

Appendix B

Zoning Text Amendment

10-2.1700 Purpose.

The purpose of the off-street parking regulations are:

- (a) To progressively alleviate or prevent traffic congestion and shortages of on-street parking spaces;
- (b) To ensure that adequate off-street parking and loading facilities are provided proportionally to the needs of each land use; and
- (c) To ensure that off-street parking and loading facilities are designed in a manner that will ensure efficiency, safety, and where appropriate, insulate surrounding land uses from adverse impacts commonly caused by parking areas.

10-2.1702 General provisions.

(a) **Residential uses.** The standards set forth in this article shall apply to all new and existing residential developments in any zone, except that floor area additions to existing residential units may be permitted without fully complying with the parking requirements pursuant to Article 8 of this chapter (Nonconforming Uses and Structures).

(b) **Nonresidential uses.** The standards set forth in this article shall apply to all new and existing nonresidential developments in any zone, except that structural or non-structural alterations to an existing development where there is no increase in gross floor area shall not be required to provide additional parking spaces beyond the number required at the time of original construction of the development. Further, where an existing use does not conform to current parking standards, floor area additions may be permitted, provided that the deficiency in the number of parking spaces is not increased pursuant to Article 8 of this chapter (Nonconforming Uses and Structures).

(c) **Location of off-street parking facilities.**

(1) **Off-street parking on same lot as use.** An off-street parking facility shall be on the same lot or site as the use it serves. An off-street parking facility which is not on the same lot or site as the use it serves shall be subject to Planning Commission Design Review pursuant to Section [10-2.2502](#). Such off-street parking, if approved, shall be restricted by deed or by a recorded covenant running with the land which provides that as long as the use exists for which such off-street parking facility is provided, such off-street parking facility shall be maintained and used in connection with such use only. No building permit shall be issued for any building or structure where parking facilities are not on the same lot or parcel until a copy of a deed or a recorded covenant granting such parking facility as part of the use is presented to the Chief

Building Official. **Some provisions of this section (10-2.1702 (c)(1) may not be applicable to a project proposing off-street parking not on the same lot or site within the Artesia Aviation Corridor Area Plan. See Section 10-2.1707 for requirements concerning off-street parking not on the same lot or site within the Area Plan.**

(2) **Commercial parking lots in residential zones.** Commercial parking lots in residential zones shall only be considered where lots are contiguous to or separated by an alley from property in any commercial zone. Access for parking lots located in residential zones shall be restricted to the commercial zone frontage where feasible, and parking areas abutting or facing residentially zoned property shall be extensively landscaped, including a screen wall with evergreen plant material covering a majority of the wall within one year and providing a substantial visual buffer from abutting residential uses.

(d) **Use of parking spaces.**

(1) **Vehicles only.** No parking space required by the provisions of this article shall be used for any purpose except the parking of automobiles, trucks, vans, motorcycles, motorbikes, motor-driven mobile homes, or similar passenger vehicles except as provided in Section [10-2.1708](#). The parking or storage of boats, furniture, machinery, equipment, building materials, trash, or any other vehicle, commodity, or thing not licensed by the State as a motor vehicle operable upon the highways of the State shall be prohibited from occupying any parking space required by the provisions of this article.

(2) **Parking fees and restricted parking spaces.** No fee shall be charged for parking on a privately owned parking lot, and no parking space other than handicapped parking spaces shall be marked, restricted, or segregated in a commercial parking lot to favor one tenant or use over another, unless approved by Planning Commission Design Review pursuant to the provisions of Section [10-2.2502](#).

(e) **Handicapped parking.** Spaces designed for handicapped parking shall be provided as required pursuant to the California State Building Standards Code (Title 24). For existing developments, a reduction in the total number of otherwise required parking spaces may be approved, subject to Administrative Design Review (Section [10-2.2500](#)), solely as necessary to upgrade existing parking facilities to comply with Title 24 of the [California Building Code](#).

10-2.1704 Residential parking standards.

No Changes

10-2.1706 Commercial, industrial, and other nonresidential parking standards.

(a) **Nonresidential: automobile parking spaces required.**

(1) The following are the minimum required off-street parking standards for commercial, industrial, and other nonresidential uses.

Use	Spaces Required
Places of assembly, including churches, theaters, auditoriums and similar uses:	One space for every five (5) seats or one space for every forty (40) square feet of seating area where there are no fixed seats.
Ambulance services:	Three (3) spaces for every emergency vehicle.
Amusement centers (arcades, skating rinks, miniature golf, and similar uses):	One space per each 200 square feet of area within enclosed buildings, plus one space for every three (3) persons that the outdoor facilities are designed to accommodate when used to the maximum capacity.
Automobile repair garages and service stations:	One space for each 250 square feet of gross floor area, but not less than three (3) spaces per service bay, plus one space per tow truck operating from the site.
Banks and savings and loans:	One space for every 250 square feet of gross floor area.
Bars and cocktail lounges:	One space for every four (4) seats, but not less than one space for each fifty (50) square feet of gross floor area designated for seating, including aisles.
Billiard parlors:	Two (2) to three (3) spaces per table, depending on the nature of the specific project.
Boat slips and boat hoist facilities:	Three-fourths space for each boat slip. For boat hoist facilities on Mole D, sixty-seven (67) double-length spaces.
Bowling alleys:	Four (4) spaces for each lane, plus one space per each 200 square feet of floor area used for consumption of food or beverages or other recreational area.
Business offices:	One space for each 300 square feet of gross floor area.
Child day-care centers:	One space per employee, plus drop-off and pick-up areas as determined necessary based on the center's maximum capacity.
Emergency shelters:	One space for each 250 square feet of gross floor area.
Food and beverage sales and snack shops:	One space for every 250 square feet of gross floor area, except if this use shall contain more than twelve (12) seats, there shall be required one space for each 100 square feet of gross floor area. Outdoor seating shall be subject to subsection (a)(3) of Section 10-2.1706 .

Use	Spaces Required
Health and physical fitness clubs:	One space per each fifty (50) square feet of gross floor area used for aerobics exercise floors or similar activities using open floor area, plus two (2) spaces per each racquet or tennis court, plus one space per each 200 square feet of all other gross floor area.
Hotels and motels:	The maximum required shall be as follows: one space for each guest room without kitchen facilities and one and one-half spaces for each guest room with kitchen facilities; plus one space per each 100 square feet of banquet, assembly, meeting or restaurant seating area. The decision-making body may require less than the maximum requirement based on factors including, but not limited to, the size of the project, the range of services offered, and the location.
Medical and dental offices:	One space for each 150 square feet of gross floor area, except that chiropractic, acupuncture, physical therapy and psychotherapy offices shall provide one space for each 300 square feet of gross floor area.
Mortuaries:	One space for every fifty (50) square feet of assembly room floor area, plus one space for each 500 square feet of all other areas, plus one space for each vehicle owned by the establishment.
Personal improvement services, other than health and physical fitness clubs:	One space per employee, plus one space per each two (2) students.
Restaurant, sitdown:	One space for every four (4) seats, but not less than one space for each fifty (50) square feet of gross floor area designated for seating, including aisles. Outdoor seating shall be subject to subsection (a)(3) of Section 10-2.1706 .
Restaurant, fast-food:	One space for each seventy-five (75) square feet of gross floor area. Outdoor seating shall be subject to subsection (a)(3) of Section 10-2.1706 .
Restaurant, delivery:	One space for each 100 square feet of gross floor area.
Restaurant, take-out:	One space for each 250 square feet of gross floor area. Outdoor seating shall be subject to subsection (a)(3) of Section 10-2.1706 .
Restaurant, pedestrian-oriented:	One space for each 250 square feet of gross floor area (limited to the C-2-PD, C-3-PD, C-4-PD, MU-1, MU-2, MU-3, MU-3A, MU-3B and MU-3C pedestrian-oriented commercial zones).
Restaurant, unclassified:	One space for each seventy-five (75) square feet of gross floor area. Outdoor seating shall be subject to subsection (a)(3) of Section 10-2.1706 .

Use	Spaces Required
Schools: Elementary schools, public and private:	One space for each faculty member, plus one space for each employee.
Schools: High schools, public and private:	One space for each faculty member, plus one space for each ten (10) students regularly enrolled.
Schools: Junior colleges, colleges, etc.:	One space for each two (2) employees, plus one space for each four (4) full-time enrolled students. Auditorium requirements shall be additional requirements.
Commercial uses not listed:	One space per each 250 square feet of gross floor area, except that uses subject to a Conditional Use Permit shall provide a minimum of one space per each 250 square feet of gross floor area and a maximum of one space per 100 square feet of gross floor area, depending upon the specific nature of the project.
Manufacturing:	One space for each 500 square feet of gross floor area, or one space for each two (2) employees on the largest shift, whichever is greater.
Recycling centers:	One space for each employee on the largest shift, plus one space for every commercial vehicle operating on the site.
Research and development offices and laboratories:	One space for each 300 square feet, plus one parking space for each truck or vehicle operated by the use.
Trucking terminals; warehousing:	One space for each 1,000 square feet to 10,000 square feet, and one space for each 5,000 square feet thereafter.
Mini-warehouse (self-storage):	Three (3) spaces, plus one space per 100 storage units.
Warehouse retail:	A minimum of five (5) and a maximum of seven (7) spaces for each 1,000 square feet of gross floor area, depending upon the nature of the specific project.
Warehouse retail, specialty:	A minimum of three (3) and a maximum of five (5) 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 twelve (12) seats or a number of outdoor seats equivalent to twenty-five (25%) percent of the number of indoor seats, whichever is greater. Thereafter, one parking space shall be provided for every six (6) seats.

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

(1) No driveway approach used for two-way traffic shall be less than thirty (30) feet in width, and no driveway approach used for one-way traffic shall be less than fourteen (14) feet in width.

(2) No driving aisle used for two-way traffic shall be less than eighteen (18) feet in width, and no driving aisle used for one-way traffic shall be less than eleven (11) feet in width.

(3) No drive-thru lane shall be less than eleven (11) feet in width or have less than a five (5) 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 nineteen (19) feet in length.

b. **Compact spaces.** Each compact parking space shall be a minimum of eight (8) feet in width and fifteen (15) feet in length. A maximum of twenty (20%) percent of the total number of parking spaces may be provided as compact spaces in parking areas with a minimum of ten (10) parking spaces.

c. **End parking spaces.** Two (2) 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 thirty (30) feet.

d. **Landscaped planters.** A landscaped planter at the same level as the parking space and surrounded by a six (6) inch curb may encroach a maximum of two (2) 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:

n Parking Angle DEGREES	p Width of Parking Section LINEAL FEET	s Depth of Stall LINEAL FEET	a Width of Aisle LINEAL FEET	c Curb Length per Car LINEAL FEET	Area per Car⁽¹⁾ SQ. FEET	p' Width of Parking Section LINEAL FEET	s' Depth of Stall LINEAL FEET
0°	29'-0"	8'-6"	12'	22'-0"	187	29'-0"	8'-6"
30°	47'-8"	16'-10"	14'	17'-0"	224	40'-4"	13'-2"
35°	49'-8"	17'-10"	14'	14'-10"	213	42'-10"	14'-5"
40°	51'-6"	18'-9"	14'	13'-3"	205	45'-0"	15'-6"
45°	52'-10"	19'-5"	14'	12'-0"	187	46'-10"	16'-5"
50°	55'-0"	20'-0"	15'	11'-1"	192	49'-6"	17'-3"
55°	56'-10"	20'-5"	16'	10'-5"	187	52'-0"	18'-0"
60°	59'-4"	20'-8"	18'	9'-10"	183	55'-2"	18'-7"
65°	61'-8"	20'-10"	20' ⁽²⁾	9'-5"	178	58'-0"	19'-0"
70°	62'-6"	20'-9"	21' ⁽²⁾	9'-1"	175	59'-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' ⁽³⁾	8'-6"	165	63'-8"	19'-4"
90°	63'-0"	19'-0"	25' ⁽³⁾	8'-6"	162	63'-0"	19'-0"

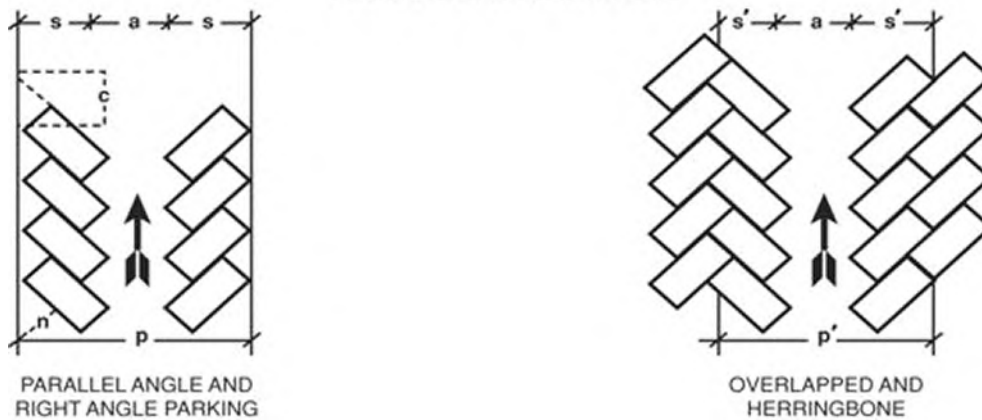
COMPACT PARKING SPACES:

n Parking Angle DEGREES	p Width of Parking Section LINEAL FEET	s Depth of Stall LINEAL FEET	a Width of Aisle LINEAL FEET	c Curb Length per Car LINEAL FEET	Area per Car⁽¹⁾ SQ. FEET	p' Width of Parking Section LINEAL FEET	s' Depth of Stall LINEAL FEET
0°	28'-0"	8'-0"	12'	22'-0"	176	28'-0"	8'-0"
30°	42'-10"	14'-5"	14'	16'-0"	176	36'-0"	11'-0"
35°	44'-4"	15'-2"	14'	13'-11"	168	37'-10"	11'-11"
40°	45'-6"	15'-9"	14'	12'-5"	158	39'-4"	12'-8"
45°	46'-6"	16'-3"	14'	11'-4"	152	40'-10"	13'-5"
50°	48'-4"	16'-8"	15'	10'-5"	147	43'-2"	14'-1"
55°	49'-10"	16'-11"	16'	9'-9"	143	45'-2"	14'-7"
60°	52'-0"	17'-0"	18'	9'-3"	139	48'-0"	15'-0"
65°	54'-0"	17'-0"	20' ⁽²⁾	8'-10"	135	50'-6"	15'-3"
70°	54'-8"	16'-10"	21' ⁽²⁾	8'-6"	132	52'-0"	15'-6"
75°	55'-2"	16'-7"	22' ⁽²⁾	8'-3"	129	53'-0"	15'-6"
80°	55'-4"	16'-2"	23' ⁽²⁾	8'-1"	126	54'-0"	15'-6"
85°	56'-4"	15'-8"	25' ⁽³⁾	8'-0"	123	55'-6"	15'-3"

90° 55'-0" 15'-0" 25'⁽³⁾ 8'-0" 120 55'-0" 15'-0"

- (1) Area includes waste area at both ends of 8 ½' X 19' standard and 8' X 15' compact spaces (aisle space not included).
- (2) Width of aisle permits two-way circulation only when a turn-around is provided.
- (3) Width of aisle permits two-way circulation.

ILLUSTRATION OF SECTION 10-2.1706, a, 2
PARKING SPACE LAYOUTS



(3) **Pedestrian pathways.** All parking lots shall be developed with variety of pedestrian pathways to the extent possible. As a minimum, pedestrian pathways across drive aisles leading to building entrances shall be visually distinguishable through the installation of contrasting and aesthetically appealing materials, patterns and/or colors. Where feasible, barrier-free pedestrian pathways that are landscaped, lighted and grade-separated shall be provided between double-stacked rows of parking spaces.

(4) **Wheel guards.** Securely fixed wheel guards at least six (6) inches in height shall be placed to prevent vehicles from overhanging a public right-of-way or contacting a wall or building that abuts the parking space. Wheel guards shall not be permitted in the interior of a parking lot.

(5) **Common parking garages.**

a. Subterranean common parking garages may be constructed to any rear property line or side property line but shall not encroach into the front setback. Where the garage is located within the side or rear setback, the roof of the subterranean garage shall not project more than three (3) feet above the existing grade.

b. The vertical clearance for any entrance to a garage or for any overhead obstruction within any type of garage shall be not less than eighty-eight (88) inches, except as permitted by subsection (c)(5)(c) of this section.

c. For all common parking garages, no column, wall, or other obstruction shall encroach into a required parking space or back-up space, except that water lines, air ducts, conduit, and other similar equipment located along a wall or ceiling along the front end of a parking space may encroach eighteen (18) inches into the required eighty-eight (88) inch height and thirty-six (36) inches into the required nineteen (19) foot parking space length.

d. For all common parking garages, columns, walls or other obstructions shall be set back a minimum clear distance of two (2) feet from the line of the required back-up space (thus giving for ninety (90°) degree parking a twenty-seven (27) foot clear distance for a single loaded aisle and a twenty-nine (29) foot clear distance for a double loaded aisle).

(6) **Materials.** Off-street parking lots shall be paved with not less than two (2) inch asphaltic concrete or three and one-half (3 1/2) inch Portland concrete.

(7) **Maximum grade.** No driveway providing access to off-street parking shall have a grade greater than fifteen (15%) percent.

(8) **Striping.** Stalls shall be striped and internal directional movements for one-way traffic shall be indicated.

(9) **Parking lot traffic circulation.** Traffic circulation shall be designed to insure that no automobile need enter a public street in order to progress from one aisle to any other aisle within the same lot, and that no automobile need enter a public street backwards in order to leave such a lot or parking space.

(10) **Lighting.**

a. For new developments, parking areas with three (3) or more parking spaces shall have adequate lighting to provide visibility and security.

b. For additions to existing developments requiring Planning Commission Design Review or changes in use requiring a Conditional Use Permit, lighting improvements to provide adequate visibility and security may be required as determined to be appropriate by the Planning Commission.

c. The light source shall not be visible from the street or surrounding residential properties and the lighting shall be reflected away from adjacent residential premises.

(11) **No parking in setback.** Parking is prohibited in required front and exterior side setbacks.

(d) **Overlap parking requirements, nonresidential uses.**

(1) Parking space requirements applicable to two (2) or more separate building sites or uses may be permitted to overlap subject to Administrative Review and conditions (2)(a) through (e) as listed below.

(2) Parking space requirements applicable to two (2) or more uses sharing parking on a building site or parcel may be permitted to overlap subject to Administrative Review and conditions (a) through (e) as listed below.

a. The total parking provided for the uses sharing parking shall not be less than fifty (50%) percent of the parking requirement for the same uses with no shared parking;

b. The total parking provided for the uses sharing parking shall not be less than the parking requirement applicable to any single use with no shared parking;

c. The applicant shall provide the Community Development Department information on the proposed hours of operation of each use and anticipated maximum number of employees and customers for each use typically generated during each hour of the day and day of the week;

d. The Community Development Department may approve shared parking subject to a determination that the typical utilization of the parking area would be staggered or shared to such an extent that the reduced number of parking spaces would be adequate to serve all uses on the site or parcel. If the site is in a pedestrian-oriented commercial zone, the Community Development Department may also approve shared 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;

e. A minimum two (2) week (fourteen (14) day) parking utilization survey, covering the existing and proposed business hours of operation, including hourly counts of vehicles shall be submitted along with a parking analysis of the subject property, which includes the number of tenants spaces and the number of parking spaces that these uses require, shall be submitted for review and approval of the Community Development Director.

10-2.1707 Non-residential parking standards within the Artesia & 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 are identified as “preferred uses” within the Corridor plan to attract a mix of people who may arrive on foot, bike, scooter, or by car. The segment of Artesia Boulevard that is included in the Artesia Corridor runs from the transportation easement (rail line) east of Inglewood Avenue to the western city boundary at Aviation Boulevard. The portion of Aviation Boulevard that is included in the Aviation Corridor includes the segment between Artesia Boulevard and the western City limits.**
- b) **Number of Parking Spaces Required. Business Office, Medical and Dental Office, and Restaurant uses that have frontage on either the Artesia or Aviation Corridors within the Artesia and Aviation Corridors Area Plan shall have a parking requirement of one (1) space per three hundred (300) square feet of floor area. A restaurant use within the Artesian & Aviation Corridors Area Plan shall include the following use classifications listed in Section 10-2.1706; Food and beverage sales and snack shops, Restaurant (sit down), Restaurant (fast-food), Restaurant (delivery), Restaurant (take-out), Restaurant (pedestrian oriented), and Restaurant (unclassified). 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. All other non-residential uses are subject to the minimum parking requirements pursuant to Section 10-2.1706.**
- 1) **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.**
 - 2) **Outdoor seating for Restaurant uses. No additional parking is required for the first sixteen (16) outdoor seats or 30 percent of the number of indoor seats, whichever is greater. Thereafter, one parking space shall be provided for every six (6) seats. 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 & 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 Section 10-2.2500. All other provisions within Section 10-2.1622 shall apply.

c) 3) Design of non-residential off-street parking lots, common parking garages, driveway approaches, driveways, and aisles are subject to the requirements pursuant to Section 10-2.1706. Provisions for parking space reduction including Overlap (On- or Off-site) Parking, Valet Parking, and Mechanical Lifts for all non-residential uses located within the Artesia & 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:

i. A reduction in the number of spaces specified in Section 10-2.1707(b) or 10-2.1706;

ii. Overlap provision of parking serving more than one (1) use or site;

iii. Provision of Valet parking;

iv. Provision of Mechanical Lifts; or

v. Any combination of the above, subject to specific findings and conditions of approval.

2) In approving an Administrative Design Review for parking space reduction, overlap parking (on- or off-site), valet parking, and/or mechanical lifts, the Community Development Director shall find:

(i) In regard to a reduction in parking spaces that there is clear and convincing evidence that the parking demand will be less than the requirement in Section 10-2.1707(b) or 10-2.1706. Also, in reaching a decision, the Community Development Director shall consider survey data submitted by an applicant or collected at the applicant's request and expense and in regard to overlap (on- or off-site) parking:

a. 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

b. The total parking provided for the uses sharing parking shall not be less than fifty (50%) percent of the parking requirement for the same uses with no shared parking; and

c. The total parking provided for the uses sharing parking shall not be less than the parking requirement applicable to any single use with no shared parking; and

d. The adjacent or nearby properties will not be adversely affected relative to parking; and

e. 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

f. The off-site parking is within a reasonable distance of the premises upon which the building or use is located; and

g. In reaching a decision, the Community Development Director shall consider survey data submitted by an applicant or collected at the applicant's request and expense.(iii) In regard to valet parking, and mechanical lifts that:

a. The location for valet services and mechanical lifts does not severely impede on- or off-site traffic or pedestrian circulation.

b. The adjacent or nearby properties will not be adversely affected by noise associated with the mechanical lifts and/or valet parking services.

c. Mechanical lifts shall be operated by an employee and shall be screened from view from the adjacent public right-of-way

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.

4) As a condition of such Administrative Design Review approval for overlap parking (off-site), the Community Development Director shall require a written agreement between landowner(s)

and the City, in a form satisfactory to the City Attorney, which shall include:

- i. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking; and
- ii. A guarantee among the landowner(s) for access to and use of the off-site overlap parking facilities; and
- iii. 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
- iv. 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 that adequate parking to serve the use(s) has not been provided; and
- v. A provision stating that the City, acting through the Community Development Director, may, for due cause and upon notice and administrative hearing, modify, amend, or unilaterally terminate the agreement at any time.

6) Notwithstanding the foregoing, if such parking reduction, overlap (on- or off-site) parking, valet 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.

7) Performance. It is a violation of this Zoning Ordinance 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 Zoning Ordinance 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.

10-2.1708 Storage and/or parking in residential zones or on any lot having a residential use in a nonresidential zone.

(a) **Definition of “front yard area.”** “Front yard area,” for the purpose of this section, shall mean the area measured from the front property line to a line parallel with the face of the front wall of the main building located the greatest distance from the front property line and extending the full width of the lot.

(b) **Parking pads in front yard area.**

(1) No front yard area shall be used for the parking of automobiles and motor vehicles except for parking of operative vehicles on approved driveways which provide direct access to a garage.

(2) In the R-1A zone only, parking of operative vehicles in the front yard area on approved parking pads serving existing single-family dwellings is permitted subject to the following standards:

a. Where there is no existing garage, one parking pad may be permitted provided the pad is a maximum of nineteen (19) feet in width with one driveway approach a maximum of nineteen (19) feet in width, and further provided the pad is at least nineteen (19) feet in depth across its entire width; or

b. Where there is an existing single car garage, one combination parking pad and driveway may be permitted provided the combination pad and driveway is a maximum of nineteen (19) feet in width with one driveway approach a maximum of nineteen (19) feet in width, and further provided such driveway portion leads directly to the garage and that the combination pad and driveway is at least nineteen (19) feet in depth across its entire width.

(c) **Parking pads on corner or reverse corner lots.** No exterior side yard area shall be used for the parking of automobiles or motor vehicles except for parking of operative vehicles on approved driveways which provide direct access to a garage, or for parking of operative vehicles in an area shielded by a decorative wall or fence six (6) feet high (see Section [10-2.1524](#)(b) relating to setbacks for fence heights of six (6) feet on reverse corner lots). “Exterior side yard area,” for the purpose of this subsection, shall mean the “exterior side setback” as defined in Section [10-2.402](#) and the extension of this setback for the full length of the lot.

(d) **Parking prohibited on driveways serving multi-family dwellings.** Any driveway which serves two (2) or more dwellings shall not be used for parking, or any other use that would impede the other residents from utilizing their required parking spaces.

(e) **Storage.**

(1) **Boats, trailers, or similar items.** Storage and/or parking for more than seventy-two (72) consecutive hours of boats, house trailers, camp trailers, detached camper-trailer tops, and other trailers in the front yard area shall not be permitted. On the street side of corner or reversed corner lots, storage and/or parking for more than seventy-two (72) consecutive hours of boats, trailers, or similar items, in the side or rear setback, is permitted provided such area shall be shielded by a decorative wall or fence six (6) feet high to minimize any undesirable appearance from the street and surrounding property (see Section [10-2.1524](#)(b) relating to setbacks for fence heights of six (6) feet on reverse corner lots).

(2) **Construction equipment or materials.** Storage for more than seventy-two (72) consecutive hours of any commercial or construction equipment, materials (lumber, metals, plastics, etc.), fixtures, appliances, machines, trash, or waste, is hereby prohibited except for equipment and materials being used for construction on the premises where a valid building permit has been issued or applied for.

(3) **Commercial vehicles.** The garaging, parking, maintaining, or storage of any commercial vehicle, as defined in Section [10-2.402](#) of Article 1 of this chapter and the [Vehicle Code](#) of the State, which exceeds a registered unladen weight of 5,600 pounds shall not be permitted.

(4) **Vacant lots.** Storage and/or parking for more than seventy-two (72) consecutive hours of boats, house trailers, camper trailers, detached camper-trailer tops, or vehicles on vacant lots shall not be permitted.

(f) **Prohibited occupancy of house trailers, mobile homes, campers and boats.** House trailers, mobile homes, campers, and boats shall not be occupied or used as a dwelling unit unless located in a trailer or mobile home park which has been approved by the City.