

CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT  
STAFF REPORT

DATE: August 14, 2024

TO: Planning Commission

FROM: Talyn Mirzakhonian, Community Development Director

THROUGH: Ted Faturos, Senior Planner

BY: Tari Kuvhenguhwa, Associate Planner  
Erik Zandvliet, T.E., City Traffic Engineer

SUBJECT: Study Session for Code Amendments Related to the City's Parking Code

**RECOMMENDATION**

Staff recommends that the Planning Commission conduct a study session to discuss proposed code amendments related to updating the City's parking code (Chapter 10.64 - *Off-Street Parking and Loading Regulations* of the Manhattan Beach Municipal Code) and provide input to staff.

**BACKGROUND**

On September 19, 2017, the City Council directed staff to initiate the Sepulveda Initiatives Planning Project, which incorporated a review of parking standards along the corridor. Staff collaborated with a Community Ad Hoc Working Group to formulate recommendations related to height, setbacks, and desirable land uses and features for the Sepulveda Boulevard Corridor. Between April 2017 and February 2019, several public hearings were held by the Planning Commission and the City Council related to this project, ultimately resulting in an ordinance and overlay zone that revised certain commercial development standards. At that time, the City Council directed staff to defer any recommended changes to the City's parking standards to be researched and reviewed as part of a separate Work Plan effort, which was subsequently titled "Modernize Parking Standards" and incorporated into the City Council Work Plan.

On December 5, 2019, the Parking and Public Improvements Commission (PPIC) reviewed a preliminary draft of proposed revisions to the code requirements and parking rates based on input from the Working Group and current industry practices. The PPIC provided feedback and opinions on a variety of land use parking needs and proposed code requirements. Additionally, they recommended that staff conduct additional research to establish parking standards for mixed use sites with more than one major land use.

Since 2019, pursuant to City Council direction, staff has been analyzing and developing proposed code amendments to discuss with the Planning Commission and the Parking and Public Improvements Commission.

## DISCUSSION

### Proposed Code Amendments

The City's existing parking and loading zone regulations are located in Manhattan Beach Municipal Code (MBMC) *Chapter 10.64 - Off-Street Parking and Loading Regulations*. This chapter was adopted in 1991 with minor amendments in subsequent years. The chapter includes basic parking requirements, minimum parking and loading spaces required for corresponding land use classifications, allowances for shared parking, reduced parking in certain zoning districts, in-lieu parking provisions, bicycle parking requirements, as well as various parking space, aisle and driveway related requirements. Parking and loading requirements for affordable housing developments were added in 2013. Parking regulations in the Coastal Zone are found in Manhattan Beach Local Coastal Program (MBLCP) Chapter A.64 and include additional special provisions for zoning districts within the Coastal Zone.

The scope of the proposed changes being contemplated is broad, with the intent being to fully rescind and replace the City's existing parking code chapter referenced above. As a result, municipal code amendments will be necessary to revise and update the City's parking code. The proposed code amendments are supported by national industry standards provided by the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) professional manuals, as well as the parking requirements of several other southern California cities. Staff has highlighted several topics below that require the Planning Commission's guidance, which will be discussed in greater detail during the study session:

- Land Use Classifications
- Parking Rates
- Alternative Parking Options & Requirements
- Merchant Parking Permits & In-Lieu Payments
- Automated Parking Facilities
- Parking Space Dimensions
- Bicycle Parking

### *Land Use Classifications*

In order to better reflect contemporary operating characteristics of specific land uses, staff is proposing amendments to revise or expand the definitions of existing land use classifications (including, but not limited to “Food and Beverage Sales”) as well as establish new land use classifications (including, but not limited to “Shopping Center”).

### *Parking Rates*

MBMC Section 10.64.030 assigns a specific parking rate to each land use classification, which in turn determines a property’s overall parking requirement. For example, an office use has a parking rate of one required parking space for every 200 square feet of tenant space. Proposed code amendments to update these parking rates are intended to both reflect the latest parking practices while also acknowledging the unique parking challenges facing a small beach community. One of the primary objectives of reviewing the parking rates is to “right-size” the City’s parking requirements. Staff seeks to create a balance between requiring sufficient parking capacity for the associated land use(s) while also not burdening a property with surplus required parking that will go unused/underutilized. The majority of the existing parking rates are proposed to remain unchanged, while staff recommends that some specific rates be updated. Staff also proposes that certain land uses not have predetermined parking rates, and instead have their parking rates determined by a supporting parking study. This would apply to land uses that are less common and/or have site-specific variables that significantly affect their parking demand.

### *Alternative Parking Options & Requirements*

Staff proposes code amendments to allow alternative methods for assessing and satisfying a site’s parking requirement. These include, but are not limited to: updating, clarifying, and providing better options for sharing a common parking facility to be used by more than one land use; allowing the Planning Commission to review and approve reduced parking requirements for a site through a use permit with a supportive parking study; and allowing the Community Development Director to administratively approve a limited reduction of a site’s parking requirement, with a supportive parking study.

### *Merchant Parking Permits & In-Lieu Payments*

Staff proposes codifying an existing MBLCP provision that allows a tenant up to two merchant parking permits to satisfy the parking requirements for nonresidential projects within the Coastal Zone (under certain conditions). Separately, a proposed amendment expands the ability for developments in the North End Commercial zoning district to pay an in-lieu fee to satisfy a project’s parking requirement, wherein those fees would contribute to the City’s future planned parking infrastructure and updates the current code section applicable to downtown.

### *Automated Parking Facilities*

The current parking code does not include any regulations related to automated parking facilities. As these systems are becoming increasingly common, this code amendment is intended to establish technical and operational standards for these automated, semi-automated, and stacked parking systems.

### *Parking Space Dimensions*

The City's current code assigns minimum parking space dimensions for a range of parking stall types (such as, standard, compact, and tandem) for residential and nonresidential land uses. The proposed amendments are intended to provide more modern and comprehensive parking facility design standards as well as promote more efficient designs for those parking facilities.

### *Bicycle Parking*

Staff proposes to update bicycle parking design requirements, improve instructions for how to calculate the bicycle parking requirements for projects and add the option of an in-lieu fee for qualifying project sites.

### Manhattan Beach Municipal Code

Staff is preparing draft code amendments to address these and other parking-related topics. Further details of the proposed code amendments will be discussed during the study session, specifically as they relate to the following MBMC sections and/or chapters:

- 10.04.030 (Definitions),
- 10.08.050 (Commercial Use Classifications), and
- 10.64 (Off-Street Parking and Loading Regulations),

### Manhattan Beach Local Coastal Program

Given that the parking code is applicable citywide, the MBLCP will also need to be amended. Affected sections and/or chapters of the MBLCP are as follows:

- A.04.030 (Definitions),
- A.08.050 (Commercial Use Classifications), and
- A.64 (Off-Street Parking and Loading Regulations)

## **ENVIRONMENTAL REVIEW**

This activity, a study session with the Planning Commission, is not a "Project" as defined under Section 15378 of the California Environmental Quality Act (CEQA) guidelines; therefore, the

activity is not subject to CEQA pursuant to Section 15060(c)(3). However, adoption of a future code amendment will be subject to CEQA at the time of review/approval.

## **PUBLIC OUTREACH**

A courtesy notice for the study session was published in The Beach Reporter and posted at City Hall on August 1, 2024. Additionally, staff utilized the City's social media platforms during the week of August 12<sup>th</sup>, to inform the public of the upcoming study session. Another opportunity for public engagement will occur during the August 22<sup>nd</sup> Parking and Public Improvements Commission (PPIC) meeting.

## **NEXT STEPS**

Staff will consider the comments discussed during the study session and return to the Planning Commission for another study session or a public hearing on a proposed ordinance to update the City's parking code. Before a proposed ordinance is brought to the Planning Commission for consideration, staff will conduct a study session with the PPIC and take their comments into consideration as well.

## **ATTACHMENTS**

- A. *Existing MBMC Chapter 10.64 – Off-Street Parking and Loading Regulations*
- B. *Draft Parking Rate Comparison Table*
- C. *Study Session PowerPoint Presentation*

**THIS PAGE  
INTENTIONALLY  
LEFT BLANK**

## Chapter 10.64 - OFF-STREET PARKING AND LOADING REGULATIONS

## 10.64.010 - Specific purposes.

In addition to the general purposes listed in Chapter 10.01, the specific purposes of the off-street parking and loading regulations are to:

- A. Ensure that off-street parking and loading facilities are provided for new land uses, and for major alterations and enlargements of existing uses in proportion to the need for such facilities created by each use.
- B. Establish parking standards for commercial uses consistent with need and with the feasibility of providing parking on specific commercial sites.
- C. Ensure that off-street parking and loading facilities are designed in a manner that will ensure efficiency, protect the public safety, and, where appropriate, insulate surrounding land uses from adverse impacts.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

## 10.64.020 - Basic requirements for off-street parking and loading.

- A. **When Required.** At the time of initial occupancy of a site, construction of a structure, or major alteration or enlargement of a site or structure, off-street parking facilities and off-street loading facilities shall be provided in accord with the regulations prescribed in this chapter. For the purposes of these requirements, "major alteration or enlargement" shall mean an alteration or enlargement which exceeds 50% of the reconstruction value of the existing structure(s) as specified in Section 10.68.030 E.
- B. **Nonconforming Parking or Loading.** No existing use of land or structure shall be deemed to be nonconforming solely because of the lack of off-street parking or loading facilities required by this chapter, provided that facilities being used for off-street parking and loading as of the date of adoption of this chapter shall not be reduced in number to less than that required by the provisions of this chapter.
- C. **Spaces Required for Change of Use and Minor Alteration or Enlargement.** The number of parking spaces and loading spaces required for an alteration or enlargement not classified as "major," pursuant to subsection (A) above, of an existing use or structure, or for a change of use, shall be in addition to the number of spaces existing prior to the alteration, enlargement, or change of use unless the pre-existing number is greater than the number prescribed in this chapter. In this case, the number of spaces in excess of the prescribed minimum shall be counted in determining the required number of spaces. A change in occupancy that does not involve a

change in the use classification is not considered a change in use for purposes of this requirement unless the change in occupancy involves an intensification of use or an increase in parking demand.

- D. Spaces Required for Multiple Uses.** If more than one use is located on a site, the number of off-street parking spaces and loading berths to be provided shall be equal to the sum of the requirements prescribed for each use. This requirement applies not only to multiple uses under separate ownership but also to multiple uses in the same ownership. If the gross floor area of individual uses on the same site is less than that for which a loading berth would be required by Schedule B of Section 10.64.030, but the aggregate gross floor area of all uses is greater than the minimum for which loading berths would be required, the aggregate gross floor area shall be used in determining the required number of loading berths.
- E. Joint Use.** Off-street parking and loading facilities required by this chapter for any use shall not be considered as providing parking spaces or loading spaces for any other use except where the provisions of Section 10.64.040: Collective provision of parking apply or a joint facility exists. Such a facility shall contain not less than the total number of spaces as determined individually, subject to the provisions of subsection (F) below, or fewer spaces may be permitted where adjoining uses on the same site have different hours of operation and the same parking spaces or loading spaces can serve both without conflict. A determination of the extent, if any, to which differing hours of operation will achieve the purposes of this chapter shall be made by the Community Development Director, who may require submission of information necessary to reach a decision.
- F. Location and Ownership.**
1. **On-site/Off-site Parking.** Parking required to serve a residential use shall be on the same site as the use served, except that subject to approval of the Community Development Director, parking for group residential and residential care may be located on a different site under the same or different ownership within one hundred fifty feet (150') of the use served, measured from the parking facility to the public entrance of the use served via the shortest pedestrian route. Parking required to serve a nonresidential use may be on the same or a different site under the same or different ownership as the use served, provided that parking shall be within the following distances of the use served, measured from the near corner of the parking facility to the public entrance of the use served via the shortest pedestrian route:

Customer/visitor spaces: 200 ft.

Employee spaces: 400 ft.

**Exception:** Parking spaces located within the CD district may serve as required parking for a nonresidential use located within the same district at a maximum distance of one thousand feet (1,000').



2. **Parking in Yards in R Districts.** Required yards and open space shall not be used for parking except as follows:
    - a. **All Area Districts.** Up to twenty feet (20') of the width of the access drive to the garage may be used for non-required unenclosed parking.
    - b. **Area Districts III and IV.** One interior side yard may be used for unenclosed parking.
    - c. **All Area Districts.** Within an enclosed accessory building as permitted by Section 10.52.050.
  3. **Parking in Yards in C or I Districts.** Required yards may be used for required parking, subject to the landscaping standards of Section 10.60.070 and screening requirements of Section 10.64.160.
  4. **Alley Access.** When a street-alley lot in area districts I and II adjoins an improved alley, then access to parking shall be provided from the alley.
  5. **Parking in R Districts.** Non-residential parking shall not be located in any R zoned property, except on the east side of Oak Avenue. Residential properties on the east side of Oak Avenue, when developed for commercial parking purposes used in conjunction with business fronting upon and having vehicular access to Sepulveda Boulevard, shall not utilize vehicular access to Oak Avenue between the hours of 10:00 p.m. to 6:00 a.m. daily.
- G. **Life of Facility.** Facilities for off-site parking shall be restricted to that use by a recorded deed, lease, or agreement for a minimum period of ten (10) years from the date a use permit requiring the parking or a certificate of occupancy is issued, provided that the Community Development Director may lift the restriction upon finding that substitute parking facilities meeting the requirements of this chapter are provided. No use shall be continued if the parking is removed unless substitute parking facilities are provided.
1. **Exception.** The requirement for a recorded agreement and ten (10) year period of agreement may be waived for off-site required parking leased from City owned lots.
- H. **Common Loading Facilities.** The off-street loading facilities requirements of this chapter may be satisfied by the permanent allocation of the prescribed number of spaces for each use in a common truck loading facility, provided that the total number of spaces shall not be less than the sum of the individual requirements. As a requirement of approval, an attested copy of a contract between the parties concerned setting forth an agreement to joint use of the common truck loading facility shall be filed with and subject to approval by the Community Development Department.
- I. **Computation of Spaces Required.** If, in the application of the requirements of this chapter, a fractional number is obtained, one (1) additional parking space or loading berth shall be required for a fraction of one-half ( $\frac{1}{2}$ ) or more, and no additional space or both shall be required for a fraction of less than one-half ( $\frac{1}{2}$ ).

- J. **Parking Surface.** All parking areas, aisles and access drives shall be paved with a minimum of two inches (2”) of asphalt on four inches (4”) of compacted base or four inches (4”) of concrete in residential areas; and 4 inches of concrete in commercial or industrial areas to provide a durable, dustless surface. Parking areas, aisles and access drives shall be graded and drained to dispose of surface water without damage to private or public properties, streets, or alleys. The Director of Public Works may approve alternate materials and specifications in lieu of these requirements.
- K. **Availability of Required Parking Spaces.** Required parking spaces shall be made permanently available and be permanently maintained for vehicular parking in connection with the associated use.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1891, Amended, 01/06/94; Ord. 1963, June 5, 1997)

10.64.030 - Off-street parking and loading spaces required.

Off-street parking and loading spaces shall be provided in accord with the following schedules. For off-street loading, references are to Schedule B which sets space requirements and standards for different groups of use classifications and sizes of buildings. References to spaces per square foot are to be computed on the basis of buildable floor area unless otherwise specified, and shall include allocations of shared restroom, halls and lobby area, but shall exclude area for vertical circulation, stairs or elevators. Where the use is undetermined, the Community Development Director shall determine the probable use and the number of parking and loading spaces required. In order to make this determination, the Community Development Director may require the submission of survey data from the applicant or collected at the applicant's expense.

\_\_\_\_\_

**OFF-STREET PARKING AND LOADING SPACES REQUIRED**

\_\_\_\_\_

<b>Use Classification</b>	<b>Off-Street Parking Spaces: Schedule A</b>	<b>Off-Street Loading Spaces: Schedule B Group Number</b>
---------------------------	--	---

\_\_\_\_\_

**Residential**

Single-Family Residential: Dwelling with Buildable Floor Area (BFA), plus any exempted basement floor area, totaling less than 3,600 square feet

2 enclosed per unit. (See Minor Exception-Chapter 10.84 for existing structure provisions)

Dwelling with Buildable Area (BFA), plus any exempted basement floor area, totaling 3,600 square feet or more

3 enclosed per unit. (See Minor Exception-Chapter 10.84 for existing structure provisions)

Group Residential

1 per 2 beds; plus 1 per 100 sq. ft. 1 used for assembly purposes.

Multifamily Residential (includes condominiums)

2 spaces, including 1 enclosed/unit. (2 enclosed per condominium unit.) In area district IV, both spaces must be enclosed. In building with less than 4 units, only 1 enclosed space is required for units with less than 550 square feet of floor area.

Guest Parking

Condominiums: 1.0 space/unit.  
 Apartments: 0.25 space/unit for buildings with 4 or more units.  
 Guest parking spaces may be a compact car size. All compact spaces shall be clearly labeled "Compact." Required guest spaces for condominiums only may be in tandem configuration provided that, except for lots on The Strand, none other than resident spaces of the same unit are blocked and that such a configuration would not result in undue traffic hazard. (See following illustration "Condominium Guest Parking Provisions"). In no case shall a guest space block two tandem spaces. The dimension of standard, compact, and tandem parking spaces for all required and additional spaces shall be in accordance with the provisions of this Code.

Residential Care, Limited

1 per 3 beds. -

Senior Citizen

.5 per unit, plus: 1 accessible and designated guest space/5 units, one space per non-resident employee and 1 (11' w x 30' l x 10' h) loading area.

Public and Semipublic

Clubs and Lodges	1 per 100 sq. ft. used for assembly purposes.	3
Cultural Facilities	1 per 300 sq. ft. gross floor area plus upper level uncovered decks or terraces.	3
Day Care, General	1 per 7 children; maximum enrollment based on maximum occupancy load.	-
Government Offices	1 per 300 sq. ft. gross floor area.	2
Heliports	As specified by use permit.	-
Hospitals	1 per 1.5 beds.	3
Maintenance and Service Facilities	1 per 500 sq. ft.	1
Park and Recreation Facilities	As specified by use permit for private facilities.	As specified by Use Permit
Public Safety Facilities	As specified by the Community Development Director.	3
Religious Assembly	1 per 100 sq. ft. seating area.	3
Residential Care, General	1 per 3 beds; plus additional spaces, as specified by use permit.	3
Schools, Public or Private	As specified by use permit.	1
Utilities, Major	As specified by use permit.	1
<b>Commercial</b>		
Adult Businesses	1 per 250 sq. ft.	1

Ambulance Services	1 per 500 sq. ft.; plus 2 storage spaces.	-
Animal Sales and Services:		
Animal Boarding	1 per 400 sq. ft.	-
Animal Grooming	1 per 400 sq. ft.	-
Animal Hospitals	1 per 400 sq. ft.	1
Animals, Retail Sales	1 per 250 sq. ft.	1
Artists' Studios	1 per 1,000 sq. ft.	-
Banks and Savings and Loans:		
Drive-Up Service	Queue space for 5 cars per teller.	-
Body Art Studios	1 per 300 sq. ft.	1
Building Materials and Services	1 per 1,000 sq. ft. of lot area	1
Catering Services	1 per 400 sq. ft.	1
Commercial Recreation and Entertainment:		
Billiard/Pool Hall	1 per each pool table, plus parking associated with other uses of the establishment.	1
Bowling Alleys	4 per lane, plus 1 per 250 sq. ft. for other areas.	1
Electronic Game Centers	1 per 400 sq. ft.	-

Health/Fitness Centers	1 per 200 sq. ft. activity area, plus 1 per 250 sq. ft. for other areas.	1
Skating Rinks	1 per 5 fixed seats, or 1 per 35 sq. ft. seating area if there are no fixed seats; plus 1 per 250 sq. ft. floor area not used for seating.	1
Theaters	1 per 4 fixed seats, or 1 per 35 sq. ft. seating area if there are no fixed seats.	1
Other Commercial Recreation and Entertainment	As specified by the Community Development Director.	
Communications Facilities	1 per 500 sq. ft.	2
Eating and Drinking Establishments:		
General	1 per 50 sq. ft. seating area including cocktail lounge.	
With Live Entertainment	1 per 35 sq. ft. seating area; plus 1 per 35 sq. ft. dance floor	1
Take-Out Service	1 per 75 sq. ft. gross floor area plus outdoor seating area; plus queue space for 5 cars for drive-up service.	1
Food and Beverage Sales	1 per 200 sq. ft.	1

Furniture and Appliance Stores	1 per 600 sq. ft. if gross floor area exceeds 5,000 sq. ft.; otherwise, 1 per 200 sq. ft. Calculation shall include outdoor area used for continuous storage or display of merchandise	1
Funeral and Interment Services	1 per 50 sq. ft. seating area.	1
Hardware Stores	1 per 600 sq. ft. if gross floor area exceeds 5,000 sq. ft.; otherwise, 1 per 200 sq. ft.	1
Horticulture, Limited	1 per 2 acres.	-
Laboratories	1 per 500 sq. ft.	1
Maintenance and Repair Services	1 per 500 sq. ft.	1
Marine Sales and Services	1 per 350 sq. ft.	-
Nurseries	1 per 1,000 sq. ft. lot area for first 10,000 sq. ft.; 1 per 5,000 sq. ft. thereafter, plus 1 per 250 sq. ft. gross floor area.	-
Offices, Business and Professional	1 per 300 sq. ft.	1
Offices, Medical and Dental	1 per 200 sq. ft.	1
Offices, Medical Urgent Care	1 per 200 sq. ft.	1
Pawn Shops	1 per 250 sq. ft.	1
Personal Improvement Services:	1 per 250 sq. ft.	-



Dance or Music Studio	1 per 600 sq. ft.	-
Personal Services	1 per 300 sq. ft.	1
Psychic Advisor	1 per 300 sq. ft.	-
Research and Development Services	1 per 400 sq. ft.	-
Retail Sales Not Listed Under Another Use Classification	1 per 200 sq. ft. for first 5,000 sq. ft.; 1 per 250 sq. ft. thereafter; bulk storage area for establishments over 5,000 sq. ft.; 1 per 1,000 sq. ft., or as specified by use permit.	1

Vehicle/Equipment Sales and Services: (vehicle/equipment inventory, storage, and service areas shall not be used to satisfy parking requirements)

Automobile Rentals	1 per 400 sq. ft.; plus 2 storage spaces.	1
Automobile Washing	1 per 200 sq. ft. of sales, office, or lounge area; plus queue for 5 cars per washing station.	-
Service Stations	1 per 2,500 sq. ft. lot area; plus 1 per 500 sq. ft. of service bay and storage area.	-
Vehicle/Equipment Repair	1 per 300 sq. ft.	1
Vehicle/Equipment Sales and Rentals	1 per 1,000 sq. ft. of lot or floor area (including showrooms) devoted to sales or rentals.	1
Vehicle Storage	1 per 500 sq. ft.	-

Visitor Accommodations:

Hotels, Motels and Time Share 1.1 per guest room; plus 1 per 50 sq. ft. 1

Facilities banquet seating area, and 1 per passenger transport vehicle (minimum of 2 stalls) plus parking for other uses and facilities as required by this schedule.

Limited 1.1 per guest room; plus 1 per passenger transport vehicle (minimum of 2 stalls). -

Residential Hotels 1.1 per room. 1

Warehousing and Storage, Ltd. 1 per 1,000 sq. ft. -

**Industrial**

Industry, Custom and General 1 per 1,000 sq. ft. 2

Industry, Limited 1 per 750 sq. ft. 2

Industry, Research and Development 1 per 400 sq. ft. 2

Wholesaling, Distribution and Storage 1 per 1,500 sq. ft. 2

**SCHEDULE B: LOADING SPACES REQUIRED**

	Number of Spaces Required
--	---------------------------

Gross Floor Area (sq. ft.)	10' × 20' × 10' Vertical Clearance	12' × 35' × 14' Vertical Clearance
<b>Use Classification Group 1</b>		
0 to 3,000		
3,001 to 15,000		0
15,001 to 50,000		1
50,001 and over		2
<b>Use Classification Group 2</b>		
0 to 10,000	1	
10,001 to 20,000		1
20,001 and over	1	1
<b>Use Classification Group 3</b>		
0 to 30,000		1
30,001 to 100,000		2
100,001 and over		3

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1850, Amended, 04/02/92; Ord. No. 1891, Amended, 01/06/94; § 2, Ord. 1951, eff. July 4, 1996; § 2, Ord. 1963, eff. July 5, 1997; § 5, Ord. 1977, eff. March 5, 1998; § 2, Ord. 2050, eff. January 1, 2004; § 15, Ord. 2111, eff. March 19, 2008 and § 8, Ord. 2155, eff. February 17, 2012; § 8, Ord. 17-0028, eff. January 20, 2018)

10.64.040 - Collective provision of parking.

Notwithstanding the provisions of Section 10.64.020(E), a use permit may be approved for collective provision of parking on a site of five thousand (5,000) square feet or more that serves more than one (1) use or site and is located in a district in which parking for the uses served is a permitted or conditional use. A use permit for collective off-street parking may reduce the total number of spaces required by this chapter if the following findings are made:

- A. The spaces to be provided will be available as long as the uses requiring the spaces are in operation; and
- B. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided.

The maximum allowable reduction in the number of spaces to be provided shall not exceed fifteen percent (15%) of the sum of the number required for each use served.

An applicant for a use permit for collective parking may be required to submit survey data substantiating a request for reduced parking requirements. A use permit for collective parking shall describe the limits of any area subject to reduced parking requirements and the reduction applicable to each use.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.050 - Reduced parking for certain districts and uses.

- A. **CD District.** The following parking requirements shall apply to nonresidential uses:
  1. **Building Sites equal to or less than 10,000 Sq. Ft.** If the FAF is less than 1:1, no parking is required; if the FAF exceeds 1:1, only the excess floor area over the 1:1 ratio shall be considered in determining the required parking prescribed by Section 10.64.030.
  2. **Building Sites greater than 10,000 Sq. Ft.** The amount of required parking shall be determined by first excluding five thousand (5,000) square feet from the buildable floor area and then calculating the number of spaces prescribed by Section 10.64.030.
- B. A use permit may be approved reducing the number of spaces to less than the number specified in the schedules in Section 10.64.030, provided that the following findings are made:
  1. The parking demand will be less than the requirement in Schedule A or B; and
  2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand.

In reaching a decision, the Planning Commission shall consider survey data submitted by an applicant or collected at the applicant's request and expense.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.060 - Parking in-lieu payments.

Within designated parking districts established by the City Council and shown on the map on the following page, a parking requirement serving nonresidential uses on a site may be met by a cash in-lieu payment to the City prior to issuance of a building permit or a certificate of occupancy if no permit is required. The fee shall be to provide public off-street parking in the vicinity of the use. The City shall not be obligated to accept a fee for more than 20 spaces, and then only with the express approval of the City Council.

In establishing parking districts, the City may set limitations on the number of spaces or the maximum percentage of parking spaces required for which an in-lieu fee may be tendered.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.070 - Parking spaces for the handicapped.

All parking facilities shall comply with the requirements of the California Code of Regulations (Title 24, Part 2, Chapter 2-71) and with the sign requirements of the California Vehicle Code, Section 22507.8.

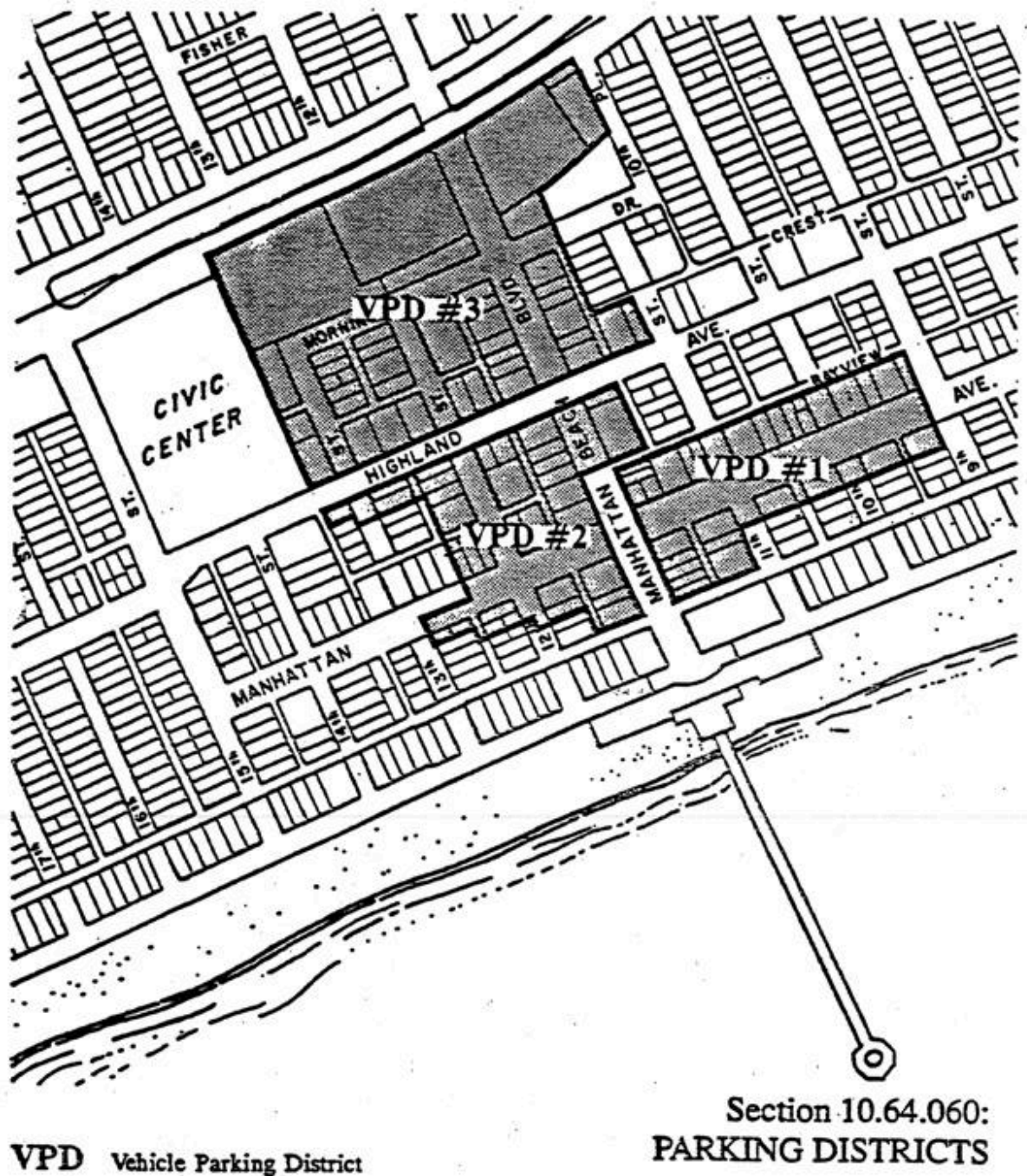
(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.080 - Bicycle parking.

A. **Where Required.** Bicycle parking spaces shall be provided as required by this section; the provisions of Section 10.64.020 shall apply.

B. **Number Required.**

1. **Public and Semipublic Use Classifications:** as specified by use permit.
2. **Commercial Use Classifications:** Five percent of the requirement for automobile parking spaces, except for the following classifications, which are exempt:
  - a. Ambulance Services;
  - b. Animal Boarding;
  - c. Animal Grooming;
  - d. Catering Services;
  - e. Commercial Filming;
  - f. Horticulture, Limited;
  - g. Funeral and Interment Services;
  - h. Vehicle/Equipment Sales and Services (all classifications).
3. **Industrial Use Classification.** None.



**VPD** Vehicle Parking District

**Section 10.64.060:  
PARKING DISTRICTS**

C. **Design Requirements.** For each bicycle parking space required, a stationary object shall be provided to which a user can secure both wheels and the frame of a bicycle with a user-provided six-foot (6') cable and lock. The stationary object may be either a freestanding bicycle rack or a wall-mounted bracket.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

10.64.090 - Parking space dimensions.

Required parking spaces shall have the following minimum dimensions:

Use	Type of Space	Large Car (ft.)	Small Car (ft.)
Residential	In separate garage housing 6 or fewer cars, or with door at rear of each space	9.0 × 19	7.5 × 15 (guest parking only)
Residential	In a garage housing more than 6 cars with access via aisle	8.5 × 18	7.5 × 15
Residential	Tandem (2 spaces) (area district IV)	9.0 × 36 (9.0 × 33)	-
Non-Residential	Angle spaces	8.5 × 18	8.0 × 15
All	Parallel spaces	8.0 × 22	8.0 × 22

### Exceptions:

- Existing legal nonconforming parking spaces may remain nonconforming with regards to width, depth, and vertical clearance for up to a maximum of one foot (1') in each dimension, per space, without regard to value of site alteration. See Minor Exception, [Chapter 10.84](#) for additional provisions for existing parking spaces and existing structures.

([Ord. No. 1832](#), Amended, 01/17/91; [Ord. No. 1838](#), Renumbered, 07/05/91; [Ord. No. 1891](#), Amended, 01/06/94; § 2, [Ord. 1951](#), eff. July 4, 1996, and § 16, [Ord. 2111](#), eff. March 19, 2008)

### 10.64.100 - Application of dimensional requirements.

- In C and I districts, thirty percent (30%) of the required parking spaces may be for small cars. For office buildings where the offices are occupied by a single tenant, up to forty percent (40%) of the spaces may be for small cars. All small-car spaces shall be clearly labeled "Compact."

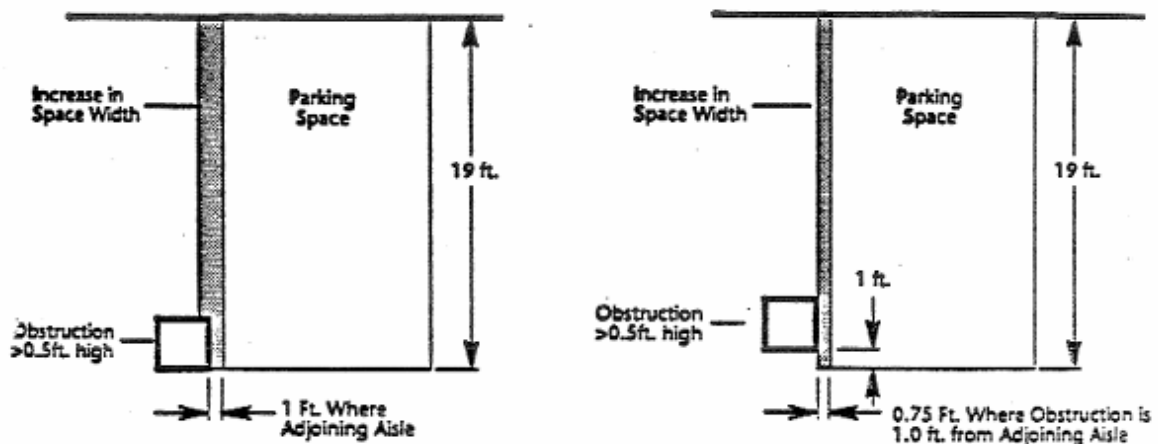
### B. Adjoining Obstructions.

- Each parking space adjoining a wall, column, or other obstruction higher than 0.5 feet shall be increased by one foot (1') on each obstructed side, provided that such obstructions may

adjoin the front five feet (5') of a parking space without an increase in width.

**Exceptions.** Residential garages serving a maximum of three (3) dwelling units, or, residential sites with widths of thirty-two feet (32') or less.

2. At the end of a parking bay, an aisle providing access to a parking space perpendicular to the aisle shall extend two feet (2') beyond the required width of the parking space.



**(B) PARKING SPACES ADJOINING AN OBSTRUCTION**

(The diagram is illustrative)

- C. **Vertical Clearance.** Vertical clearance for parking spaces shall be an unobstructed headroom clearance of not less than seven feet (7') above the finish floor to any ceiling, beam, pipe, vent, mechanical equipment or similar construction, except that automatic garage door opening equipment and the garage door entrance may be 6.67 feet. For storage (not including mechanical equipment) and vehicle recharging purposes for residential uses, non-structural improvements including wall-mounted shelves, storage surface racks, cabinets, or electricity based alternative-fuel vehicle charging systems may encroach into the vertical clearance, provided a minimum 4.5 feet vertical clearance is maintained above the finished floor of the garage within the front five feet (5') of a parking space.
- D. **Wheel Stops.** In all districts, all spaces shall have wheel stops 2.5 feet from a fence, wall, or walkway. The wheel stops shall be no higher than six (6) inches as measured from the parking area finished surface.
  1. **Exception.** In R districts, installation of wheel stops shall not be required for parking spaces within garages serving a single unit.
- E. **Garage Door Widths.** Each enclosed parking space shall be provided with a minimum of nine foot (9') wide, 6.67 foot high access opening, except that double-car garage door openings may be a minimum of sixteen feet (16') wide.



(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1862, Amended, 12/17/92; Ord. No. 1891, Amended, 01/06/94; § 2, Ord. 1951, eff. July 4, 1996; § 2, Ord. 2050, eff. January 1, 2004, and § 10, Ord. 2146, eff. August 4, 2011)

10.64.110 - Aisle dimensions.

The following dimensions shall apply to drive aisles (which may include public right-of-way or recorded access easements) accessing and adjoining required parking spaces:

A. **Large-Car Spaces.** Aisle widths adjoining large-car spaces shall be as follows:

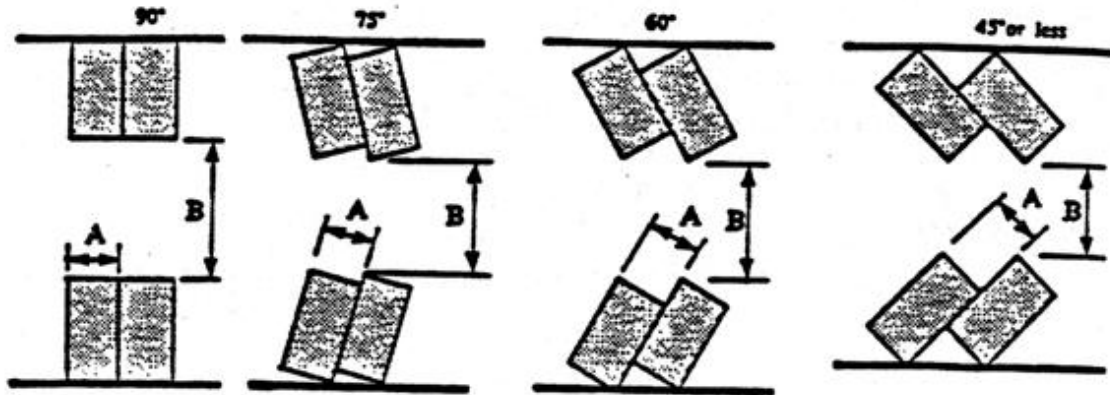
("A") Increase in Parking Space Width (ft.)	("B") Minimum Aisle Width for Specified Parking Angle (ft.)			
	90°	75°	60°	45° or less
0.00	24	22	16	12
0.25	23	21		
0.50	22	20		
0.75	21	19		
1.00 or more		20		

Letters in parentheses ("A" and "B") refer to the diagram on the following page.

B. **Small-Car Spaces.** Aisle widths adjoining small-car spaces having a base width of 7.5 feet, except where increased by an adjoining obstruction, shall be as follows:

Parking Angle	("B") Minimum Aisle Width for Specified Parking Angle			
	90°	75°	60°	45° or less
Aisle Width (ft.)	20	17.4	14	11

C. **Residential Spaces Accessed from Alleys.** Aisle widths adjoining residential parking spaces that are directly accessed from alleys shall be a minimum of fifteen feet (15') as measured from the centerline of said alley.



PARKING REQUIREMENTS

(The diagram is illustrative.)

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91, 10-3.1620; Ord. No. 1842, Amended, 08/15/91)

10.64.120 - Specific parking area and loading design.

Where an applicant can demonstrate to the satisfaction of the Community Development Director that variations on the dimensions otherwise required by this chapter are justified, a specific parking area design may be approved under the following limitations:

- A. The area affected by the specific design shall only be for parking by persons employed on the site or loading. Visitor parking stalls shall meet the dimensions required.
- B. The surface area available for parking and loading shall not be less than would be required to accommodate the minimum required number of stalls for large and small cars.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1891, Amended, 01/06/94)

10.64.130 - Parking access from street.

- A. Access to parking spaces located on the following streets shall not require backing across a street property line:
  - Artesia Boulevard;
  - Aviation Boulevard;

Manhattan Beach Boulevard;

Rosecrans Avenue (between Laurel Avenue and Vista Drive only); and

Sepulveda Boulevard.

B. An alley may be used as maneuvering space for access to off-street parking.

C. All spaces in a parking facility shall be accessible without re-entering a public right-of-way unless it is physically impossible to provide for such access.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

10.64.140 - Driveway widths and clearances.

Driveways shall provide access to all off-street parking and loading spaces, and have the following minimum unobstructed paved widths:

A. Serving a residential use:	6 or fewer spaces	8 ft.
	7 to 25 spaces	12 ft.
	26 or more spaces	12 ft., 1-way
		20 ft., 2-way
B. Serving a nonresidential use:	14 or fewer spaces	12 ft.
	15 or more spaces	12 ft., 1-way
	15 or more spaces	20 ft., 2-way

An additional one foot (1') of clearance shall be provided between a driveway and any vertical obstruction, except curbs that do not exceed 0.5 foot in height and non-obstructing plant material. The Community Development Director may permit the continuance of existing driveway widths that do not conform to paved width or clearance requirements shown above, where unusual grade or site conditions present an undue hardship.

The maximum width of a driveway on a site located in an R district in area districts I and II shall be twenty feet (20'), except that a driveway intersecting a corner-side property line may be a maximum of twenty-seven feet (27'), as measured along street property lines.

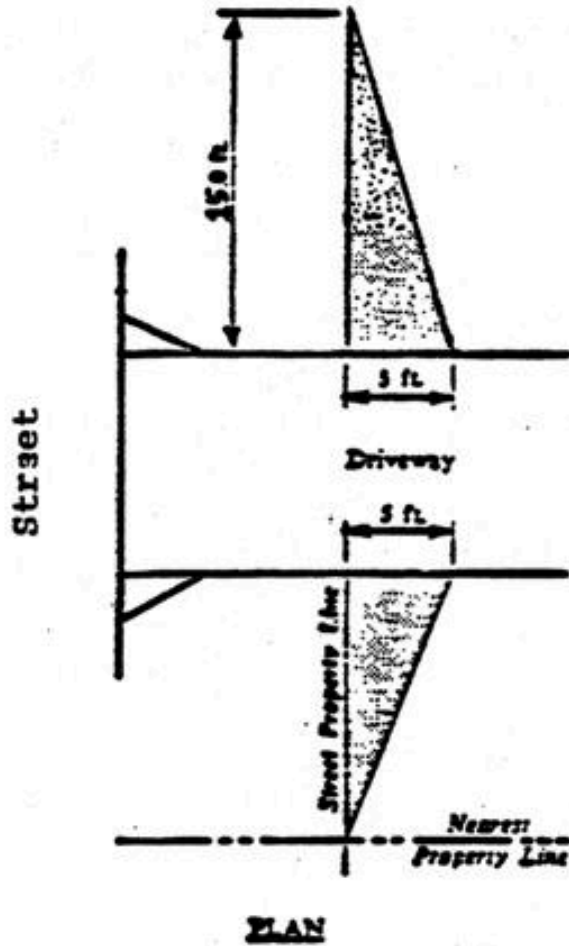
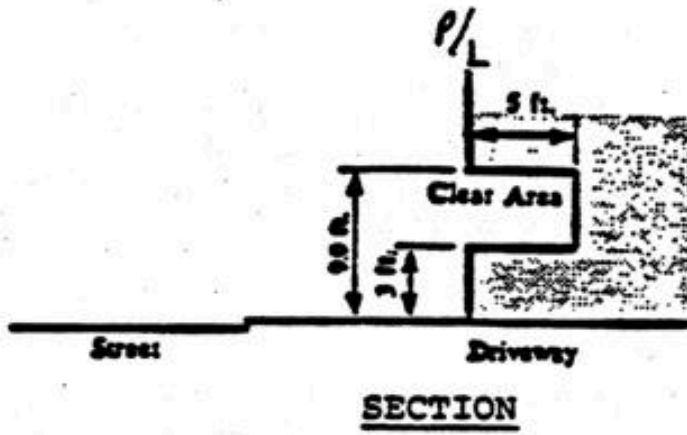
The Community Development Director may require driveways in excess of the above widths where unusual traffic, grade or site conditions prevail. The Community Development Director also may require driveways to be constructed with full curb returns and handicapped ramps as opposed to simple curb depression.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1891, Amended, 01/06/94; § 3, Ord. 1962, eff. June 4, 1997)

#### 10.64.150 - Driveways—Visibility.

Visibility of a driveway crossing a street property line shall not be blocked between a height of three feet (3') and nine feet (9') for a depth of five feet (5') from the street property line as viewed from the edge of the right-of-way on either side of the driveway at a distance of fifteen feet (15') or at the nearest property line intersecting the street property line, whichever is less.

**Exceptions.** Properties consisting of lots having vehicular access only across a side yard located in residential districts in area districts III and IV are exempted from this requirement.



DRIVEWAY VISIBILITY

(The diagram is illustrative.)

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1865, Amended, 02/18/93)

10.64.160 - Parking area screening—Walls and fences.

A parking area for five (5) or more cars serving a nonresidential use shall be screened from an adjoining R district or a ground-floor residential use by a solid concrete, solid wood, or masonry wall six feet (6') in height, except that the height of a wall adjoining a required front yard in an R district shall be forty-two inches (42"). A carport or open parking area for five (5) or more cars serving a residential use shall be screened from an adjoining lot in an R district or a ground-floor residential use by a solid wall or fence six feet (6') in height, except that the height of a wall or fence adjoining a required front yard in an R district shall be forty-two inches (42").

Where the parking area abuts a street separating the area from property classified for residential use, an architectural screen wall or landscaped berm not less than forty-two inches (42") in height above the parking surface shall be installed and maintained not less than three feet (3') from the property line that separates the parking area from the street.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.170 - Lighting.

- A. Lighting regulations are intended to ensure that adequate lighting is provided for personal and traffic safety while protecting nearby residential uses from undue glare.
- B. Each plan for the construction, renovation or replacement of an outside parking lot with lighting shall include an exterior photometric lighting plan prepared by an electrical engineer registered in the State of California, consisting of a point-by-point footcandle layout (based on a ten-foot (10') grid center extending a minimum of twenty feet (20') outside the property lines). The lighting plan shall be comprehensive and include all exit and security lighting on the property, and shall cover the entire parking lot, plus all loading and service areas.
- C. **Standards.** The plan shall be designed in compliance with the following:
  1. The maximum height of a light source located within twenty-five feet (25') of a residentially zoned or developed parcel shall be no more than twelve feet (12') and shall be no more than twenty feet (20') in all other areas (measurement from adjoining ground level).
  2. The light fixtures shall possess sharp cut-off qualities at all property lines and shielding shall be provided as necessary.
  3. The light fixtures and poles shall be properly maintained. Paint covering shall not be of a color or type that is highly reflective.
  4. There shall be no low pressure sodium light fixtures.
  5. The minimum illumination level shall be one (1) footcandle.
  6. The maximum intensity of illumination shall be computed based on a four to one (4:1) ratio (average-to-minimum) throughout the parking lot, including loading and service areas.

7. The maximum illumination level within the parking lot, including loading and service areas at any location shall be ten (10) footcandles. The maximum illumination level shall not exceed 0.5 footcandles in an R district.
8. The Director of Community Development may approve lighting that employs a light source up to thirty feet (30') in height, for sites with moderate to high public use, providing such installation meets all other standards in this section and conditions exist which ensure residential light nuisances will be avoided. Such conditions shall include, but not be limited to: buffering achieved by difference in ground elevation, the presence of dense mature vegetation or the orientation, location or height/massing of buildings relative to the nearest residential property.
9. A use permit may be approved for lighting on commercial sites containing at least twenty-five thousand (25,000) square feet that have high intensity public use(s) with light sources that exceed thirty feet (30') in height and produce light that exceeds the average-to-minimum of ten (10) footcandles if the findings in subsection (C)(8) of this section and the following additional findings are made:
  - a. The maximum height is thirty-five feet (35').
  - b. Illumination levels do not exceed an average of five (5) footcandles and a maximum of eighteen (18) footcandles at any location on the entire parcel.
  - c. The proposed light poles and fixtures are comparable in scale to the building(s) on the same site.
  - d. The lighting facilities, including poles and fixtures, do not interfere with nor is their function affected by mature trees or landscaping.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; § 3, Ord. 2078, eff. November 4, 2005)

#### 10.64.180 - Parking lot landscaping.

Parking lot landscaping shall be as prescribed by Section 10.60.070. All landscaped areas shall be surrounded by a masonry wall or curb not less than six inches (6") in height.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.190 - Driveways and tandem parking for guests in R districts.

The following provisions shall apply to driveways and garages in R districts, whether they are accessory structures or part of a principal structure:

- A. **Driveways.** Driveways shall be paved and shall have widths and clearances prescribed by Section 10.64.140, subject to the visibility requirements of Section 10.64.150.

B. **Tandem Guest Spaces.** Required guest spaces may be in tandem configuration provided that, except for lots on the Strand, none other than resident spaces of the same unit are blocked and that such a configuration would not result in undue traffic hazard.

1. **Exceptions.** On the Strand, the Community Development Director may approve an alternative configuration for tandem spaces.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91; Ord. No. 1850, Amended, 04/02/92; § 4, Ord. 1963, eff. June 5, 1997)

#### 10.64.200 - Additional design standards for parking lots and structures.

Parking lots shall have paving, drainage, wheel stops, lighting, space marking, and directional signs, which shall be subject to approval of the Community Development Director.

Parking structures shall be designed to be compatible with the architectural character of adjacent building. Garage door openings shall be no more than twenty feet (20') in width. Ventilation grills over four (4) square feet in area shall not be visible from a street.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.210 - Location and design of off-street loading spaces.

Required spaces shall be on the site of the use served or on an adjoining site. On a site adjoining an alley, a required loading space shall be accessible from the alley unless alternative access is approved by the Community Development Director. A required loading space shall be accessible without backing a truck across a street property line unless the Community Development Director determines that provision of turn-around space is infeasible and approves alternative access. An occupied loading space shall not prevent access to a required off-street parking space. A loading area shall not be located in a required yard that is visible from a public street.

A loading area visible from a street shall be screened on three (3) sides by a fence, wall, or hedge at least six feet (6') in height.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

#### 10.64.220 - Parking area plan required.

Prior to the construction or reconstruction of an off-street parking area, a parking area plan shall be submitted to the Community Development Director for the purpose of indicating compliance with the provisions of this chapter. This plan shall include:

- A. Location and description of fencing and architectural screen walls;
- B.



Location and placement of parking stalls, including bumpers, striping and circulation, all dimensioned to permit comparison with approved parking standards;

- C. Location and placement of lights provided to illuminate the parking area;
- D. A drainage plan showing drainage to a public way in accordance with accepted standards or practices;
- E. A landscaping plan.

Single-family dwellings on pre-existing lots are exempt from this requirement.

(Ord. No. 1832, Amended, 01/17/91; Ord. No. 1838, Renumbered, 07/05/91)

10.64.230 - Off-street parking and loading regulations for affordable housing developments.

When requested by the applicant, multi-family residential developments meeting the minimum requirements for a density bonus pursuant to Chapter 10.94 shall provide off-street parking according to the following formula:

Unit Size	Parking Spaces
Studio or 1-bedroom	One space
2 or 3 bedrooms	Two spaces
4 or more bedrooms	Two and one-half spaces

The number of required parking shall be inclusive of guest parking. If the total number of parking spaces required for a development is other than a whole number, the number shall be rounded up to the next whole number.

(§ 10, Ord. 13-0006, eff. August 1, 2013)

**THIS PAGE  
INTENTIONALLY  
LEFT BLANK**

City of Manhattan Beach  
**DRAFT PARKING RATE COMPARISON TABLE**

USE CLASSIFICATION	CURRENT RATE (S.F. in BFA UNO)	ITE PARKING RATE (S.F. in GFA UNO)	ULI RATE (S.F. in GFA UNO)	OTHER CITIES	SUGGESTED RATE S.F. in BFA (UNO)
Multi-Family Residential with 4 or more units.	2 per unit plus 0.25 guest space per unit	1.28 per unit	N/A		2 per unit for reserved parking or 1.67 per unit for common parking areas plus .25 guest spaces per unit.
Residential Care, Limited	1 per 3 beds	1 per 2.5 beds	1 per 2.8 beds		1 per 3 beds
Day Care, General	1 per 7 children	1 per 4.2 children	1 per 3.5 children		1 per 4 children
Hospitals	1 per 1.5 beds	3.74 per bed or 1 per 444 s.f.	N/A		1 per 400 s.f.
Religious Assembly	1 per 100 s.f. seating area	1 per 106 s.f.	N/A		1 per 100 s.f. assembly area used concurrently
Animal Grooming	1 per 400 s.f.	1 per 300 s.f.	N/A		1 per 300 s.f. BFA
Animal Hospitals	1 per 400 s.f.	1 per 300 s.f.	N/A		1 per 300 s.f. BFA
Banks and Savings & Loans	1 per 300 s.f.	1 per 260 s.f.	1 per 285 s.f.		1 per 250 s.f. BFA
Billiard/Pool Hall	1 per pool table plus parking for other uses	2.69 per table	N/A		3 per table plus parking for other uses
Bowling Alleys	4 per lane, plus 1 per 250 s.f. BFA for other areas	4.39 per lane	N/A		4 per lane, plus other uses per this schedule
Health/Fitness Centers	1 per 200 s.f. activity area plus 1/250 s.f. BFA for other areas	1 per 211 s.f.	1 per 143 s.f.		1 per 200 s.f. BFA
Skating Rinks	1 per 5 fixed seats, or 1 per 250 s.f. seating area if no fixed seats, plus 1 per 250 s.f. BFA not used for seating	1 per 571 s.f.	N/A		TBD by supporting parking study with Director approval
Theaters	1 per 4 fixed seats, or 1 per 35 s.f. seating area if no fixed seats	1 per 5.88 seats	1 per 4 seats	1 per 4 seats	1 per 5 seats
General Restaurant (Full Service)	1 per 50 s.f. seating area including cocktail lounge	1 per 67 s.f. (Quality Rest.) 1 per 81 s.f. (High-Turnover Family) or 0.46 per seat	1 per 56 s.f.		1 per 75 s.f. BFA plus outdoor dining area
General Restaurant With Live Entertainment	1 per 35 s.f., seating area plus 1 per 35 s.f. dance	See above plus other uses	1/ per 56 s.f. plus other uses		General rate plus other uses per schedule
Fast Casual Restaurant	1 per 75 s.f. GFA plus outdoor seating area	1 per 101 s.f.	1 per 68 s.f.		1 per 100 s.f. BFA plus outdoor dining area

USE CLASSIFICATION	CURRENT RATE (S.F. in BFA UNO)	ITE PARKING RATE (S.F. in GFA UNO)	ULI RATE (S.F. in GFA UNO)	OTHER CITIES	SUGGESTED RATE S.F. in BFA (UNO)
Fast-Food Restaurant	1 per 75 s.f. GFA plus outdoor seating area	1 per 80 s.f. or 0.44 per seat	1 per 68 s.f.		1 per 80 s.f. BFA plus outdoor dining area
Coffee/Snack Shop	1 per 75 s.f. GFA plus outdoor seating area	1 per 80 s.f.	N/A		1 per 80 s.f. BFA plus outdoor dining area
Furniture and Appliance Stores	1 per 600 s.f. if GFA exceeds 5K s.f. inc. outdoor area, otherwise 1 per 200 s.f. GFA	1 per 700 s.f.	1 per 400 s.f.		1 per 400 s.f. for first 5K s.f. BFA, 1 per 700 s.f. thereafter
Hardware Stores	1 per 600 s.f. if GFA exceeds 5K s.f., otherwise 1 per 200 s.f.	1 per 666 s.f.	1 per 400 s.f.		1 per 400 s.f. for first 5K s.f. BFA, 1 per 700 s.f. thereafter
Personal Improvement Services	1 per 250 s.f.	1 per 189 s.f.	N/A		1 per 200 s.f.
Dance or Music Studios	1 per 600 s.f.	N/A	N/A		1 per 300 s.f.
Retail Sales Not Listed Otherwise	1 per 200 s.f. for first 5K s.f. BFA, 1 per 250 s.f. thereafter plus 1 per 1000 s.f. for bulk storage area over 5K s.f.	1 per 350 s.f. to 1 per 434 s.f.	1 per 250 s.f.		1 per 400 s.f. or TBD by supporting parking study with Director approval
Shopping Center (Multi-Tenant)	Calculated by individual use parking rates	1 per 218 s.f. to 1 per 344 s.f.	1 per 250 s.f.		1 per 250 s.f. If restaurants exceed 10%, then restaurant area over 10% calculated at 1 per 100 s.f. or, If land uses with higher parking rates exceed 10% of BFA, then the exceeding area over 10% calculated at that higher use parking rate.
Automobile Rentals	1 per 400 s.f. BFA plus 2 storage spaces	N/A	N/A		1 per 400 s.f. excluding rental car spaces
Service Stations	1 per 2,500 s.f. lot area, plus 1 per 500 s.f. of service bay and storage	1 per 200 s.f. BFA	N/A		1 per 200 s.f. BFA
Hotels, Motels and Time Share – Full Service	1.1 per guest room, plus 1 per 50 s.f. banquet area, plus 2 spaces for transport vehicle plus parking for other areas	1.18 per guest room	1.25 per guest room	1 per guest room	1.1 per guest room plus parking for Eating and Drinking Establishments
Hotels, Motels and Time Share - Limited	1.1 per guest room, plus 1 per transport vehicle	0.91 per guest room	1.15 per guest room	1 per guest room	0.9 per guest room
Residential Hotels	1.1 per room	0.73 per guest room	1.15 per guest room	1 per guest room	0.75 per guest room
Industry, Limited	1 per 750 s.f.	1 per 1,000 s.f.	1 per 540 s.f.		1 per 1,000 s.f. BFA

NOTES: "s.f." = square foot, GFA = Gross Floor Area, BFA = Buildable Floor Area

# PARKING CODE UPDATE

AUGUST 14, 2024

PLANNING COMMISSION STUDY SESSION



# BACKGROUND

## September 2017

- City Council directed staff to initiate the Sepulveda Initiatives Planning Project
  - Included reviewing parking standards along that corridor

## April 2017 to February 2019

- Several public hearings with Planning Commission and City Council resulted in Sepulveda Blvd Corridor Overlay zone
  - Revised certain commercial development regulations



# BACKGROUND

## December 2019

- Parking and Public Improvements Commission provided feedback on a preliminary draft of proposed revisions to staff

## 2019 to Present

- Staff has been analyzing and developing proposed code amendments to present for discussion



# INTENT OF CODE AMENDMENTS

- Parking code chapter adopted in 1991, with minor amendments since then
- Scope of potential changes is broad
- Intent is to fully rescind and replace the City's existing parking code (MBMC Chapter 10.64)
- Revising and updating the parking code requires changes to non-parking regulations





# DISCUSSION TOPICS

- Land use classifications
- Parking rates
- Alternative parking options & requirements
- Merchant parking permits & in-lieu payments
- Automated parking facilities
- Parking space dimensions
- Bicycle parking



# LAND USE CLASSIFICATIONS

- To better reflect contemporary operating characteristics of specific land uses:
  - Revise existing land use classifications
  - Establish new land use classifications



# LAND USE CLASSIFICATIONS

Existing Land Use Classification	Updated Land Use Classification
<p>Eating &amp; Drinking Establishment</p> <ul style="list-style-type: none"><li>• General</li><li>• With Fast-Food or Take-Out Service<ul style="list-style-type: none"><li>○ Drive-through</li><li>○ Limited</li></ul></li></ul>	<p>Eating &amp; Drinking Establishment</p> <ul style="list-style-type: none"><li>• General Restaurant (Full Service)</li><li>• Fast Casual Restaurant</li><li>• Fast-Food Restaurant</li><li>• Coffee/Snack Shop</li></ul>
<p>Food &amp; Beverage Sales</p>	<p>Food &amp; Beverage Sales</p>



# LAND USE CLASSIFICATIONS

Existing Land Use Classification	New Land Use Classification
None	Commercial Kitchen
None	Shopping Center



# QUESTIONS FOR DISCUSSION

- Is the purpose of establishing new and updated classifications clear?
- Are there any additional land use classifications that warrant review (see MBMC Section 10.64.030)?



# PARKING RATES

- For each land use classification, there is an assigned parking rate (or ratio)
  - **Example:** One parking space for every 200 sq. ft. of tenant space
- Methodology for proposed rates sourced from:
  - Institute of Transportation Engineers (ITE)
  - Urban Land Institute (ULI)



# PARKING RATES

- Proposed amendments are intended to:
  - Reflect the latest parking practices
  - Acknowledge the parking challenges of a small beach community
  - “Right-size”: require enough parking for the land use(s), but not burden the property with a surplus of unused/underutilized parking spaces



# PARKING RATES

- Majority of existing rates remain unchanged
- Change the rates for some land uses
- Allow parking study to determine the parking rate for certain land uses
  - Less common land uses, and/or
  - Site-specific variables that significantly affect their parking demand





# QUESTIONS FOR DISCUSSION

- Any additional feedback or questions for staff?



# ALTERNATIVE PARKING OPTIONS

- Allow alternative methods for assessing and satisfying a site's parking requirement, including:
  - Updating, clarifying, and providing better options for sharing a common parking facility for more than one land use



# ALTERNATIVE PARKING OPTIONS

- Allow reduced parking requirements, with supporting parking study, through:
  - Use Permit
    - Subject to Planning Commission approval
    - Public hearing required
  - Administrative Review
    - Only for limited reductions
    - Subject to Community Development Director approval
    - No public hearing required



# QUESTIONS FOR DISCUSSION

- Are there any comments or concerns about these alternative parking options?



# MERCHANT PARKING PERMITS

- Modernize program
- Apply to Coastal Zone
- Apply to non-residential projects
- Codify existing Local Coastal Program provision to:
  - Allow a tenant two merchant parking permits to satisfy the parking requirements for nonresidential projects (under certain conditions)



# QUESTIONS FOR DISCUSSION

- Are there any comments or concerns about merchant parking permits for developments?



# IN-LIEU FEE PROGRAM

- Existing Code:
  - Previously applied to Downtown Commercial (CD) zoning district
  - Allowed for an in-lieu fee to satisfy a project's parking requirement
- Proposed Code:
  - Expands previous program to also apply to North End Commercial (CNE) zoning district
  - Allow an in-lieu fee to satisfy a project's parking requirement (to fund future City parking infrastructure)
  - Update current code applicable to downtown



# QUESTIONS FOR DISCUSSION

- Are there any comments or concerns for in-lieu fee program?





# AUTOMATED PARKING FACILITIES

- These systems are becoming increasingly common
- Existing Code:
  - No regulations for automated parking facilities
- Proposed Code:
  - Establish technical & operational standards for these parking systems, including:
    - Automated
    - Semi-automated
    - Stacked

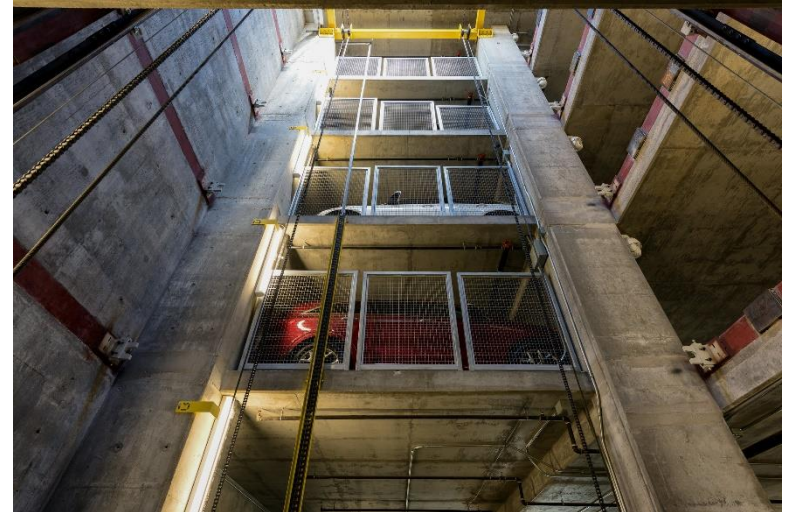
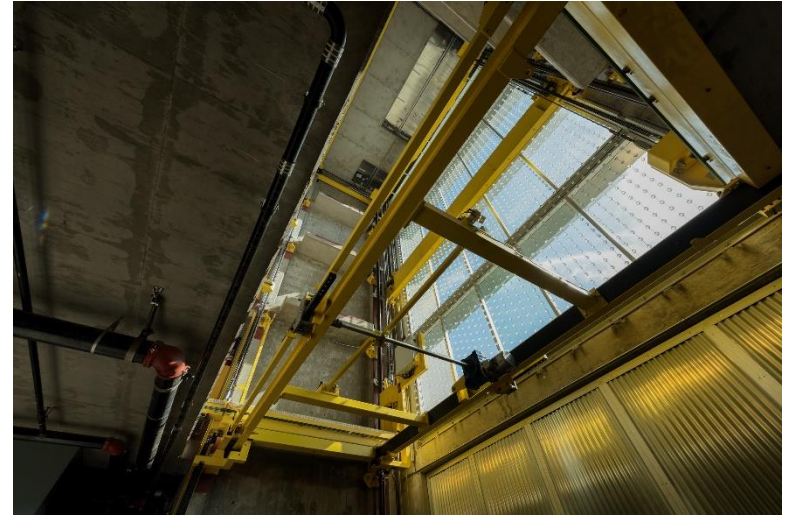


# AUTOMATED PARKING FACILITIES



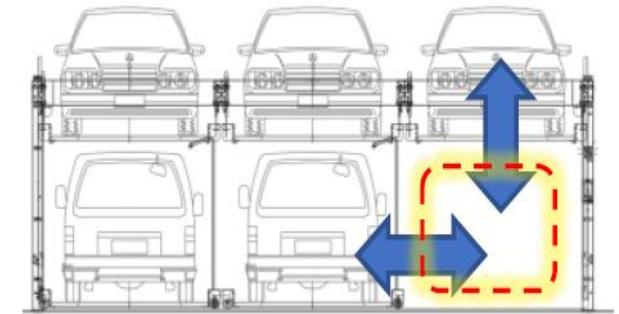
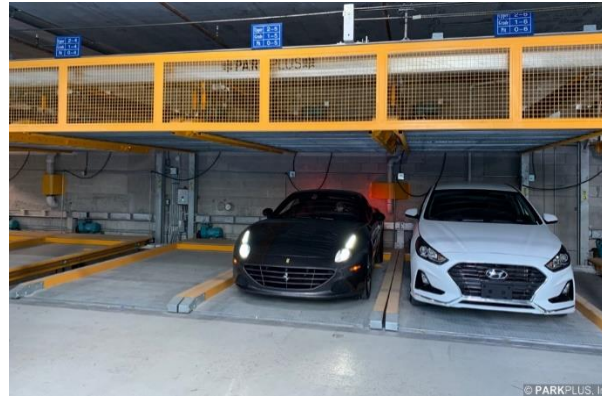


# AUTOMATED PARKING FACILITIES





# SEMI-AUTOMATED PARKING FACILITIES



# QUESTIONS FOR DISCUSSION

- Are there any comments or concerns about automated parking facilities?



# PARKING SPACE DIMENSIONS

- Existing Code:
  - Assigns minimum parking space dimensions for parking stall types (i.e., standard, compact, tandem)
- Proposed Code:
  - Provide more modern and comprehensive parking facility design standards
  - Promote more efficient designs for parking facilities



# QUESTIONS FOR DISCUSSION

- Should the code prohibit compact parking spaces for commercial uses?
- If not, should the code increase the width of commercial compact parking spaces?
  - Current compact width: 7.5 feet
  - Proposed compact width: 8 feet



# BICYCLE PARKING

- Existing Code:
  - Limited regulations for bicycle parking
- Proposed Code:
  - Update bicycle parking design requirements
  - Improve instructions for calculating bicycle parking requirements for projects
  - Introduce the option of an in-lieu fee for qualifying project sites





# BICYCLE PARKING



**Short-term**



**Long-term**



# QUESTIONS FOR DISCUSSION

- Are there any comments or concerns about bicycle parking?



# MUNICIPAL CODE

- Requires amendments to MBMC Sections and/or Chapters:
  - 10.04.030 (Definitions)
  - 10.08.050 (Commercial Use Classifications)
  - 10.64 (Off-Street Parking and Loading Regulations)



# LOCAL COASTAL PROGRAM

- Parking regulations apply citywide, including the Coastal Zone
- Requires amendments to MBLCP Sections and/or Chapters:
  - A.04.030 (Definitions)
  - A.08.050 (Commercial Use Classifications)
  - A.64 (Off-Street Parking and Loading Regulations)



# NEXT STEPS

- Conduct the study session
- Accept public comment
- Provide input related to proposed code amendments





# PARKING CODE UPDATE

AUGUST 14, 2024

PLANNING COMMISSION STUDY SESSION

