

ORDINANCE NO. 3261-23

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, TO IMPLEMENT AND MAKE CONSISTENT THE ARTESIA & AVIATION CORRIDORS AREA PLAN WITH THE CITY OF REDONDO BEACH ZONING ORDINANCE CONCERNING PARKING REGULATIONS AND ADOPTION OF THE ASSOCIATED REQUIRED CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) ENVIRONMENTAL DOCUMENT, NEGATIVE DECLARATION

WHEREAS, at its meeting on June 20, 2017, the City Council approved a budget for expanding the General Plan Advisory Committee (GPAC) and Placeworks, Inc.'s scope of work to include "planning and environmental services for the development of a planning document to effectively support revitalization of the Artesia & Aviation Corridors" (Artesia & Aviation Corridors Area Plan – AACAP); and

WHEREAS, the GPAC held multiple public meetings, reviewed multiple technical studies and community survey results, and reached consensus on a Draft AACAP that was released for public input and forwarded to the Planning Commission for their consideration; and

WHEREAS, in 2019 and 2020 multiple additional public meetings and workshops were held with the general public including residents, business owners/operators, the North Redondo Beach Business Association (NRBBA), and other interested parties to answer questions, and receive comments, and input. Additionally, between February 21, 2020 and March 31, 2020 a survey hosted on the City's website requesting input from the public on the proposed Draft AACAP was completed by 156 respondents; and

WHEREAS, on July 16, 2020, August 20, 2020, and September 17, 2020 the Planning Commission held public meetings and recommended that the City Council consider the Draft AACAP; and

WHEREAS, the City Council held public hearings on September 24, 2020, October 6, 2020, November 26, 2020, and December 8, 2020, to consider the AACAP; and

WHEREAS, at their October 6, 2020 public hearing the City Council requested consultant proposals (inclusive of necessary environmental reviews/document) for the following:

An amendment to the Redondo Beach Zoning Ordinance that serves to "activate" the AACAP;

Amend the "Office" development standards to allow office on the ground floor of properties zoned C-2-PD pedestrian-oriented commercial zone; and

Create options and flexibility in the City's parking regulations.

WHEREAS, on December 8, 2020, the City Council approved Resolution No. CC-2010-074, a resolution of the City of Redondo Beach adopting the Artesia & Aviation Corridors Area Plan (AACAP), which defines a number of strategies and implementable actions that will guide the future revitalization of the area, including an increase in allowed floor area ratio (F.A.R.) from

0.50 to 0.60, physical placemaking enhancements, connectivity to surrounding neighborhoods, parking strategies/flexibility, and new gathering spaces to create a sense of “place and character”.

WHEREAS, at their meetings on April 6, 2021 and April 20, 2021 the City Council approved services agreements with Rincon Consultants, Inc. for the preparation of amendments to the Redondo Beach Municipal Code and General Plan to implement the Artesia and Aviation Corridors Area Plan (AACAP) and a parking study with recommendations for revisions to the City’s parking regulations related to AACAP, as well as the required associated environmental documents pursuant to the California Environmental Quality Act (CEQA);

WHEREAS, the City conducted a “Virtual Community Meeting” on April 28, 2022 to introduce and receive community input/feedback on parking strategies to support the implementation of the Artesia & Aviation Corridors Area Plan (AACAP) to consider four (4) key parking related topics: Parking Analysis – results of the parking utilization study for the AACAP and projections for future parking demand; Proposed Parking Measures – review of proposed parking measures; Best Practices – exploration of parking management best practices for consideration in the AACAP area; and Polling Exercise & Survey – input from the public on specific questions concerning parking. The “Virtual Community Meeting” provided general direction to City Staff concerning multiple approaches and options for amending the City’s existing parking regulations within the AACAP area including a targeted reduction in required parking for “preferred uses” as identified in the AACAP as well as more flexible parking standards for all businesses within the AACAP area that will incentivize revitalization;

WHEREAS, at their meeting on July 12, 2022 the City Council considered results from the April 28, 2022, Virtual Community Meeting, as well as the noted parking options within the AACAP, and City Council directed City Staff to pursue parking flexibility options including mechanical lifts, off-site and shared parking allowances, valet parking, tandem parking, adjusting parking requirements, and ongoing future parking monitoring measures. Additionally, City Council directed City Staff and the parking and environmental consultants, Fehr & Peers and Rincon Consultants respectively, to draft a parking implementation plan, draft an amendment to the Zoning Ordinance to reflect City Councils directions, prepare required environmental documents, and schedule future public hearing(s) before the Planning Commission and City Council to consider and adopt amendments to the City’s existing parking regulations within the City’s Zoning Ordinance;

WHEREAS, pursuant to the California Environmental Quality Act, the City has completed a draft Initial Study – Negative Declaration (IS-ND). The IS-ND discloses there are no significant potential environmental impacts associated with the proposed project. On June 22, 2023 the City advertised a Notice of Intent (NOI) to Adopt a Negative Declaration for this project. Within the NOI the City invited the public to submit written comments on issues related to potential environmental impacts during a comment period, which started on June 22, 2023 and concluded on July 24, 2023. No comments on the proposed IS MND were received.

WHEREAS, on July 20, 2023, the Planning Commission held a duly noticed public hearing, took public testimony, and considered the draft Zoning Ordinance amendments City’s parking regulations that serves to implement and meet the parking and mobility objectives identified in the AACAP.

WHEREAS, at their duly noticed public hearing on July 20, 2023, the Planning Commission unanimously determined to recommend that the City Council adopt the Initial Study

– Negative Declaration (IS ND) that found the project will not have a significant effect on the environment and that the City Council adopt the Zoning Ordinance amendments with no proposed changes/edits/comments from the Planning Commission.

WHEREAS, at their duly noticed meeting on July 18, 2023, the City Council adopted the General Plan Land Use Plan amendments detailed below.

WHEREAS, on August 15, 2023, the City Council held a duly noticed public hearing and took public testimony, considered staff presentation regarding the ordinance amendments, engaged in discussion and approved this ordinance for introduction and first reading.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

SECTION 2. FINDINGS

1. In compliance with the California Environmental Quality Act of 1970, as amended (CEQA), and State and local guidelines adopted pursuant thereto, the City has prepared an Initial Study to determine the proposed project's potential impact on the environment. The City has determined that the project will not have a significant effect on the environment. Accordingly, the City hereby adopts a Negative Declaration.
2. The amendments to the Zoning Ordinance are consistent with the regulations and procedures pursuant to Redondo Beach Municipal Code Title 10, Chapter 2 Section 10-2.2504, "Zoning amendments."
3. The amendments to the Zoning Ordinance are consistent with the City's General Plan Land Use Element with the associated General Plan Land Use Element amendments which were adopted by the City Council at the July 18, 2023 meeting. (NOTE: Additions are noted as underlined and deletions are noted in strikeout).
 - a. Land Use Element: (Page 2-8) Table 2 – Land Use Plan Classifications, Maximum Density/Intensity for C-2 Land Use.

Floor area ratio: 0.50; 0.60 in the Artesia and Aviation Corridors Areal Plan only.
 - b. Land Use Element: (Page 2-26) Artesia Boulevard. General Corridor (second, third, and fourth paragraphs).

Typical for a commercial street of its era, Artesia Boulevard still tends to be a collection of small individual developments, many of which lack physical coordination with adjoining properties. Because of this, a focus has been placed on revitalization through coordinated improvements and development. The City is undertaking an ambitious improvement program, inclusive of the adopted Artesia & Aviation Corridors Area Plan (AACAP)(December 8, 2020), to create an attractive, coordinated appearance along the entire length of the corridor.

In addition to establishing policies to assure quality design, the principal strategy for Artesia Boulevard is to divide the corridor into four sub-areas and to implement the AACAP. The sub-areas and the AACAP ~~This has been done in an attempt to change Artesia Boulevard from a long, largely undifferentiated corridor into distinct sub-areas, each with its own functional and design emphasis. Each sub-area was~~ and the AACAP were developed to be compatible with the prevailing character of existing development and to enhance trends that were already occurring.

The implementation of these sub-areas and the AACAP should allow future development in each area to be more coordinated and compatible, while creating a discernible pattern of diversity as one travels the length of the corridor.

c. Land Use Element: Policy 1.15.8.

Require that the renovation of existing structures or new development on sites where parking lots currently extend to Mathews Avenue and Vanderbilt Lane restrict their vehicular access to Artesia Boulevard, unless there are no feasible alternatives, and that areas facing, abutting, or exposed to residential areas be extensively landscaped to include a screen wall (with pedestrian/bicycle access if agreed upon by all impacted property owners) incorporating evergreen plant material (covering a majority of the wall within a one year period) (I1.1).

d. Land Use Element: Policy 1.57.6.

Require that the renovation of existing structures or new development onsite is served by parking lots located on adjacent residentially-zoned property restrict the vehicular access to such parking areas to the commercial zone frontage, unless there are no feasible alternatives, and that areas facing, abutting, or exposed to residential areas be extensively landscaped to include a screen wall (with pedestrian/bicycle access if agreed upon by all impacted property owners) incorporating evergreen plant material (covering a majority of the wall within a one-year period) (I1.1, I1.7, I1.18).

e. Land Use Element: Policy 1.57.7.

Allow parking lots by conditional use permit in residential districts where the lot is contiguous to or separated by an alley from the commercially-zoned property served by the parking lot, provided that there is no adverse impact on surrounding residential properties and that areas facing, abutting, or exposed to residential areas be extensively landscaped to include a screen wall (with pedestrian/bicycle access if agreed upon by all impacted property owners) incorporating evergreen plant material (covering a majority of the wall within a one year period) (I1.1, I1.7, I1.18).

f. Land Use Element: (Page 2-30) (Paragraph 3) Sub-Area 2: Pedestrian-Oriented, Community-Serving Commercial Center-Phelan to Rindge Lane.

In terms of uses, emphasis is placed on commercial businesses that are not strictly destination-oriented, or uses that can generate walk-in business/pedestrian activity. Typical examples would include book stores, apparel stores, specialty retail, restaurants and food stores. ~~Offices, which tend to be more destination-oriented, are only allowed toward the rear or above the ground floor of buildings.~~

g. Land Use Element: Policy 1.17.2.

Encourage professional/business and medical office ~~Accommodate professional, finance, insurance, real estate, and other offices at the rear or on the second level of structures whose ground floor frontage is occupied by pedestrian-active retail or similar uses on parcels designated as "C-2-PD" (11.1).~~

h. Land Use Element: Policy 1.17.4.

Permit development to a maximum intensity of a floor area ratio of ~~0.5~~ 0.60 and height of two stories (30 feet) (11.1).

i. Land Use Element: Policy 1.18.4.

Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of ~~0.5~~ 0.60 and height of two stories (30 feet) (11.1).

j. Land Use Element: Policy 1.19.2.

Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of ~~0.5~~ 0.60 and height of two stories (30 feet) (11.1).

k. Land Use Element: (Page 2-61) (Paragraph 1) Aviation Boulevard.

The stretch of Aviation Boulevard from Aviation Boulevard south to Harper Avenue, designated "C-2," has been historically developed with highway-oriented commercial uses, including a number of auto related uses. The General Plan continues to maintain the same highway-oriented commercial function for Aviation Boulevard with the inclusion of policies to enhance the quality and appearance of future development and pursue the programs and strategies outlined in the AACAP.

l. Land Use Element: Objective 1.31.

Provide for the continued development of Aviation Boulevard as a local-serving commercial corridor containing a diversity of retail, personal service, office, restaurants with outdoor dining, and similar uses which are primarily oriented to the needs of and accessible to nearby residents.

m. Land Use Element: Policy 1.31.1.

Accommodate retail, professional office, restaurant with outdoor dining, and other community and neighborhood serving land uses as prescribed in Policy 1.16.1 on parcels designated as "C-2" (11.1).

- o. Land Use Element: Policy 1.31.3.

Permit development of sites exclusively for commercial uses to a maximum intensity of a floor area ratio of ~~0.5~~ 0.60 and height of two stories (30 feet) (I1.1).

- p. Land Use Element: Policy 1.31.4.

Require that projects be designed and developed to achieve a high level of quality and distinctive character in accordance with the policies which pertain to the use and/or site for architecture (1.53.1+), signage (1.54.1+), site design (1.55.1+), streetscape and public amenity (1.56.1+), interface of differing uses (1.57+), and physical and functional adequacy (1.58+) and standards outlined in the Artesia and Aviation Corridor Area Plan (I1.1, I1.10, I 1.18).

- 3. The amendments to the Zoning Ordinance are consistent with the City's General Plan Transportation and Circulation Element
 - a. Transportation and Circulation Element: Goal – Promote Alternative Modes G4. Residents and visitors should be able to safely and conveniently walk, bike, or take transit in Redondo Beach, as they prefer. As the proposed Zoning Ordinance amendments to parking regulations allow for access between commercial properties (and currently separate parking lots) with more reasonable requirements for offsite parking agreements which support a “park once and walk” corridor that meets parking demand and also promotes the use of active transportation within the Plan Area, particularly walking, bicycling, and scooter riding.
- 4. The amendments to the Zoning Ordinance are consistent with the Artesia & Aviation Corridors Area Plan (AACAP) as they serve to create more flexibility and parking options that serve to “right size” parking throughout the corridor and “incentivize” the “preferred uses” and recommended design elements such as “outdoor dining”.
- 5. These amendments do not require a vote of the people under Article XXVII of the City Charter.

SECTION 3. AMENDMENT OF CODE. Title 10, Chapter 2, Article 5. Parking Regulations, Section 10-2.1702, “General provisions” to be amended as follows (NOTE: Additions are noted as underlined and deletions are noted in ~~strikeout~~):

RBMC 10-2.1702 General provisions.

Insert the following under subsection (c) **Location of off-street parking facilities, (1) Off-street parking on same lot as use:**

- (1) **Off-street parking on same lot as use.** An off-street parking facility shall be on the same lot or site as the use it serves. An off-street parking facility which is not on the same lot or site as the use it serves shall be subject to Planning Commission Design Review pursuant to Section 10-2.2502. Such off-street parking, if approved, shall be restricted by deed or by a recorded covenant running with the land which provides that as long as the use exists for which such off-street parking

facility is provided, such off-street parking facility shall be maintained and used in connection with such use only. No building permit shall be issued for any building or structure where parking facilities are not on the same lot or parcel until a copy of a deed or a recorded covenant granting such parking facility as part of the use is presented to the Chief Building Official. Some provisions of this section (10-2.1702 (c)(1) may not be applicable to a project proposing off-street parking not on the same lot or site within the Artesia & Aviation Corridor Area Plan. See Section 10-2.1707 for requirements concerning off-street parking not on the same lot or site within the Artesia & Aviation Corridor Area Plan.

SECTION 4. AMENDMENT OF CODE. Title 10, Chapter 2, Article 5. Parking Regulations, add Section 10-2.1707 Non-residential parking standards within the Artesia & Aviation Corridors Area Plan., (NOTE: Additions are noted as underlined and deletions are noted in strikeout):

RBMC 10-2.1707 Non-residential parking standards within the Artesia & Aviation Corridors Area Plan.

- (a) **Purpose and Intent.** The mobility objectives of the Artesia and Aviation Corridors Area Plan are to provide a concentration of office, restaurant, and retail activity that is community/neighborhood serving. The intent is to create a “park once and walk” corridor that meets parking needs and promotes the use of active transportation (e.g., walking, bicycling, and scooter riding). Restaurant and office uses are identified as “preferred uses” within the Corridor plan to attract a mix of people who may arrive on foot, bike, e-bike and other alternative modes, or by car. The segments of Artesia and Aviation Boulevards included in the Artesia/Aviation Corridor Area Plan runs from the transportation easement (rail line) east of Inglewood Avenue to the western City boundary at Aviation Boulevard.
- (b) **Number of Parking Spaces Required.** All Business Offices uses, Medical and Dental Offices uses, and Restaurant uses that have frontage on either the Artesia or Aviation Corridors Boulevards within the Artesia & and Aviation Corridors Area Plan shall have a parking requirement of one (1) space per three hundred (300) square feet of gross floor area. A restaurant use within the Artesian & Aviation Corridors Area Plan subject to this section shall include the following use classifications listed in Section 10-2.1706; Food and beverage sales and snack shops, Restaurant (sit down), Restaurant (fast-food), Restaurant (delivery), Restaurant (take-out), Restaurant (pedestrian oriented), and Restaurant (unclassified). A Restaurant (fast food) and a Restaurant with drive-through use is not included and is not permitted on properties with frontage on either the Artesia or Aviation Corridors within the Area Plan. All other non-residential uses are subject to the minimum parking requirements pursuant to Section 10-2.1706.
- 1) Any fractional requirement of a parking space equal to or greater than one-half of a parking space shall be interpreted as a requirement for a total parking space.
- 2) Outdoor seating for Restaurant uses. No additional parking is required for the first sixteen (16) outdoor seats or 30 percent of the number of indoor seats, whichever is greater. Thereafter, one parking space shall be

provided for every six (6) seats. The provisions as referenced in Section 10-2.1622, which requires outdoor seating to meet the parking requirements of Section 10-2.1706 and a Conditional Use Permit for outdoor seating areas greater than 150 square feet does not apply to restaurant uses, as noted above, within the Artesia & Aviation Corridors Area Plan. All outdoor dining areas for restaurants in the Area Plan shall be subject to approval by Administrative Design Review pursuant to Section 10-2.2500. All other provisions within Section 10-2.1622 shall apply.

- 3) Design of non-residential off-street parking lots, common parking garages, driveway approaches, driveways, and aisles are subject to the requirements pursuant to Section 10-2.1706.

(c) Provisions for Parking Space Reduction or Parking Lot Designs Not Compliant with Section 10-2.1706. Overlap (On-site or Off-site) Parking, Valet Parking, Tandem Parking, and Mechanical Lifts for all non-residential uses located within the Artesia & Aviation Corridors Area Plan may apply for an Administrative Design Review pursuant to Section 10-2.2500.

- 1) Administrative Design Review may be approved for:

- i. A reduction in the number of spaces specified in Section 10-2.1707(b) or 10-2.1706;
- ii. Overlap provision of parking serving more than one (1) use or site;
- iii. Provision of Valet parking;
- iv. Provision of Tandem parking;
- iv. Provision of Mechanical Lifts; or
- vi. Any combination of the above, subject to specific findings and conditions of approval.

- 2) In approving an Administrative Design Review for parking space reduction and/or parking lot design not compliant with Section 10-2.1706, overlap parking (on- or off-site), valet parking, tandem parking, and/or mechanical lifts, the Community Development Director (or assigned) shall find:

- (i) In regard to a reduction in parking spaces:

- a. There is clear and convincing evidence that the parking demand will be less than the requirement in Section 10-2.1707(b) or 10-2.1706. In reaching a decision, the Community Development Director (or assigned) shall consider survey data submitted by an applicant or collected at the applicant's request and expense.

- (ii) In regard to overlap (on-site or off-site) parking:

- a. The peak hour parking demand from all uses does not coincide and/or the uses are such that the hours of operation are different for various portions of the business. If the site is in a pedestrian-oriented commercial zone, the Community Development Department may also approve overlap parking subject to a determination that the use mix is conducive to customers parking and walking to visit more than one business on the same trip; and
- b. The total parking provided for the uses sharing parking shall not be less than fifty (50%) percent of the parking requirement for the same uses with no shared parking; and
- c. The total parking provided for the uses sharing parking shall not be less than the parking requirement applicable to any single use with no shared parking; and
- d. The adjacent or nearby properties will not be adversely affected relative to parking; and
- e. The proposed traffic circulation will not be detrimental to the health, safety, and welfare of residents residing or working in or adjacent to the neighborhood; and
- f. The off-site parking is within a reasonable distance of the premises upon which the building or use is located; and
- g. In reaching a decision, the Community Development Director (or assigned) shall consider survey data submitted by an applicant or collected at the applicant's request and expense.

(iii) In regard to valet parking, tandem parking, and mechanical lifts:

- a. The location for valet services, tandem parking, and mechanical lifts does not severely impede on-site or off-site traffic or pedestrian circulation; and
- b. The adjacent or nearby properties will not be adversely affected by noise associated with the mechanical lifts and/or valet parking services; and
- c. Mechanical lifts shall be operated by an employee and shall be screened from view from the adjacent public right-of-way.

3) Mechanical Lift Design Standards. A mechanical lift is an elevator-like mechanical system allowing full-size passenger cars or sport utility vehicles

to be placed in the lift and mechanically raised or lowered, creating space for more full-size passenger cars or sport utility vehicles to be parked in a vertical configuration. Mechanical lifts shall be operated solely by parking attendants. Mechanical lifts shall be screened from view from adjacent public streets to the extent feasible. Mechanical lifts shall be located only in parking structures/lots where they will be fully or substantially obstructed from view from adjacent public streets.

- 4) As a condition of such Administrative Design Review approval for overlap parking (off-site), the Community Development Director (or assigned) shall require a written agreement between landowner(s) and the City, in a form satisfactory to the City Attorney, which shall include:
- (i) A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking; and
 - (ii) A guarantee among the landowner(s) for access to and use of the off-site overlap parking facilities for a term not less than 20 years and provisions for extensions in five (5) year terms; and
 - (iii) Remedies in the event that there is a change in use on the property or in the event that the off-site overlap parking is lost; and
 - (iv) A provision that the City may require parking facilities in addition to those originally approved, after notice and administrative hearing, upon a finding by the Community Development Director (or assigned) that adequate parking to serve the use(s) has not been provided; and
 - (v) A provision stating that the City, acting through the Community Development Director (or assigned), may, for due cause and upon notice and administrative hearing, modify, amend, or unilaterally terminate the agreement at any time.
- (5) Notwithstanding the foregoing, if such parking reduction, parking lot design, overlap (on-site or off-site) parking, valet parking, tandem parking, or mechanical lift request also includes other discretionary actions to be considered by the Planning Commission, the Community Development Director shall refer the parking request to the Planning Commission in conjunction with such other discretionary actions. The Planning Commission, in considering the parking request, shall make such findings and include necessary conditions as provided in this section.
- (6) **Performance.** It is a violation of this Zoning Ordinance for use of valet and/or mechanical lift parking spaces and queuing to access those spaces, to be operated in a manner that causes either: (a) significant congestion on adjacent streets or intersections, (b) any other significant impediment to

City intersections, streets or adjacent off-street parking areas, or (c) significant interference with the self-park operations elsewhere on site. Violations of this Zoning Ordinance are subject to enforcement pursuant to Article 15 (Enforcement) of Part IV (Administration) of Chapter 2 (Zoning) of Title 10 (Planning and Zoning) of the Redondo Beach Municipal Code. In addition, the Community Development Director may impose conditions if the Community Development Director determines that doing so is necessary to eliminate any such violation.

SECTION 5. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 6. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council shall declare that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 7. This ordinance shall be published by one insertion in the official newspaper of said city, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED AND ADOPTED this 5th day of September, 2023.

William C. Brand, Mayor

APPROVED AS TO FORM:

ATTEST:

Michael W. Webb, City Attorney

Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Ordinance No. 3261-23 was introduced at a regular meeting of the City Council held on the 15th day of August, 2023 and approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 5th day of September, 2023, and there after signed and approved by the Mayor and attested by the City Clerk, and that said Ordinance was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN

Eleanor Manzano, CMC
City Clerk