

February 12, 2003

**Honorable Chairman and Members of the
Hermosa Beach Planning Commission**

**Regular Meeting of
February 18, 2003**

SUBJECT: REQUIRING GARAGE PARKING FOR RESIDENTIAL USES.

Recommendation:

Review the analysis and direct staff as deemed appropriate.

Background:

At a previous Planning Commission meeting, staff was requested to evaluate the option of requiring garage parking for residential uses. Currently, the required off-street parking for residential uses may be located either in a garage or located outdoors on a paved surface. The following summarizes the provisions in Chapter 17.44 relating to the number, location and size of required parking for residential uses:

- ❑ Spaces required:
 - Single-Family: 2 spaces plus one guest space
 - Two-Family/Multi Family: 2 spaces per unit plus one guest for every two units
- ❑ Size: Garage parking: minimum 8'6" X 20'
 - Outdoor parking: min. 8'6" X 18' for standard 90 degree stall (otherwise, pursuant to parking lot design standards)
 - Guest parking in front of garages on street: 17-foot length OK
 - Parallel guest parking in front of garage on alley: 9' X 22'
- ❑ All parking shall be located on the same lot or building site.
- ❑ Parking shall be within 200 feet from the entrance to the dwelling unit for which it is provided.
- ❑ Garages or *parking stalls* fronting on a public street shall be set back a minimum of 17-feet from the back of sidewalk.
- ❑ Garages or *parking stalls* fronting on an alley shall provide a setback of 3, 9, or 17 feet (for alleys less than 15-foot width the parking need only comply with turning radius requirements).
- ❑ Residential parking within the front twenty (20) feet is only allowed when paved *and leading to a garage*.
- ❑ On the rear of a lot a garage may be located on the side and/or rear property lines if certain criteria are met.
- ❑ Open parking in the OS-O zone (adjacent to Strand corner lots) shall be located only in the rear 50% of the lot or the rear 40 feet whichever is less.
- ❑ Required guest parking spaces shared between units shall not be in tandem, and shall be open and accessible.
- ❑ Required off-street parking areas shall be paved.
- ❑ Driveways and parking areas cannot be counted towards required open space.

Analysis:

The parking standards as summarized above, do not require that any of the required residential parking be enclosed within a garage. Open parking, however, is not permitted in the front 20-feet of the lot unless on a driveway leading to a garage, thus any open parking must be located behind this front twenty feet. For open parking to qualify for required parking, the parking area has to be paved, and can not interfere with required open space.

Assuming the issue is aesthetics, and concerns about cars being parking in front yards, requiring enclosed parking may potentially hide more cars from public view. However, the front yard cannot be used for parking *unless it's on a driveway leading to a garage*. Further, only in rare cases is open parking used to supply required parking, and if it is, the parking is located in the rear of the building out of sight, or in a side yard tucked next to a building.

Despite the allowance for open parking, practically all new and major residential projects use a garage to supply required parking. This is probably due to the high cost of homes in the City, and market demand for enclosed parking in conjunction with such homes. Further, since most new projects are two or three levels, it makes sense to incorporate enclosed parking on the ground floor with living area above to maximize floor area. In practice, allowing the use of outdoor parking, provides a rarely used alternative for projects that involve remodels and additions to existing homes to use side and rear yards to provide required parking. Requiring garage parking in these cases could substantially increase costs for homeowners desiring additions and/or remodels without creating any aesthetic benefit.

For example, a driveway along the side of a building leading to a parking pad in the rear yard may provide required parking. On a street to alley lot, the rear yard on the alley could be used for required parking without a garage, with parking extending to the side lot lines.

Staff does not anticipate that any significant aesthetic benefit would be achieved by requiring parking to be enclosed. It is arguable that the a two-car garage fronting on a street with cars parked in front is actually less aesthetically appealing than some older homes that may have parking along the side or in the rear. By limiting the possible options for providing required parking, or making existing open parking nonconforming, it may actually decrease the incentive for homeowners of these older homes, built prior to the 2-car parking requirement, to upgrade their existing homes and provide more off-street parking. Instead they would be forced to retain existing nonconformities to parking, limiting their ability to upgrade their property.

Ken Robertson
Associate Planner

CONCUR:

Sol Blumenfeld, Director

