



# **City of Gardena**

## **Gardena City Council Meeting**

### **AGENDA REPORT SUMMARY**

Agenda Item No. 12.B  
Section: DEPARTMENTAL  
ITEMS - COMMUNITY  
DEVELOPMENT  
Meeting Date: September 14,  
2021

TO: THE HONORABLE MAYOR AND MEMBERS OF THE GARDENA CITY COUNCIL

AGENDA TITLE: PUBLIC HEARING: ORDINANCE NO. 1832, INTRODUCTION OF AN ORDINANCE ADOPTING AMENDMENTS TO THE GARDENA MUNICIPAL CODE, CHAPTER 18.40 RELATING TO PARKING AND LOADING, TO PERMIT OFF-SITE PARKING, STREET PARKING, AND TANDEM PARKING WITH A CONDITIONAL USE PERMIT IN CERTAIN CIRCUMSTANCES. THE PROJECT IS EXEMPT FROM THE PROVISIONS OF CEQA PURSUANT TO SECTION 15061(B)(3).

#### **COUNCIL ACTION REQUIRED:**

**Staff Recommendation: Conduct a Public Hearing, please allow three (3) minutes for each speaker, and Introduce Ordinance No 1832**

#### **RECOMMENDATION AND STAFF SUMMARY:**

On July 20, 2021, the Planning and Environmental Quality Commission approved a resolution recommending that the City Council approve Ordinance 1832 to introduce flexibility into the Gardena Municipal Code on matters related to parking.

Upon additional consideration, Staff made small additional amendments to the draft ordinance which would address further unforeseen proposed parking solutions manageable using the City's existing planning processes.

On August 17, 2021, the Planning Commission held a duly noticed public hearing on the proposed ordinance, with the new amendments, at which time there were no comments made from the public, after which the Commission approved Resolution No. PC 12-21, recommending the City Council approve Ordinance No. 1832.

The public hearing notice for this zoning amendment was published in the Gardena Valley News on September 2, 2021.

The Planning Commission's staff report and resolutions of approval, are attached hereto to provide further detail on the project.

#### **FINANCIAL IMPACT/COST:**

None

**ATTACHMENTS:**

Draft Ordinance No. 1832.pdf

Planning Commission Staff Report 7-20-2021

Planning Commission Staff Report 8-17-2021

Resolution No. PC 10-21.pdf

Resolution No. PC 12-21.pdf

APPROVED:

A handwritten signature in blue ink, appearing to read "Clint Osorio".

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Clint Osorio, City Manager

## ORDINANCE NO. 1832

### AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA AMENDING CHAPTER 18.40 OF THE GARDENA MUNICIPAL CODE RELATING TO REQUIRED PARKING AND LOADING TO PERMIT OFF-SITE PARKING, STREET PARKING, TANDEM, AND OTHER CONFIGURATIONS WITH A CONDITIONAL USE PERMIT IN CERTAIN CIRCUMSTANCES

**WHEREAS**, Chapter 18.40 of the Gardena Municipal Code (GMC) is out of synch with the goals and policies of the General Plan, effectively making the over-supply of on-site parking, whether needed or not, the top policy of the City; and

**WHEREAS**, Land Use Goal 2 of the General Plan encourages the development of high-quality clean industrial uses, the types which are not generally identified in the list of permitted uses of zones, however, Chapter 18.40 of GMC prohibits all flexibility to accommodate any new or creative parking solutions, regardless of the suitability of the alternatives and the desirability of the use relative to existing or surrounding uses; and

**WHEREAS**, Land Use Policy 3.4 of the General Plan promotes the attraction commercial and industrial developments that are economically beneficial to the City, however, Chapter 18.40 of GMC causes the City to turn away new commercial and industrial land uses based solely on the inability to recognize a parking need that does not match existing categories; and

**WHEREAS**, Economic Development Policy 1.7 encourages the diversification of businesses to benefit the local economy, however, Chapter 18.40 allows for no flexibility in parking requirements to accommodate diverse uses outside the narrow list of uses identified in the zones, making this policy difficult to achieve; and

**WHEREAS**, Economic Development Policy 2.5 promotes clear research and development facilities, which are permitted uses in the industrial zones and require one space per 300 square feet of floor area. Chapter 18.40 allows for no flexibility in parking location while other uses in the zone require one space per 750 or 1,000 square feet, therefore making achieving Policy 2.5 nearly impossible without having adjacent vacant parking lots available; and

**WHEREAS**, staff desires to provide clarifying language that specifies administrative adjustment is the appropriate process for approval of off-site parking of 15% or less pursuant to 18.40.040, and conditional use permit for greater than 15%; and

**WHEREAS**, staff desires to provide an opportunity for the city, through a conditional use permit process, to consider unique circumstances of a commercial or

industrial use, its location, zone, planned operations, and other factors, to permit the inclusion of tandem and street parking among the required parking for the use; and

**WHEREAS**, Planning and Environmental Quality Commission held a noticed public hearings on this Ordinance on July 20 and August 17, 2021, at which times it considered all evidence presented; and

**WHEREAS**, after the close of the public hearings the Planning and Environmental Quality Commission recommended that the City Council adopt the Ordinance; and

**WHEREAS**, the City Council held a duly noticed public hearing on this Ordinance on September 14, 2021, at which time it considered all evidence presented; and

**WHEREAS**, the City Council believes the changes set forth herein represent good land use practices which are required by the public necessity, convenience and the general welfare;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDENA, CALIFORNIA, DOES HEREBY ORDAIN, AS FOLLOWS:**

SECTION 1. Section 18.40.010 of the Gardena Municipal Code is hereby amended to read as follows:

**18.40.010 Purpose.**

The purpose of this chapter is to establish minimum standards for the development of off-street parking facilities for the general welfare and convenience of the public utilizing the various land uses within the city; to establish the number of parking spaces required for various uses and accommodate anticipated demand; to promote compatibility between various uses so as to avoid the adverse impacts of vehicular traffic and parking congestion; and to protect property values by the provision of landscaping, walls, setbacks, and other amenities; and to allow limited flexibility when necessary to meet goals and policies of the General Plan.

SECTION 2. Section 18.40.060A and B of the Gardena Municipal Code is hereby amended to read as follows, all other sections remain the same:

**18.40.060 General development standards for parking areas.**

- A. ~~In no case shall any~~ No portion of a public street or alley right-of-way may be counted as part of the required parking spaces except as provided for in Section 18.40.080.
- B. Unless tandem parking is specifically allowed by the zone, tandem parking shall not be considered as satisfying the parking requirements of this chapter except as provided for in Section 18.40.080.

SECTION 3. Section 18.40.080 of the Gardena Municipal Code is hereby amended to read as follows:

**18.40.080 Additional standards for commercial and industrial parking areas.**

- A. Driveways for commercial and industrial parking areas shall be adequate to accommodate trucks utilizing the facility as set forth in this chapter and development standards for the zone.
- B. The ~~off-street~~ parking facilities required by this chapter shall be located on the same lot or parcel of land as the use they are intended to serve; provided, however, modifications to the location or layout of the parking may be made as specified herein. ~~the community development director may grant an exception to the location requirement if:~~
  - 1. ~~With regard to private parking facilities, (a) all or a part of the substitute location~~On private property if it meets the following requirements:
    - a. ~~The property is within four hundred feet of~~conveniently located near the principal use for which the parking is being provided, measured in walking distance along the way open to public pedestrian passage; and
    - b. The property is zoned and used for commercial or industrial uses; and
    - c. ~~T~~he ~~property substitute lot~~ is in the same possession as the property containing the use it is to serve. Such possession may be by deed or by long-term lease approved by the city attorney as to form and content, or
  - 2. ~~In a~~ With regard to public parking facility if it meets the following requirements:
    - a. There is a public parking facility owned or operated by the city, or any other public agency of which the city is a part, within five hundred feet of the principal use for which the parking is being provided, measured in walking distance along the way open to public pedestrian passage; and
    - b. ~~T~~he vehicle parking spaces located at said facility are made available to the general public and their use is not restricted to private owners, lessees, licensees or other parties; and
    - c. ~~T~~he vehicle parking spaces for which an exception is being claimed are to be used solely for employee parking of the person or business seeking the exception; and

- d. ~~the community development director finds that~~ There exists sufficient public parking spaces at said facility to satisfy the off-street parking requirements imposed by this code upon the lot or parcel of land under consideration.
3. Street parking may be counted toward the required parking if it meets the following requirements:
    - a. There are circumstances related to the proposed use, operations, location, the surrounding uses, zone, infrastructure, or there are other factors identified that cannot be accommodated by the limitations of the parking requirements of this Title; and
    - b. That the granting of the conditional use permit will not be in conflict with the policies of the General Plan of the City; and
    - c. The proposed use and off-site parking, as conditioned, will not be materially detrimental to the public health, safety, and welfare or injurious to property and improvements in the vicinity of the subject property.
  4. Tandem parking, including 2-level car lifts, to count as two required parking spaces in zones where it is otherwise restricted or prohibited, provided all the following findings are made:
    - a. There are circumstances related to the proposed use, operations, location, unusual size or shape of the property, or are other factors identified that cannot be accommodated by the limitations of the parking requirements of this Title; and
    - b. Tandem parking is not being used for retail or restaurant required parking; and
    - c. The intended users of the tandem parking are the customers and employees of the tenant on the site. On multi-tenant properties, the applicant has demonstrated that the tandem parking is not being used (as tandem) by retail or restaurant establishments; and
    - d. That the allowance of the tandem parking is not in conflict with the policies of the General Plan; and
    - e. Tandem parking, as conditioned, will not be materially detrimental to the public health, safety, and welfare or injurious to property and improvements in the vicinity of the subject property.

5. Any arrangement of required parking that is not explicitly permitted by this chapter, including but not limited to, valet parking, mechanical vehicle storage, and shared parking:
- C. Any combination of on-site, off-site private or public property, and tandem parking may be used to meet the parking requirement of this chapter.
- D. The community development director may, at their discretion, require a parking analysis prepared by a qualified expert of the City's choosing to justify a decision or recommendation related to off-site parking requests. The community development director may also refer any application for off-site parking to the planning and environmental quality commission for their determination.
- E. Approval Authority:
1. The community development director shall be the approval authority for any modification to the location, excluding street parking, for up to 15% of the required on-site parking through the administrative adjustment procedure set forth in Chapter 18.50, unless the request for modification is being processed concurrently with a development permit which requires planning commission approval.
2. The planning commission shall be the approval authority for any modification to the location for more than 15% of the required on-site parking, where the request includes street parking, tandem parking, or is being processed concurrently with a development permit which requires planning commission approval, through a conditional use permit and subject to the provisions of Chapter 18.46.
- F. The community development director shall have continuing authority to review the status of vehicle parking at public parking facilities as set forth above. If, at a future date, the community development director determines that a public parking facility no longer provides sufficient parking spaces to satisfy the off-street parking requirements for a particular lot or parcel of land, the community development director may require the owner or operator of said lot or parcel of land to provide an alternative means of satisfying off-street parking requirements, which means may include (a) providing off-street parking on the same lot or parcel of land, (b) providing off-street parking at a substitute location, as set forth in subsections (B)(1) above, or (c) providing off-street parking at another public parking facility, as set forth in subsection (B)(2) above.
- ~~C. Accessible parking spaces shall meet all state accessibility standards, as set forth in the California Building Code.~~

- ~~DG.~~ Company vehicles: One parking space shall be provided for each company vehicle operated by a commercial or industrial business. The parking shall be in addition to all other required parking.

SECTION 4. Section 18.40.100 of the Gardena Municipal Code is hereby amended to read as follows:

**18.40.100 Required off-street loading spaces.**

- A. ~~For all~~ Commercial and industrial uses shall be required to have, ~~one~~ off-street loading spaces as provided below: ~~shall be provided for each twenty thousand square feet of gross floor area; however, this requirement shall not apply to buildings or structures with a gross floor area less than seven thousand five hundred square feet.~~
  - 1. ~~0 – 7,499 square feet gross floor area – no spaces required.~~
  - 2. ~~7,500 – 20,000 square feet gross floor area - one space.~~
    - a. ~~Uses that receive and ship deliveries primarily or entirely through parcel delivery or postal service may request that the off-street loading space requirement be waived or modified. Modifications may include, but are not limited to, reduction in size, dual use as parking space if deliveries are scheduled during closed hours only, and shared loading spaces with other uses in multi-tenant centers.~~
    - b. ~~The approval authority for such waiver or modification shall be the Community Development Director unless the request for modification is being processed concurrently with a development permit which requires planning commission approval, in which case it shall be processed concurrently with the development permit requiring planning commission approval.~~
    - c. ~~The property owner shall be required to record a declaration of restrictions limiting future uses to similarly restricted uses or provide the required loading space.~~
  - 3. ~~20,001+ square feet of gross floor area – one space for every 20,000 square feet or portion thereof.~~
- B. Each off-street loading space shall be not less than twelve feet in width and forty feet in length, with a minimum height clearance of fourteen feet, and shall be so arranged that it will not impede traffic circulation within the parking area and will not block parking stalls.
- C. Off-street loading spaces shall be permanently and clearly marked with paint or other easily distinguishable material.



- D. Loading spaces shall be designed so as to permit vehicular and truck traffic to move into and out of the loading spaces without the backing of any truck into or upon parking spaces, a secondary or major arterial street. An alley may be used as a turning radius into and out of a loading stall.

SECTION 5. CEQA Compliance. This Ordinance is categorically exempt from CEQA pursuant to the common sense exemption set forth in Guidelines section 15061(b)(3) that CEQA only applies to projects which have the potential for causing a significant effect on the environment and where it can be seen with certainty that there is no possibility that the activity will have a significant effect, the activity is not subject to CEQA. None of the changes to the parking standards set forth above would change the density, intensity, or allowed uses or would have other effects on the environment. Parking is no longer an impact that is analyzed under CEQA. For these same reasons, the Ordinance also qualifies for an exemption under CEQA Guidelines section 15305 (Class 5) for minor alterations in land use limitations in areas with an average slope of less than 20%. No part of Gardena has a slope in excess of 20%. The changes are not for any specific project and therefore will not impact any environmental resource of hazardous or critical concern, will not create cumulative impacts, or impacts to scenic highways, hazardous waste sites, or historical resources. Because this is an ordinance pertaining to citywide development standards there will not be any significant effects on the environment due to unusual circumstances. As such, staff is directed to file a Notice of Exemption.

SECTION 6. Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this ordinance, or any part thereof is for any reason held to be unconstitutional, such decision shall not affect the validity of the remaining portion of this ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsection, subdivision, paragraph, sentence, clause or phrase be declared unconstitutional.

SECTION 7. Certification. The City Clerk shall certify the passage of this ordinance and shall cause the same to be entered in the book of original ordinances of said City; shall make a minute passage and adoption thereof in the records of the meeting at which time the same is passed and adopted; and shall, within 15 days after the passage and adoption thereof, cause the same to be published as required by law, in a publication of general circulation.

SECTION 8. Effective Date. This ordinance shall become effective on the thirty-first date after passage.

Passed, approved, and adopted this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

\_\_\_\_\_  
TASHA CERDA, Mayor

ATTEST:

\_\_\_\_\_  
MINA SEMENZA, City Clerk

APPROVED AS TO FORM:

  
\_\_\_\_\_  
LISA E. KRANITZ, Assistant City Attorney

CITY OF GARDENA  
**PLANNING AND ENVIRONMENTAL QUALITY COMMISSION**  
STAFF REPORT

RESOLUTION NO. PC10-21  
ZONE CODE AMENDMENT #4-21  
AGENDA ITEM #5.B

DATE: July 20, 2021

TO: Chair Langley and Members of the Planning and Environmental Quality Commission

FROM: Gregg McClain, Planning Consultant

APPLICANT: City of Gardena

LOCATION: Citywide

REQUEST: An Amendment to Chapter 18.40 of the Gardena Municipal Code relating to required parking

**BACKGROUND**

Parking is an important issue in the Gardena community, and ensuring adequate parking for all types of uses is well enshrined in the Gardena Municipal Code (GMC). Unfortunately, the GMC also has exceptionally rigid standards related to parking and loading spaces and only very limited options available when flexibility is desired. This situation frustrates efforts to attract new businesses, accommodate new types of businesses, and or allow existing businesses to grow. Some of the goals and policies of the General Plan cannot be achieved consistently without introducing more flexibility to the parking standards on a case-by-case basis. This draft ordinance does that but does not offer any mechanism to reduce the Code-required parking count for projects, other than mechanisms which already exist, except loading spaces in certain cases.

**ANALYSIS**

The draft ordinance addresses three parts of the “Off-Street Parking and Loading” chapter of the Zoning Ordinance: off-site parking; tandem parking; and loading spaces as described below.

**OFF-SITE PARKING – EXISTING PROVISIONS § 18.40.080**

The GMC currently offers two off-site parking options; 1) parking located on private property within 400 feet if secured by a deed or long-term lease (GMC § 18.40.080 B1); and 2) parking located on public parking lots with sufficient capacity, but only for employee

parking (GMC § 18.40.080 B2). The Code currently provides that the Community Development Director may grant such an exception. However, with the addition of the Administrative Adjustment provisions in Chapter 18.50 which allows a 15% adjustment in parking and loading requirements, a possible ambiguity arises.

The draft ordinance proposes to follow the Director's authority to modify parking up to 15% as allowed by § 18.40.080 B through the Administrative Adjustment provisions and clarifies that the Planning Commission could approve a modification in location above 15% or if the request were being processed in conjunction with another entitlement that required Planning Commission approval through a conditional use permit. The proposed process uses an existing application procedure rather than create a new one, provide for the use of discretion to review each case individually, applies to single properties, and set no precedent or expectation for other applications.

#### OFF-SITE PARKING – STREET PARKING

The GMC prohibits the use of street parking for required parking. The proposed amendment to § 18.40.080 provides the ability for the Planning Commission to allow street parking to be counted as required parking through a CUP. This is admittedly unconventional, but there have been cases and will be more in the coming months where this might be worth considering. Again, the CUP will apply to the site for the specific use and can be conditioned to minimize negative impacts. An example of where this might be worth considering is a use that has peak use in the evenings in an industrial area that is all but closed by 6:00 every day and the nearby street parking is clearly not used. Another example could be where a development has considerable street frontage and the opposite side of the street is a non-parking-generating use such as utility line corridor, storm water channel, or industrial uses. The point of including this provision is to accommodate the very rare cases that make sense on their face and make no sense to not allow the counting of street parking. Street parking would not have an option for Director approval. Street parking would not be marked or otherwise indicated as reserved with signs or painted curbs and would remain available to the general public, would still be subject to street cleaning and other parking restrictions, and that would need to be taken into consideration when considering whether to approve the CUP requests.

#### OFF-SITE PARKING - TANDEM PARKING

The GMC also prohibits tandem parking anywhere it is not explicitly permitted in the zone, which is R-4 and the Mixed-Use Overlay. The draft ordinance allows tandem to be considered by the Planning Commission with a CUP for any property except where the use will be for retail or a restaurant. There is no proposal for granting of tandem by any means other than CUP when not otherwise permitted in a zone.

There are several possible circumstances where tandem parking might make sense, especially if other alternatives are not available. Certain offices and service businesses

where employees or the owner can park in the front spot and customers can park in the rear space is one example. Businesses that have employees who work from home but have occasional on-site meetings with clients or to check in with supervisors once in a while is something that was becoming more common before the pandemic and will likely continue again after.

#### LOADING SPACES - § 18.40.100

Loading spaces are larger than regular parking spaces and are required for every commercial or industrial building over 7,500 square feet. Except for the few businesses that still use loading docks, and would build or move into a building without them, this requirement is archaic and a waste of at least 480 square feet of land for each business.

The draft amendment is targeting businesses under 20,001 square feet and not making any loading space requirement changes for those above 20,000 square feet. Those buildings under 7,500 square feet will remain exempt as well. The goal is to allow builders and owners of buildings between 7,500 and 20,000 square feet to request the loading space requirement be waived or modified based on the lack of a need so that the 480 square feet can be repurposed to another use.

The justification for allowing these small to medium-sized business owners to request an exemption is that loading spaces are almost never used any more. Most deliveries, including commercial deliveries and pick ups are handled by parcel services and the Post Office, neither of which use loading spaces because they are usually not as convenient as the curb in front of the building's front door. Businesses that receive deliveries from a distributor will often arrange for the deliveries to arrive in the early morning or late evening when the parking lot is usually mostly empty. Even if the delivery arrives in a large truck, they will park across empty parking spaces to avoid having to make complicated maneuvers.

The delivery world stopped using loading spaces two decades ago and it has not made any significant impact that cities have needed to mitigate. So now the question is why do cities, including Gardena, still require a loading space that is adding pavement that cannot be used for anything other than loading, not even additional parking?

The amendment will allow the Planning Commission to approve a plan to either waive the loading space requirement or to allow some modifications, such as overlapping parking spaces or reducing the size of the loading space. This privilege will be secured upon the recording of a Declaration of Restrictions on the property, which will limit the future uses to similar uses, in terms of parking intensity, or require other remedies such as off-site parking if the new use cannot function under the agreement.

## **GENERAL PLAN CONSISTENCY**

The draft amendment is consistent with the General Plan because it advances the following goals and policies:

### Land Use Goal 2

Develop and preserve high quality commercial centers and clean industrial uses that benefit the City's tax base, create jobs and provide a full range of services to the residents and businesses.

The current strict regulations on parking create a hinderance to attracting high quality commercial and clean industrial uses.

### Land Use Goal 3

Provide high quality, attractive and well-maintained commercial, industrial, and public environments that enhance the image and vitality of the City.

The current parking regulations encourage overdevelopment of parking lots in cases where they are not needed. Parking lots are not attractive environments, and when under-used, project the opposite of vitality.

### Land Use Policy 3.1

Require adequate off-street parking, internal circulation and loading spaces for commercial developments.

Although the draft amendment seems to be going contrary to this policy, the key word is "adequate." Since no reduction in the required parking is being proposed and off-site parking is already a permissible practice, Staff believes allowing more flexibility to achieve other General Plan goals is still honoring the spirit of this policy.

### Land Use Policy 3.2

Encourage the upgrade and rehabilitation of existing commercial and industrial building facades and sites.

To the degree that parking discourages new users from moving into old buildings, it provides a disincentive for owners to invest in upgrades to the building.

### Economic Development Goal 1

Promote a growing and diverse business community that provides jobs, goods and services for the local and regional market, and maintains a sound tax base for the City.

and

### Economic Development Policy 1.7

Encourage diversification of businesses to support the local economy and provide a stable revenue stream.

An overly restrictive parking regulation inhibits business diversity because it locks into place the business types by their parking needs. When there is no opportunity for flexibility on the part of the City with respect to parking, the City's own economic development efforts are stymied.

#### Economic Development Goal 2

Expand, retain and revitalize quality businesses.

Expanding a quality business, just like attracting a new business, faces the same parking hurdle, however, it is more frustrating because the consequences of not being able to exercise flexibility could be much worse. Instead of not getting the new business, the City could lose a known quality business to another city that has the flexibility to accommodate their needs.

#### Economic Development Policy 2.5

Promote clean research and development facilities.

This is a policy that will be almost impossible to act on effectively unless parking flexibility is introduced into the GMC. Research and Development is most likely to locate in the industrial zones. Manufacturing uses required parking starts at the rate of 1/750 square feet and warehouses start at 1/1,000 square feet. These are much lower rates than research and development, which requires 1/300 square feet. Without some flexibility, there is virtually no chance of attracting research and development to an existing building because the required parking will be 2 to 3 times the available parking. Only vacant sites will be considered, but nearby cities consider research and development as industrial and typically as 1/500 square feet. Gardena is handicapped to begin with, but having no flexibility puts the City out of the game.

#### Economic Development Goal 3

Attract desirable businesses to locate in the City.

As repeated already, business attraction without the flexibility to arrange or allow off-site parking makes this goal difficult.

#### Economic Development Policy 3.3

Maintain a multidisciplinary proactive approach to improve the City's image as a desirable business location.

The draft ordinance is an advancement of this policy.

There is one land use policy that the draft ordinance will not be able to support:

### Land Use Policy 3.9

Require loading and unloading of materials to be conducted completely on private property and out of sight from a public street.

Although the draft amendment is contrary to this policy, there is nothing within the City's power to require loading and unloading for small and medium businesses to be conducted on private property and out of the public sight. The policy should be modified to apply to large businesses and industries, as it probably was intended.

### **ENVIRONMENTAL IMPLICATIONS**

The project is exempt from the provisions of CEQA pursuant to Section 15061(b)(3), which exempts projects where it can be seen with certainty that the activity in question does not have a significant effect on the environment. Parking is not an environmental issue subject to CEQA and will not create any environmental effects.

### **NOTICING**

The public hearing notice for this zoning amendment was published in the Gardena Valley News on July 1, 2021. A copy of Proof of Publication and Affidavit of Mailing are on file in the office of the Community Development Department Room 101, City Hall and are considered part of the administrative record.

### **RECOMMENDATION**

Staff recommends the Planning and Environmental Quality Commission to:

- 1) Open the public hearing;
- 2) Receive testimony from the public; and
- 3) Adopt Resolution No. PC 10-21 recommending that the City Council adopt Ordinance No. 1832.

### **ATTACHMENT**

Resolution No. PC 10-21



CITY OF GARDENA  
**PLANNING AND ENVIRONMENTAL QUALITY COMMISSION**  
STAFF REPORT

RESOLUTION NO. PC 12-21  
ZONE TEXT AMENDMENT #4-21  
AGENDA ITEM #5.B

DATE: August 17, 2021

TO: Chair Langley and Members of the Planning and Environmental Quality Commission

FROM: Greg Tsujiuchi, Community Development Director

PREPARED BY: Gregg McClain, Special Projects Planner

APPLICANT: City of Gardena

LOCATION: Citywide

REQUEST: An Amendment to Chapter 18.40 of the Gardena Municipal Code relating to required parking

**BACKGROUND**

On July 20, 2021, the Planning and Environmental Quality Commission approved a resolution recommending that the City Council approve Ordinance 1832 to introduce flexibility into the Gardena Municipal Code on matters related to parking. That ordinance dealt with off-site parking, tandem parking, and street parking and set forth which existing procedures to apply to each type of request and which approving body was authorized to approve the various requests.

Upon additional consideration, Staff recognized once rare parking solutions are becoming common in the South Bay, such as valet parking for businesses other than restaurants—even employee parking at large office buildings. Tandem parking and its vertical equivalent, mechanical stacked parking, is becoming cost effective and increasingly used. Gardena already has one large mechanical vehicle storage structure under construction and another proposed. It seemed to Staff that a small additional amendment to the draft ordinance would make addressing all of these and any unforeseen proposed parking solutions manageable using the City’s existing planning processes. This is the reason this matter is brought back to the Commission a second time. The only changes in the draft ordinance are highlighted for your convenience.

## **GENERAL PLAN CONSISTENCY**

The draft amendment is consistent with the General Plan as described in the July 20 staff report, which is attached.

## **ENVIRONMENTAL IMPLICATIONS**

The project is exempt from the provisions of CEQA pursuant to Section 15061(b)(3), which exempts projects where it can be seen with certainty that the activity in question does not have a significant effect on the environment. Parking is not an environmental issue subject to CEQA and will not create any environmental effects.

## **NOTICING**

The public hearing notice for this zoning amendment was published in the Gardena Valley News on August 5, 2021. A copy of Proof of Publication and Affidavit of Mailing are on file in the office of the Community Development Department Room 101, City Hall and are considered part of the administrative record.

## **RECOMMENDATION**

Staff recommends the Planning and Environmental Quality Commission to:

- 1) Open the public hearing;
- 2) Receive testimony from the public; and
- 3) Adopt Resolution No. PC 12-21 recommending the City Council adopt Ordinance No. 1832.

## **ATTACHMENT**

Resolution No. PC 12-21

Staff Report for July 20, 2021, PC meeting

**RESOLUTION NO. PC 10-21**

**A RESOLUTION OF THE PLANNING AND ENVIRONMENTAL QUALITY COMMISSION OF THE CITY OF GARDENA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE ORDINANCE NO. 1832 AMENDING CHAPTER 18.40 OF THE GARDENA MUNICIPAL CODE RELATING TO REQUIRED PARKING AND LOADING TO PERMIT OFF-SITE PARKING, STREET PARKING, AND TANDEM PARKING WITH A CONDITIONAL USE PERMIT IN CERTAIN CIRCUMSTANCES**

**WHEREAS**, City staff initiated zone text amendments to update Chapter 18.40 of the Gardena Municipal Code related to commercial and industrial parking; and

**WHEREAS**, on July 20, 2021, the Planning Commission of the City of Gardena held a duly noticed public hearing on the draft Ordinance at which time it considered all evidence, both written and oral; and

**NOW, THEREFORE, THE PLANNING AND ENVIRONMENTAL QUALITY COMMISSION OF THE CITY OF GARDENA DOES HEREBY RESOLVE AS FOLLOWS:**

The Planning Commission hereby recommends that the City Council adopt the Ordinance attached hereto as Exhibit A making changes to Chapter 18.40 of the Gardena Municipal Code, related to parking, and loading requirements for commercial and industrial parking areas. For all of the reasons set forth in the staff report and as set forth in the Ordinance, the Planning Commission believes that these changes represent good land use practices which are required by public necessity, convenience, and the general welfare.

PASSED, APPROVED, AND ADOPTED this 20<sup>th</sup> day of July 2021.



STEVE LANGLEY, CHAIRMAN  
PLANNING AND ENVIRONMENTAL  
QUALITY COMMISSION

ATTEST:



GREG TSUJIUCHI, SECRETARY  
PLANNING AND ENVIRONMENTAL QUALITY COMMISSION

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
CITY OF GARDENA

I, Greg Tsujiuchi, Planning and Environmental Quality Commission Secretary of the City of Gardena, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Environmental Quality Commission of the City of Gardena at a regular meeting thereof, held the 20<sup>th</sup> day of July 2021, by the following vote:

AYES: Pierce, Henderson, Sherman, Kanhan, Langley

NOES:

ABSENT:

Attachments:

Exhibit A – Draft Ordinance No. 1832

**RESOLUTION NO. PC 12-21**

**A RESOLUTION OF THE PLANNING AND ENVIRONMENTAL QUALITY COMMISSION OF THE CITY OF GARDENA, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE ORDINANCE NO. 1832 AMENDING CHAPTER 18.40 OF THE GARDENA MUNICIPAL CODE RELATING TO REQUIRED PARKING AND LOADING TO PERMIT OFF-SITE PARKING, STREET PARKING, TANDEM AND OTHER PARKING CONFIGURATIONS WITH A CONDITIONAL USE PERMIT IN CERTAIN CIRCUMSTANCES**

**WHEREAS**, City staff initiated zone text amendments to update Chapter 18.40 of the Gardena Municipal Code related to commercial and industrial parking; and

**WHEREAS**, on July 20, 2021, the Planning Commission of the City of Gardena held a duly noticed public hearing on the draft Ordinance at which time it considered all evidence, both written and oral; and

**WHEREAS**, on July 20, 2021, the Planning Commission of the City of Gardena approved Resolution PC 10-21 recommending the City Council approve the draft ordinance amending Chapter 18.40 of the Gardena Municipal Code to allow certain placement of required parking, both on-site and off, with a conditional use permit; and


**WHEREAS**, Staff desires to amend the previous recommendation by clarifying that all forms of parking arrangement not explicitly permitted by Chapter 18.40 of Title 18 shall require a conditional use permit; and

**WHEREAS**, on August 17, 2021, the Planning Commission of the City of Gardena held a duly noticed public hearing on the revised draft ordinance (now Ord. No. 1832) at which time it considered all evidence, both written and oral; and

**NOW, THEREFORE, THE PLANNING AND ENVIRONMENTAL QUALITY COMMISSION OF THE CITY OF GARDENA DOES HEREBY RESOLVE AS FOLLOWS:**

The Planning Commission hereby recommends that the City Council adopt Ordinance 1832 attached hereto as Exhibit A making changes to Chapter 18.40 of the Gardena Municipal Code, related to parking and loading requirements for commercial and industrial parking areas. For all of the reasons set forth in the staff reports and as set forth in the Ordinance, the Planning Commission believes that these changes represent good land use practices which are required by public necessity, convenience and the general welfare.

PASSED, APPROVED, AND ADOPTED this 17<sup>th</sup> day of August, 2021.

  
\_\_\_\_\_  
STEVE LANGLEY, CHAIRMAN  
PLANNING AND ENVIRONMENTAL  
QUALITY COMMISSION

ATTEST:

  
\_\_\_\_\_  
GREG TSUJIUCHI, SECRETARY  
PLANNING AND ENVIRONMENTAL QUALITY COMMISSION

STATE OF CALIFORNIA  
COUNTY OF LOS ANGELES  
CITY OF GARDENA

I, Greg Tsujiuchi, Planning and Environmental Quality Commission Secretary of the City of Gardena, do hereby certify that the foregoing Resolution was duly adopted by the Planning and Environmental Quality Commission of the City of Gardena at a regular meeting thereof, held the 17<sup>th</sup> day of August 2021, by the following vote:

AYES: Langley, Pierce, Kanhan, Sherman

NOES:

ABSENT: Henderson

Attachments:

Exhibit A – Draft Ordinance 1832 (changes from July 20 in highlights)

Exhibit B – Resolution PC 10-21