

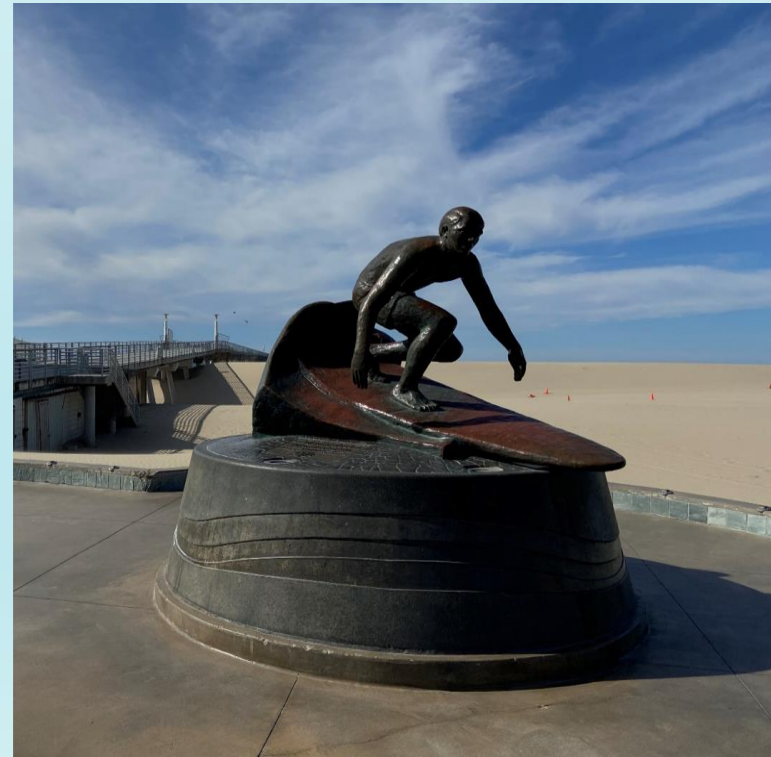


Targeted Parking Amendments Issues and Options

City of Hermosa Beach –
Economic Development Committee
March 1, 2021

Agenda

- Objectives
- Background
- Issues and Options to Consider
- Discussion





Objectives

Targeted Parking-Related Zoning Amendments:

- Lift barriers to development of a variety of housing types.
- Promote the economic vitality of City's commercial areas.
- Support small-scale commercial establishments.

Background



A number of community conversations and studies regarding parking

- PLAN Hermosa
- Downtown Core Revitalization Strategy
- Parking Management Study and Recommended Parking Standards for the Coastal Zone
- Zoning Code Assessment Report Recommendations
 - Exempt small commercial establishments
 - Exempt or reduce parking requirements for changes of use
 - Reduce parking requirements in consideration of City goals
 - Allow flexibility in the amount and design of parking



Background



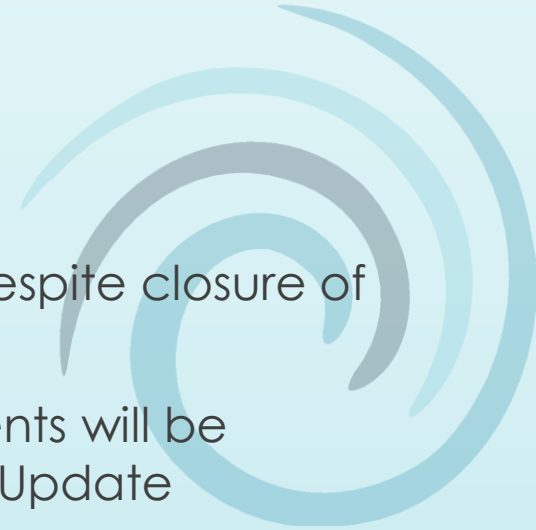
Parking requirements create a number of unwanted side effects:

- Reduce the viability of reuse of existing buildings;
- Limit options for development on small or awkwardly-shaped sites;
- Discourage alternatives to automobiles;
- Erode pedestrian environments; and
- Add to the cost of living.

As such, cities are increasingly turning to other mechanisms as ways of addressing parking.



Background



- Beach visitation was at an all time high in 2020, despite closure of numerous public parking areas
- Comprehensive update to the parking requirements will be considered as part of the comprehensive Zoning Update

The Housing Element update (in progress) and additional challenges to commercial businesses due to COVID warrant earlier consideration of certain parking-related zoning amendments



Targeted Parking Amendments



1. Adaptive reuse
2. Support small establishments
3. On-site outdoor dining
4. Residential parking requirements
5. Flexibility in meeting parking requirements



1. Adaptive Reuse

Current requirements:

- Changes of use to a more intensive use must provide parking for increased parking requirement
 - Except Downtown non-restaurant uses less than 5,000 square feet changing to a restaurant must provide all required parking

Option to consider:

- *Citywide:* Allow a change of use without requiring additional parking provided there is no change in building square footage
 - Limit the size of the building that qualifies?
- *Citywide:* Allow a limited amount of additional square footage without requiring additional parking (ex. 10%), after which additional parking would be required for the addition, but not for the entire site



2. Support Small Establishments



Concept:

- Exempt small commercial establishments from parking requirements

Option to consider:

- Size limitation (ex. 3,000 or 5,000 square feet)
- Maximum number of exempt spaces per development or parcel (ex. four)
- Limit locations (ex. pedestrian districts)
- Limit types of uses (ex. bars)



3. On-site Outdoor Dining

Support On-site Outdoor Dining

- Do not require additional parking for the first 400 square feet of on-site outdoor dining
 - Including roof-top dining
- Allow the associated food establishment to provide the same food and beverage service in the on-site outdoor dining area that is provided indoor
 - Including alcohol and table service

4. Residential Parking

Current requirements:

- Don't support a variety of housing types
- Limit design options
 - Parking and garages dominate residential street frontages

Option to consider:

- Scale number of required parking spaces to number of bedrooms
 - Consistent with Section 17.44.230 for senior and affordable housing

Current Requirement	Option to Consider	
2 spaces plus 1 guest space per unit	Studio	0.5 spaces/unit
	1 bedroom	1 space/unit
	2 or 3 bedrooms	2 spaces/unit
	4 or more bedrooms	3 spaces/unit
	Guest spaces	1 per 5 units



5. Flexibility - Requirements



Current allowances:

- Parking plan
 - The number of required parking spaces may be reduced with a parking plan approved by the Planning Commission
- Common parking facilities
 - 80% of required parking may be satisfied in common parking facilities pursuant to a **parking plan** approved by the Planning Commission
- Downtown in-lieu parking fees
 - Fees may be paid in-lieu of providing parking in Downtown pursuant to a **parking plan** approved by the Planning Commission provided that buildings exceeding a 1.0 FAR provide 25% of required parking on-site

Option to consider:

- Remove specific limitations within **discretionary** parking programs – allow Planning Commission to weigh merits of request



5. Flexibility - Design

Refine allowances for flexibility in parking design:

- Tandem parking
- Valet parking
- Mechanical parking



Discussion

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2. Support small establishments
3. On-site outdoor dining
4. Residential parking requirements
5. Flexibility in meeting parking requirements





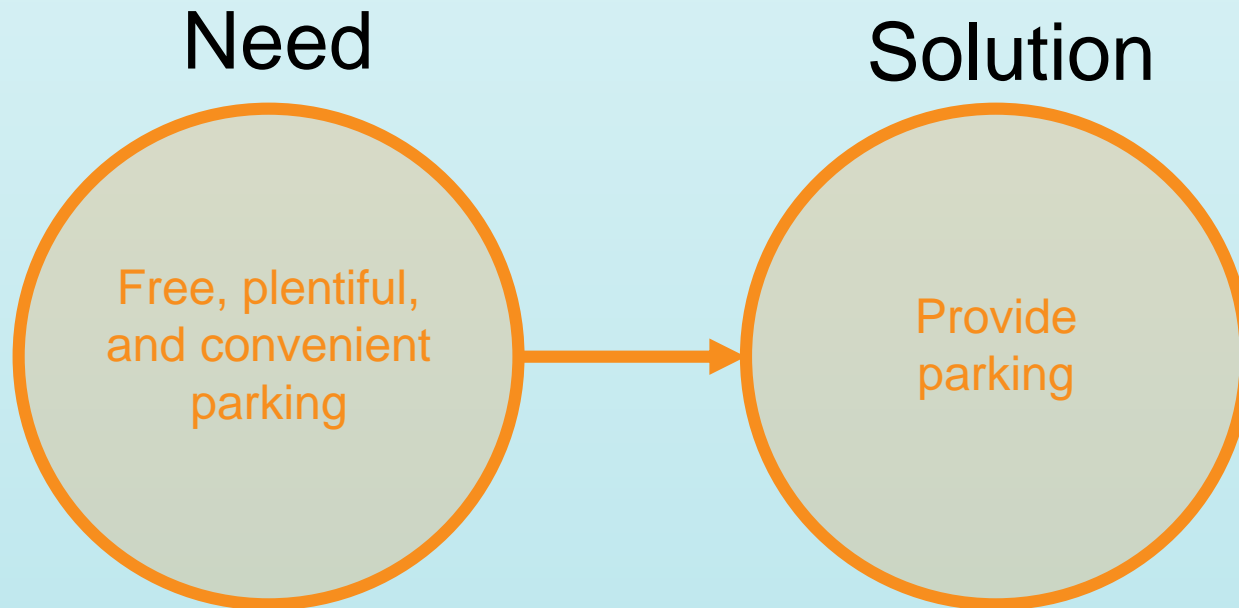
Next Steps

- **March 3: Planning Commission/City Council Study Session**
– Zoning and Subdivision Ordinance Update, including targeted parking amendments discussion
- **Spring 2021:** Draft Targeted Parking Amendments
- **Fall 2021+:** Review and adoption, including Coastal Commission review

Thank You



Parking Planning – Old Approach



Parking Planning – New Approach

Need



Solution

