

**PLANNING COMMISSION RESOLUTION NO. PC 2025-12  
ZONING TEXT AMENDMENT ZA-2025-0002**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF HAWTHORNE, CALIFORNIA, AMENDING CHAPTERS 17.04 (DEFINITIONS), 17.38 (NONCONFORMING USES, STRUCTURES, SIGNS, AND PARCELS), 17.40 (CONDITIONAL USES—VARIANCES), 17.56 (LOADING), 17.58 (OFF-STREET PARKING), AND 17.60 (MINIMUM DRIVEWAY WIDTHS AND TURNING RADII) OF TITLE 17 (ZONING) OF THE HAWTHORNE MUNICIPAL CODE RELATED TO OFF-STREET VEHICULAR PARKING, AND MAKING A FINDING OF EXEMPTION IN COMPLIANCE WITH CEQA IN CONNECTION THEREWITH**

**WHEREAS**, the Hawthorne Municipal Code (HMC) regulates off-street parking in Title 17; and

**WHEREAS**, the parking regulations contained within the HMC consistently hinder the City's economic development, create barriers to housing development, negatively impact the City's reputation among developers and homeowners, and require the City to forego opportunities that could improve the City's overall parking situation; and

**WHEREAS**, commercially-zoned portions of the City are characterized by a high level of vacancies, but the parking regulations contained within the HMC do not allow commercial uses, which have a higher parking requirement to replace those with a lower parking requirement when the provision of additional parking cannot be provided; and

**WHEREAS**, the parking regulations contained within the HMC prohibit the City from considering public parking in the vicinity of a business when calculating required parking; and

**WHEREAS**, a variance is restricted to properties with physical limitations that make it otherwise impossible to enjoy the full range of property rights enjoyed by other properties in the same zone. However, the variance regulations contained within the HMC remove the option to remedy the physical constraints of a property through a reduction in the number of parking spaces required regardless of the physical limitations of the subject property; and

**WHEREAS**, the parking regulations contained within the HMC are mostly written in a style that is difficult to understand and the regulations are scattered throughout the Zoning Code chapters, making it difficult for the public to identify applicable regulations; and

**WHEREAS**, the "law: of induced demand describes the phenomenon where increasing the supply of something, such as parking capacity, leads to an increase in consumption or demand for that thing, often resulting in the original problem persisting or even worsening; and

**WHEREAS**, the level of residential parking required by the HMC was raised numerous times over the decades, but no easing of demand for street parking resulted; and

**WHEREAS**, a high level of residential parking required by the HMC is a known impediment to development of housing, making it more expensive to build, which contributes to the housing crisis currently seen state and nationwide; and

**WHEREAS**, studies on garage usage consistently show that a significant portion of homeowners utilize at least half of their garage for storage, workspace, as an accessory dwelling unit (ADU), or as an informal room addition; and

**WHEREAS**, the HMC's requirement that most parking be in a garage, while simultaneously imposing strict limitations on accessory structures such as sheds, implies a preference for sheltering cars over providing adequate storage space, room for people to enjoy hobbies, or other activities; and

**WHEREAS**, HMC section 17.58.010(E) states that additions or building alterations may be made to a dwelling, which does not conform to the current standards without requiring any additional garage, carport or parking space, provided that such additions and building alterations neither increase the number of families that can reside in such building nor occupy the only portion of the lot which can be used for garages, carports or parking spaces and access thereto...", demonstrating the HMC's requirements for parking to take precedent over human living space; and

**WHEREAS**, on October 1, 2025, the Planning Commission of the City of Hawthorne considered the zone text amendments and, after a duly noticed public hearing where all persons in support and in opposition were heard, adopted Resolution No. PC 2025-05 recommending approval of the ordinance to the City Council;

**THE PLANNING COMMISSION OF THE CITY OF HAWTHORNE DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:**

**SECTION 1.** The Planning Commission of the City of Hawthorne hereby incorporates by reference all the recitals herein.

**SECTION 2.** The Planning Commission hereby recommends approval of Zoning Text Amendment ZA-2025-0002 to the City Council that proposes to modify the sections of the Hawthorne Municipal Code related to on-site vehicle parking, as set forth in Exhibit A of this PC Resolution, incorporated herein by this reference.

**SECTION 3.** All necessary public meetings and opportunities for public testimony and comment were conducted in compliance with State law and the HMC.

**SECTION 4.** This zone text amendment endeavors to clarify portions of the zoning code that can be difficult to find and understand by those it seeks to regulate. This is determined not to be a project under CEQA (Pub. Resources Code, § 21065) and to the extent these changes result in a reduction in the available parking, any negative impact

will be offset by reliance on alternate means of transportation and public parking availability.

**SECTION 5.** The documents and other materials that constitute the record of the proceedings upon which the Planning Commission’s recommendations are based, which include, but are not limited to, the staff reports for the project and all of the materials that support the staff reports for the project, are located in the office of the Planning Director of the City of Hawthorne, at 4455 West 126th Street, Hawthorne, California 90250. The custodian of these documents is the Planning Director of the City of Hawthorne.

**SECTION 6.** The Planning Commission Secretary shall certify to the adoption of this Resolution and shall forward a copy to the City Council, City Clerk, City Manager, and City Attorney.

**PASSED, APPROVED and ADOPTED** this 1st day of October, 2025.

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RYAN RICHARD, CHAIRPERSON

ATTEST:

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GREGG MCCLAIN, SECRETARY