) that relate to curb cut frequency, width, and distance from intersections.

The three-block stretch (1,890 linear feet) of Artesia Boulevard between Mackay and Perkins Lanes has 16 curb cuts (see yellow arrows), an average of a curb cut every 120 feet. This is similar to curb-cut conditions throughout the Artesia Corridor.



Current Redondo Beach Zoning Code on Nonresidential driveway approaches

Use

Manufacturing:

Recycling centers:

Research and development offices and laboratories:

SRO facility:

Trucking terminals; warehousing:

Mini-warehouse (self-storage):

Warehouse retail:

Warehouse retail, specialty:

Spaces Required

One space for each 500 square feet of gross floor area, or one space for each two employees on the largest shift, whichever is greater.

One space for each employee on the largest shift, plus one space for every commercial vehicle operating on the site.

One space for each 300 square feet, plus one parking space for each truck or vehicle operated by the use.

One parking space per unit plus an additional space for the on-site manager.

One space for each 1,000 square feet to 10,000 square feet, and one space for each 5,000 square feet thereafter.

Three spaces, plus one space per 100 storage units.

A minimum of five and a maximum of seven spaces for each 1,000 square feet of gross floor area, depending upon the nature of the specific project.

A minimum of three and a maximum of five spaces for each 1,000 square feet of gross floor area, depending upon the nature of the specific project.

- (2) Any fractional requirement of a parking space equal to or greater than one-half of a parking space shall be interpreted as a requirement for a total parking space.
- (3) Outdoor seating for food-serving establishments. No additional parking is required for the first 12 seats or a number of outdoor seats equivalent to 25% of the number of indoor seats, whichever is greater. Thereafter, one parking space shall be provided for every six seats.

(b) Nonresidential: driveway approaches, driveways, aisles and drive-thru lanes.

- (1) No driveway approach used for two-way traffic shall be less than 30 feet in width, and no driveway approach used for one-way traffic shall be less than 14 feet in width.
- (2) No driving aisle used for two-way traffic shall be less than 18 feet in width, and no driving aisle used for one-way traffic shall be less than 11 feet in width.
- (3) No drive-thru lane shall be less than 11 feet in width or have less than a five vehicle stacking distance between the start of the lane and the pick-up window.
- (4) No drive-thru lane shall encroach into any parking space, required back-up distance, or driveway.

(c) Nonresidential: design of off-street parking lots and common parking garages.

(1) Size of parking spaces.

- a. Standard spaces. Each standard parking space shall be a minimum of eight and a half (8 ½) feet in width and 18 feet in length.
- b. Compact spaces. Each compact parking space shall be a minimum of eight feet in width and 15 feet in length. A maximum of 20% of the total number of parking spaces may be provided as compact spaces in parking areas with a minimum of 10 parking spaces.
- c. End parking spaces. Two feet shall be added to the required minimum width of an end parking space that abuts a fence, wall, or other obstruction where a vehicle is required to complete a right angle turning movement to gain access. For parallel parking, end spaces perpendicular to a wall or building shall have a minimum depth of 30 feet.
- d. Landscaped planters. A landscaped planter at the same level as the parking space and surrounded by a six inch curb may encroach a maximum of two feet into the length of a parking space.

(2) Parking space layouts. The following table and diagram illustrates the minimum dimensions of parking space layouts for standard and compact parking spaces:

Standard Parking Spaces:

a Parking Angle Degrees	p Width Of Parking		s Depth Of Stall		c Curb Length Per Car		Area Per Car ⁽¹⁾ Sq. Feet	p' Width Of Parking		s' Depth Of Stall
	Section Lineal Feet	Lineal Feet	Lineal Feet	Lineal Feet	Lineal Feet	Lineal Feet		Section Lineal Feet	Lineal Feet	
0°	29'-0"		8'-8"	12'	22'-0"		187	28'-0"		8'-6"
30°	47'-8"		16'-10"	14'	17'-0"		224	40'-4"		13'-2"
35°	48'-8"		17'-10"	14'	14'-10"		213	42'-10"		14'-5"
40°	61'-6"		18'-6"	14'	13'-3"		205	46'-0"		15'-8"
45°	62'-10"		18'-6"	14'	12'-0"		187	48'-10"		16'-6"
50°	55'-0"		20'-0"	16'	11'-1"		182	48'-6"		17'-3"
55°	55'-10"		20'-6"	16'	10'-6"		187	62'-0"		18'-0"
60°	58'-4"		20'-8"	18'	9'-10"		183	55'-2"		18'-7"
65°	61'-8"		20'-10"	20' ⁽²⁾	9'-8"		178	58'-0"		19'-0"
70°	62'-6"		20'-6"	21' ⁽²⁾	9'-1"		175	58'-8"		19'-4"
75°	63'-2"		20'-7"	22' ⁽²⁾	9'-4"		171	60'-10"		19'-5"
80°	63'-4"		20'-2"	23' ⁽²⁾	8'-8"		168	61'-10"		19'-5"
85°	64'-4"		19'-8"	25' ⁽²⁾	8'-6"		165	63'-8"		19'-4"
90°	63'-0"		19'-0"	25' ⁽²⁾	8'-6"		162	63'-0"		19'-0"

Compact Parking Spaces:

a Parking Angle Degrees	p Width Of Parking		s Depth Of Stall		c Curb Length Per Car		Area Per Car ⁽¹⁾ Sq. Feet	p' Width Of Parking		s' Depth Of Stall
	Section Lineal Feet	Lineal Feet	Lineal Feet	Lineal Feet	Lineal Feet	Lineal Feet		Section Lineal Feet	Lineal Feet	
0°	28'-0"		8'-0"	12'	22'-0"		176	26'-0"		8'-0"
30°	42'-10"		14'-6"	14'	16'-0"		176	36'-0"		11'-0"
35°	44'-4"		15'-2"	14'	13'-11"		168	37'-10"		11'-11"
40°	45'-8"		15'-6"	14'	12'-5"		158	38'-4"		12'-5"
45°	46'-8"		15'-3"	14'	11'-4"		152	40'-10"		13'-5"
50°	48'-4"		16'-8"	16'	10'-6"		147	43'-2"		14'-1"
55°	49'-10"		16'-11"	16'	9'-8"		143	45'-2"		14'-7"

Los Angeles DOT MANUAL OF POLICIES AND PROCEDURES
Driveways, Access, Circulation Design Guidelines

(W dimension of driveway apron, in feet)

	Driveway Operation							
	Non-Arterial				Arterial			
	2-Lane		1-Lane		2-Lane		1-Lane	
Type of Development	Min	Max	Min	Max	Min	Max	Min ^a	Max
<i>Commercial, Multi-Family Residential and Mixed-Use</i>								
More than 25 spaces	20	24	10	12	24	30	12	14
5 to 25 spaces	19	22	10	12	19 ^b	28	12	14
Less than 5 spaces	18	20	10	12	19 ^b	24	12	14
<i>Single Family Residential^c</i>								
1 or 2 car garage	18	20	9	12	19 ^b	24	12	14
3 or more car garage ^d	18	20	9	12	19 ^b	24	12	14
<i>Industrial</i> [See below for discussion regarding driveway design guidance]								
^a Inbound or outbound only and conditions permitting. ^b If needed per restrictive property geometry and conditions permitting ^c Residential driveway design shall also adhere to the LAMC direction provided in Appendix A Note 3 ^d Dimension for a 3-Lane garage driveway to be determined through review and approval.								

EXAMPLES OF CURRENT DRIVEWAYS:

Lavendar & Honey– with 3 businesses. No driveways/parking allows 2 more businesses as infill development.

202' block currently 3 on street parking spaces & 8 off street parking spaces

Middle building has driveway roped off

Parallel Parking – 10 parking spaces (5/100') if no driveways

Angled Parking – 16 parking spaces (8/100') if no driveways

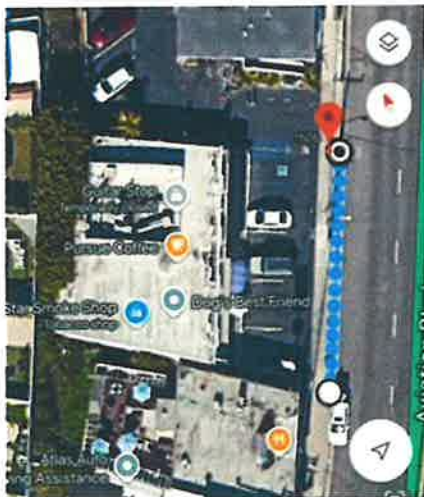


Pursue Coffee & Martha's Restaurant commercial kitchen (not open to public)

82' of curb cut for 7 off street parking spaces and no on street parking spaces

Parallel parking - 4 parking spaces (5/100') if no driveways

Angled parking – 6 parking spaces (8/100') if no driveways



EXISTING ONE WAY DRIVEWAYS: (Aviation Blvd)
More street frontage, better pedestrian experience

11' Driveway to Rear Parking Lot



10'6" Driveway to Rear Parking Lot



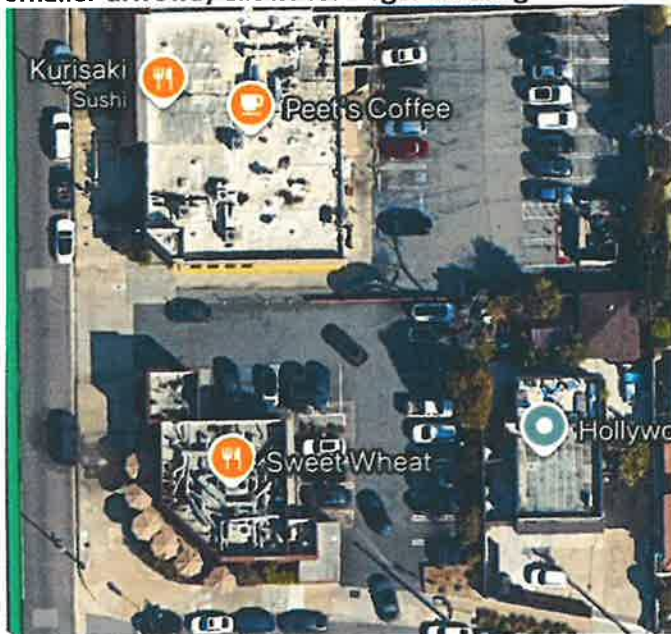
12' Driveway to Rear Parking Lot
Commercial Office Building next to car wash.



11' Driveway to Rear Parking
Commercial Office Buildings single car driveway vs office above parking



Pete's Coffee vs Sweet Wheat - room for outdoor seating in the front vs driveway
Smaller driveway allows for larger building



The pedestrian experience of two adjacent businesses:

Peet's Coffee:

- Narrow single lane driveway
- Sidewalk amenities seating
- Pedestrian oriented at street

Sweet Wheat

- Wide double lane driveway
- Barriers from sidewalk
- Car orientated entrance

