

MEETING DATE: **11.12.13**

AGENDA ITEM: Consideration of a Zoning Code Text Amendment (ZCA-P2013126) Amending Zoning Code Section 17.320.025 - Alternative Parking Provisions - Creating “Parking Districts” within the Hayden Tract and Smiley Blackwelder Industrial Areas.

ATTACHMENTS

	<u>Pages</u>
1. Ordinance No. 2013- _____	1 - 4
2. Exhibit A – Proposed Zoning Text Changes in “strikethrough/underline” format.	5 - 10
3. Planning Commission Staff Reports Dated August 14 and September 11, 2013	11 - 31
4. Parking District Walking Radius Maps	32 - 33
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ORDINANCE NO. 2013 - ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, AMENDING TITLE 17, ZONING, OF THE CULVER CITY MUNICIPAL CODE (CCMC), SECTION 17.320.025 TO AMEND THE ALTERNATIVE PARKING PROVISIONS AND CREATE "PARKING DISTRICTS" WITHIN THE HAYDEN TRACT AND SMILEY BLACKWELDER INDUSTRIAL AREAS AS SET FORTH IN EXHIBIT "A" ATTACHED HERETO.

(Zoning Code Amendment, ZCA-P-2013126)

WHEREAS, on August 14, 2013 the Planning Commission conducted a workshop regarding proposed Zoning Code Amendment, ZCA P-2013126, to amend the City's alternative parking provisions, including the creation of parking districts within the Hayden Tract and Smiley Blackwelder industrial areas. The purpose of creating these parking districts is to address area parking needs through the establishment of parking districts with alternative on-site and off-site parking regulations, alternative parking design standards, parking plan administrative approval, parking management options, and automated, semi-automated and stacked parking; and

WHEREAS on September 11, 2013 the Planning Commission conducted a duly noticed public hearing on City-initiated Zoning Code Amendment, ZCA P-2013126, fully considering all reports, studies, testimony, and environmental information presented, and adopted, by a vote of 4 to 0, Resolution No. 2013-P005, recommending to the City Council approval of Zoning Code Amendment, ZCA P-2013126; and

WHEREAS, on November 12, 2013, the City Council conducted a duly noticed public hearing on the proposed Zoning Code Amendment, ZCA P-2013126, fully considering the Planning Commission's recommendation and all reports, studies, testimony and

environmental information presented, and determined by a vote of ____ to ____, that Zoning Code Amendment ZCA P-2013126 shall be adopted as set forth herein below

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

SECTION 1. Pursuant to the foregoing and as outlined in CCMC Section 17.620.030, the following findings for a Zoning Code (Text) Amendment are hereby made:

- 1. ZCA P-2013126 ensures and maintains internal consistency with the goals, policies, and strategies of the General Plan and will not create any inconsistencies with the Zoning Code.**

The Hayden Tract and Smiley Blackwelder industrial areas have undergone a major change in land use from traditional manufacturing to creative office and that change has not been accompanied by significant increases in parking supply resulting in severe parking shortages. Industrial land uses generally have significantly less parking demand than office uses and industrial buildings generally have significantly greater building coverage and little room on site to accommodate the increased parking needs of creative office tenants. Policy 1.H of the General Plan calls for "Adequate Parking within each neighborhood to meet parking demands". The proposed Zoning Code Amendment will help ensure that parking supply adequately meets parking demand in the Hayden Tract and Smiley Blackwelder industrial areas and will create consistency between the General Plan and Zoning Code relative to off-site parking requirements. Specifically, the proposed Zoning Code Amendment will address parking needs in the Hayden Tract and Smiley Blackwelder industrial areas through the establishment of Parking Districts with alternative on-site and off-site parking regulations; alternative parking design standards; parking management options and automated, semi-automated and stacked parking. In addition, the proposed Zoning Code Amendment includes an improved regulatory process through administrative review of a Parking Plan for approving alternative parking provisions within the Parking Districts.

- 2. ZCA P-2013126 is not detrimental to the public interest, health, safety, convenience and welfare of the City.**

The proposed Zoning Code Amendment will help ensure that adequate parking is provided for land uses in the Hayden Tract and Smiley Blackwelder industrial areas

1 in support of the public interest, health, safety, convenience and welfare of the
2 City.

3 **3. ZCA P-2013126 is in compliance with the provisions of the California**
4 **Environmental Quality Act (CEQA).**

5 Pursuant to Sections 15162 and 15168 of the California Environmental Quality Act
6 (CEQA), Zoning Code Amendment ZCA P-2013126 regarding Alternative Parking
7 Provisions is within the scope of the Culver City General Plan Update Program EIR
8 approved on September 24, 1996 (PEIR 1) and the Culver City Redevelopment
9 Plan Amendment and Merger Program Subsequent EIR approved on November
10 16, 1998 (PEIR 2), the circumstances under which PEIR 1 and PEIR 2 were
prepared have not significantly changed and no new significant information has
been found that would impact either PEIR 1 and PEIR 2. Therefore no new
environmental analysis is required.

11 **SECTION 2.** Pursuant to the foregoing recitations and findings, the City
12 Council of the City of Culver City, California, hereby adopts Zoning Code Amendment
13 ZCA P-2013126, as set forth in Exhibit "A" attached hereto and incorporated herein by
14 reference.
15

16 **SECTION 3.** Pursuant to Section 619 of the City Charter, this Ordinance
17 shall take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616
18 and 621 of the City Charter, prior to the expiration of fifteen days after the adoption, the
19 City Clerk shall cause this Ordinance, or a summary thereof, to be published in the Culver
20 City News and shall post this Ordinance or a summary thereof in at least three places
21 within the City.
22

23 **SECTION 4.** The City Council hereby declares that, if any provision,
24 section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or
25 declared invalid or unconstitutional by any final action in a court of competent jurisdiction
26 or by reason of any preemptive legislation, then the City Council would have
27 independently adopted the remaining provisions, sections, subsections, paragraphs,
28
29

1 sentences, phrases or words of this ordinance and as such they shall remain in full force
2 and effect.

3
4 APPROVED and ADOPTED this _____ day of _____,
5 2013.
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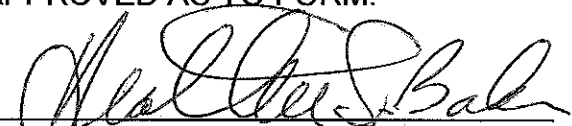
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9 _____
10 JEFFREY COOPER, MAYOR
City of Culver City, California

11 ATTESTED BY:

12 APPROVED AS TO FORM:

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14 _____
MARTIN R. COLE, City Clerk

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14 
CAROL A. SCHWAB, City Attorney
15 for

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Zoning Code Amendment ZCA-P2013126
Exhibit A**17.320.025 - Alternative Parking Provisions**

Where conditions preclude the provision of the number of required parking spaces on the lot for which the parking is required, the following procedures for alternative parking are available, subject to City approval:

- A. In Lieu Fees.** Subject to City Council approval, the number of parking spaces required by Section 17.320.020 (Number of Parking Spaces Required) may be reduced through the use of an in-lieu fee to be paid by the applicant towards the development of public parking facilities. The in-lieu fee shall be deposited in a fund administered by the City for the purpose of acquiring and developing future public parking facilities within the same district or area. The amount of the fee and time of payment shall be established by Council resolution.
- B. Public Parking Facilities (PPF) Zoned Property.** Off-site parking in public parking facilities in the PPF Zone may be used to satisfy the requirements of Table 3-3 (Parking Requirements by Land Use), subject to the following:
 - 1. Off-Site Parking Plan required.** A City-approved Off-Site Parking Plan shall be required for use of a public parking facility to satisfy a parking requirement including the following:
 - a. Public parking facility location.** The proposed off-site public parking facility location shall be identified in the off-site parking plan and shall be within 750 feet legal walking distance measured from the primary entrance of the land use to the public parking facility site, or other distance as determined by the City to be appropriate.
 - b. Project description.** The proposed land use(s), tenant(s) and hours of operation of the project shall be identified in the Off-Site Parking Plan.
 - 2. Long-term lease required.** A City-approved long term parking lease of no less than 20 years shall be required for use of the public parking facility.
 - 3. Lease renewal and termination.** The long-term parking lease must be renewed at the end of the 20-year term if alternative parking has not been provided; or the long-term parking lease shall be terminated if:
 - a.** The use for which the parking is required has ceased operations;
 - b.** There is any change in use or ownership of the property from the originally approved project;
 - c.** The City Council determines in its sole discretion that such use is inconsistent with the original terms and conditions of the lease or entitlement; and/or
 - d.** The lessor and/or lessee of the off-site parking opt to terminate the parking lease.

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4. **Covenant required.** A City-approved covenant shall be recorded that includes a description of the proposed use, location of the off-site public parking facility, approval dates of the Off-Site Parking Plan and long term parking lease, and a provision for liquidated damages for violations of the long term parking lease and/or conditions of approval.
 5. **City Council Approval.** The Off-Site Parking Plan and long-term parking lease may be approved by the City Council only after first making all of the following findings:
 - a. The Off-Site Parking Plan is consistent with the General Plan and any applicable specific plan.
 - b. The use of the off-site public parking facility to satisfy a parking requirement for the project is not detrimental to property or improvements in the vicinity of the project.
 - c. The use of the off-site public parking facility to satisfy the parking requirement for the project provides an economic benefit to the City.
- C. **Pooled Parking in the CD District-Outdoor Dining Use.** This Section shall only apply to satisfy a parking requirement imposed for outdoor dining use in the CD zoning district, as required by Section 17.400.070. Parking in the CD zoning district may be provided through a “pooled parking” arrangement in conjunction with applicable outdoor dining use approvals. Pooled parking shall allow utilization of both on- and off- street public parking spaces to satisfy parking requirements for outdoor dining use. In the event the downtown parking demand exceeds the pooled parking supply, as determined by the Director, a new or proposed intensification of an outdoor dining use in the CD zoning district shall be required to provide parking on-site or as otherwise allowed in this Chapter.
- D. **Hayden Tract and Smiley Blackwelder Parking Districts.** Parking Districts for the parking impacted Hayden Tract and Smiley Blackwelder areas located within the IG zone shall be established as outlined in Map 4-1 and Map 4-2. In addition to the general parking standards of this Chapter parking in the Districts are subject to the following Parking District standards.
1. **Location.** When parking for new buildings and/or use intensifications or changes of use results in additional parking requirements that cannot be accommodated on-site, such parking may be may be partly or entirely provided off-site within a publicly owned or privately owned parking facility located within the Parking District or within 750 feet from the subject Parking District subject to Parking Plan approval.
 2. **Parking Plan Required.** A Parking Plan approved by the Director shall be required for use of off-site parking in the Parking Districts and shall identify the location of the off-site parking, the proposed land use(s), tenants(s) and hours of operation of the project or business subject to the following:
 - a. **Long-term lease required.** A City-approved long-term parking lease of no less than 10 years with one 5 year option shall be required for use of the off-site parking. The long-term parking lease must be renewed at the end of the 10-year term if alternative parking has not been provided.

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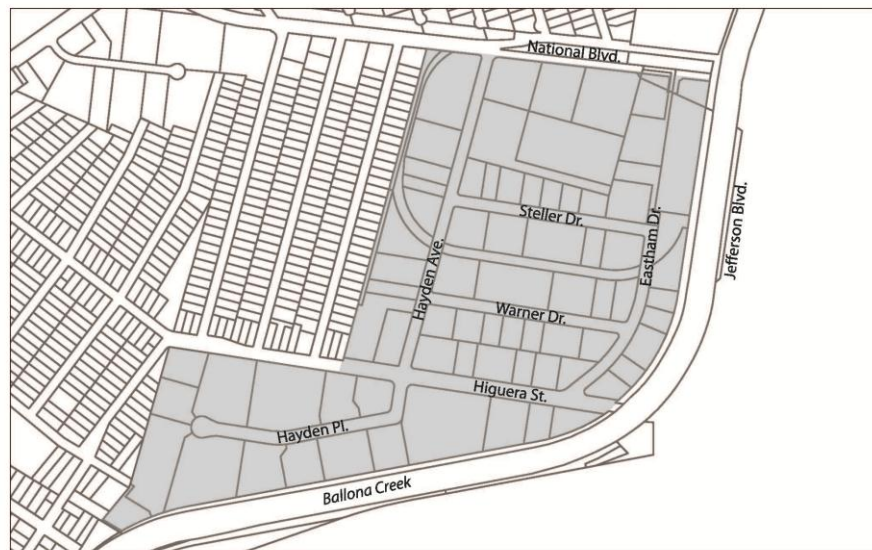
Zoning Code Amendment ZCA-P2013126
Exhibit A

- b. **Termination.** The Parking Plan shall expire or terminate if (i) the use for which the parking is provided ceases to operate and/or, (ii) there is a change of use which modifies the parking requirement, and/or (iii) there is a violation of any conditions of approval as determined by the Director.
 - c. **Design.** All newly constructed off-site parking spaces shall conform to the same standards in this Chapter for on-site parking spaces including the standards for automated parking as outlined in Section 3 below.
 - d. **Covenant required.** A City-approved covenant shall be recorded that includes a description of the proposed use, location of the off-site parking facility, approval dates of the Parking Plan and long term parking lease, and a provision for liquidated damages for violations of the long term parking lease and/or conditions of approval.
 - e. **Loss of off-site spaces.**
 - i. **Notification to the City.** The owner or operator of a business that uses approved off-site parking pursuant to an approved Parking Plan to satisfy the parking requirements of this Chapter shall immediately notify the Director of any change of ownership or use of the property for which the spaces are required, and of any termination or default of the long-term parking lease between the parties.
 - ii. **Effect of termination of agreement.** Upon notification that the long-term parking lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:
 - a. Substitute parking is provided that is acceptable to the Director; or
 - b. The size or capacity of the use is reduced in proportion to the parking spaces lost.
3. **Automated Parking.** Automated and semi-automated and stacked parking may be provided on-site or off-site within the Parking Districts subject to Parking Plan approval by the Director or subject to Site Plan Review approval pursuant to Chapter 17.530 for a new building or a building addition greater than 5,000 square feet and subject to the following:
- a. **Site Plan.** Submittal of a site plan prepared by a design professional indicating all structures; the automated, semi-automated or stacked parking location; number of required parking stalls; parking facility address and address of the property served by the parking; site ingress and egress location(s); proposed queuing location (if any); and the identification of adjacent land uses.
 - b. **Operations Plan.** Submittal of an parking operations plan describing the number of parking attendants and working hours, and methods for automobile storage and retrieval during non-business hours
 - c. **Permanent Structure.** All automated and semi-automated parking shall be located within a permanent structure and operated with parking attendant service during all hours of parking operation.

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- d. Technical Studies.** Submittal of technical studies demonstrating that the proposed design and operation of the automated or semi-automated parking will not be detrimental to surrounding uses and properties in the vicinity relative to noise, visual impacts, area parking and circulation, and existing on-site improvements.
 - e. Back-up Power.** Documentation that the automated, semi-automated or stacked parking is serviced with alternative back-up power to allow emergency operation of the parking system.
 - f. Inspection Report.** A maintenance inspection report for any automated semi-automated or stacked parking facility prepared at the sole expense of the applicant shall be submitted annually to the Planning Division for review.
4. **Managed Parking.** Managed or valet parking may be provided for all required on-site or off-site parking within the Parking Districts subject to Parking Plan approval by the Director which shall include: (a) the total parking spaces required; (b) the hours and method of parking operation; (c) number of parking attendants serving the parking facility; and (d) methods for management of the parking facility during non-operating hours.
5. **Compact Spaces.** Except as otherwise provided in Section 17.0320.035, compact spaces of 7 feet, 6 inches by 17 feet, six inches may be provided for up to 30 percent of required on-site or off-site parking within the Parking Districts.



HAYDEN TRACT PARKING DISTRICT

**Culver CITY**
August 2013 | CULVER CITY GISMap 4-1

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Exhibit A

SMILEY BLACKWELDER PARKING DISTRICT



Culver CITY
August 2013 | CULVER CITY GIS

Map 4-2

- E. Off-Site Parking.** Except as otherwise provided in this Chapter, The use of privately owned off-site parking to satisfy the requirements of Table 3-3 (Parking Requirements by Land Use) shall be provided in compliance with the following standards.
1. **Location.** All off-site parking spaces except valet-serviced spaces shall be located within 750 feet legal walking distance measured from the primary entrance to the site, or other distance determined by the Director to be appropriate.
 2. **Design and improvement standards.** All newly-constructed off-site parking spaces shall conform to the same standards of access, configuration, landscaping, lighting, layout, location, noise attenuation, and size as are required by this Chapter for on-site parking spaces.
 3. **Identification of facility.** The review authority may require the parking lot to be clearly marked and conspicuously identified as the exclusive or shared parking for the sites it serves, unless the parking can only be accessed by a valet.
 4. **Terms of off-site parking.** A City-approved covenant shall be recorded that includes a description of the off-site parking, a requirement that the owner of the separated lot maintain the required parking for the life of the use to which it is covenanted, and a provision for liquidated damages for violations of the conditions of approval.
 5. **Execution of a long-term off-site parking lease**

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- a. **Long-term lease required.** A City approved long-term parking lease on no less than 20 years shall be required for use of the off-site parking.
- b. **Lease renewal and termination.** The long-term parking lease must be renewed at the end of the 20-year term if alternative parking has not been provided; or the land use for which the parking has been provided shall be terminated or modified pursuant to Section 6 below.

6. **Loss of off-site spaces.**

- a. **Notification to the City.** The owner or operator of a business that uses approved off-site space to satisfy the parking requirements of this Chapter shall immediately notify the Director of any change of ownership or use of the property for which the spaces are required, and of any termination or default of the long-term parking lease between the parties.
- b. **Effect of termination of agreement.** Upon notification that the long-term parking lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:
 - i. Substitute parking is provided that is acceptable to the Director; or
 - ii. The size or capacity of the use is reduced in proportion to the parking spaces lost.

F. **Shared Parking Facilities.** Two or more non-residential uses shall be allowed to meet the parking requirements of this Chapter by sharing the same off-street parking facilities, subject to approval of an Administrative Use Permit and the following conditions.

- 1. **Parking study required.** A parking demand study shall be prepared by the City at the applicant's expense that verifies that the sharing uses have acceptable different peak hour parking demands.
- 2. **Distance to parking.** Except as otherwise provided in this Chapter, ~~¶~~The shared parking spaces shall fall within 750 feet legal walking distance measured from the primary entrance to the site, or other distance determined by the Director to be appropriate.
- 3. **Covenant required.** A City-approved covenant shall be recorded that includes a description of the shared parking arrangement, a requirement that all current and future tenants are notified of and shall adhere to the same hours of operation and conditions of the shared parking approval, and a provision for liquidated damages for violations of the conditions of approval.

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Meeting Date: August 14, 2013		Item Number: A1
AGENDA ITEM: Workshop to Discuss Proposed Amendments to Zoning Code Section 17.320.025 - Alternative Parking Provisions - Creating "Parking Districts" within the Hayden Tract and Smiley Blackwelder Industrial Areas.		
Contact.: Sol Blumenfeld, Director	Phone Number:	(310) 253-5700;
Thomas Gorham, Planning Manager		(310) 253-5727
Public Hearing: ☐	Action Item: ☒	Attachments: ☒
Public Notification: On 8/6/13 notices were mailed to all property owners and occupants within the Hayden Tract and Smiley Blackwelder industrial districts. Email to the Master Notification List was made on 8/6/13; Notice published in Culver City News on 8/8/13.		
Department Approval: Sol Blumenfeld		Planning Approval: Thomas Gorham

RECOMMENDATION:

That the Planning Commission:

Review the proposed Draft Zoning Code Amendment (See Attachment No. 1), take public testimony, and provide comments to staff.

PROCEDURES:

1. Chair calls on staff for a staff report and Commission poses questions to staff as desired.
2. Chair opens the public workshop, providing the public to speak.
3. Chair seeks a motion to close the public comment portion of the workshop after all testimony has been presented.
4. Commission discusses the matter providing comments and direction to staff.

BACKGROUND:

Over the last ten years, the Hayden Tract and Smiley Blackwelder areas (See Attachment Nos. 2 and 3) have substantially transitioned from industrial to creative office use. These areas are largely comprised of warehouse and manufacturing buildings valued for their large interior volume, bow tress design and potential to repurpose for office uses. Many of the area industrial buildings have significant building coverage and little room on site to accommodate the increased parking needs of creative office tenants.

While the changes have created new business opportunities and helped secure the City's position as a new creative office center, they have also resulted in severe area parking shortages. In general, industrial land uses have significantly less parking demand than retail or office uses and the change to creative office

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has not been accompanied to date by significant increases in parking supply. The proposed Hayden Tract and Smiley Blackwelder Parking District code amendments apply to on-site and off-site parking required for all new developments and changes that result in an intensification of use and address the limited land available for new parking given the transformation in land use from manufacturing to office.

Parking Conditions of the Hayden Tract and Smiley Blackwelder

In August 2012 and July 2013, Staff inventoried, mapped land use and analyzed parking supply and demand within the proposed Parking Districts. In the Hayden Tract, creative office uses are now nearly double traditional manufacturing and warehousing (41% vs. 23% respectively), and within Smiley Blackwelder, creative office uses are now two thirds greater than traditional manufacturing and warehousing (53% vs. 35% respectively).

Parking demand has increased proportionally. As shown in the table below, businesses in the Hayden Tract currently operate with a parking code deficiency of approximately 831 stalls. In Smiley Blackwelder, there is an approximate code related deficiency of 272 stalls. Market demand for parking is significantly higher. The Hayden Tract has a deficiency of 2,588 stalls and Smiley Blackwelder has a deficiency of 587 stalls based upon market demand.

Hayden Tract Estimated Parking Supply and Demand (as of November 2012)*

Land Use Totals	Total Square Footage	Code Required	Available Supply	Net Effective Supply	Market Demand	Net Market Demand
Manufacturing						
Warehouse	267,078	381	182	(199)	381	(199)
Office	492,944	1,422	959	(463)	2,844	(1,885)
Studio / Media						
Production	111,879	335	177	(158)	670	(493)
Other Business Uses	660,830	1,788	1,442	(346)	1,788	(346)
Other Parking Lots			335			
Total	1,532,731	3,926	3,095	(831)	5,683	(2,588)

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***Notes:**

1. All numbers are estimates derived from observations and calculations.
2. Net Effective Supply is derived by subtracting Code Required from Available Supply.
3. Net Market Demand is derived by subtracting Market Demand from Available Supply.
4. Upon completion of the Hackman Capital project parking supply will increase by 556 stalls, some available to public. The site currently has no tenants and parking.
5. Properties vacant at time of survey are included as supply without corresponding demand.
6. Survey assumes a ten percent (10%) vacancy rate as typical.
7. Code required Manufacturing 1:500 = 231; Warehouse 1:1000 = 150, Total = 381,
8. Available Supply is observed spaces distributed proportionally by square footage of use.
9. The "Warner Parking Lot" is distributed among specific uses.
10. Non-designated parking lots are not distributed among specific uses; only added to total supply: (8600 Hayden - 20; 3535 Hayden - 242; 8461 Warner - 28; 3620 Eastham - 45)
11. Code Required is the cumulative required parking for all individual businesses within each specified land use category and not calculated from the Total Square Footage.

2013 Smiley Blackwelder Estimated Parking Supply and Demand

Land Use	Total Square Footage	Code Required	Available Supply	Net Effective Supply	Market Demand	Net Market Demand
Manufacturing / Warehouse	21,576	35	5	(30)	35	(30)
Office	110,278	315	71	(244)	630	(559)
Studio / Media Production	16,699	48	25	(23)	48	(23)
Other	89,049	190	215	25	190	25
Total	237,602	588	316	(272)		(587)

Notes:

Net Effective Supply is the difference between Code Required and Available Supply.

Net Market Demand is the difference between Market Demand and Available Supply.

Properties vacant at time of survey are included as supply without corresponding demand

Survey assumes a ten percent (10%) vacancy rate.

Available Supply has not been evenly distributed among on-site uses

Detailed analysis of land uses in the Hayden Tract and Smiley Blackwelder areas are provided on Attachment Nos. 4 and 5.

ANALYSIS:

Parking is essential to a healthy business area and most businesses are highly dependent upon adequate parking supplies.² Within the Hayden Tract and

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Smiley Blackwelder areas, that dependency can best be addressed through creative solutions that consider the scarcity of land relative to parking. In most business areas, the “gold standard” for parking is direct access to a parking space immediately abutting the business. However, parking consumes significant amounts of land and in the Hayden Tract and Smiley Blackwelder areas it is often infeasible to meet that standard where there is significant building coverage and no desire to replace large industrial buildings with conventional office space and parking. Therefore, staff is recommending that the Planning Commission consider the establishment of Parking Districts with unique parking standards to address the distinct parking needs of these areas.

Within each designated Parking District the City may establish new parking regulations and permit new parking technologies that more efficiently address area parking needs through the following:

- Parking Districts / Off-Site Parking Regulations
- Alternative Parking Design Standards
- Parking Plan Administrative Approval
- Parking Management Option; and
- Automated, Semi-Automated and Lift Parking

Parking District / Off-Site Parking Regulations

Currently the Zoning Code parking regulations restrict off-site parking to within 750 feet of the primary land use. The proposed Zoning Code amendment will allow more flexibility in providing required parking within the Parking District. Accordingly, as proposed, when parking for new buildings and/or use intensifications results in additional parking requirements that cannot be accommodated on site, it may be partly or entirely provided in a publicly owned or leased or privately owned or leased parking facility anywhere within the Hayden Tract and Smiley Blackwelder Parking Districts as shown on Attachment Nos.2 and 3, subject to approval of a Parking Plan that identifies the parking facility location and includes a parking covenant and a long-term lease agreement for the required parking. By allowing required parking anywhere within the Parking District, businesses will have more flexibility in locating business, renovating buildings to intensify a building use and in accommodating parking needs.

Parking Stall Standards

The Zoning Code parking regulations currently require standard parking stalls (8.5' x 18') for all parking. In order to provide more parking within the same land

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area, the District minimum parking stall size is recommended to be reduced to allow a percentage of compact stalls (7.5' x 17.5'). The reduced stall size is proposed at a ratio of 30% compact stalls to 70% standard stalls within parking facilities.³ The proposed amendment will save approximately 21.75 sq. ft. or 15% of land area per stall allowing more parking within parking lots and parking structures.

Parking Plan Approval

Zoning Code Section 17.320.025 currently requires City Council approval of an Off-site Parking Plan for parking within a public parking facility. The proposed amendment requires administrative approval of an Off-site Parking Plan which must include the following: a site plan showing the location of the off-site parking; the business operating hours; the proposed use(s) to be parked; the number of stalls; and percentage of compact stalls (if any) provided at the offsite location. In addition, a City approved parking covenant restricting the off-site parking location to the proposed use and evidence of a long-term parking lease to secure the off-site parking location with a minimum ten year term with one five year option must be recorded notifying future tenants of the requirements of the Off-site Parking Plan and including a provision for liquidated damages for violations of the conditions of approval. The Off-site Parking Plan approval would terminate with expiration of the long-term parking lease or if the use for which the parking is provided ceases operation or if there is a change of use which modifies the parking requirements. Upon termination of the Off-site Parking Plan the business must obtain City approval of alternative parking or discontinue the use.

Parking Management

When required parking cannot be entirely provided on-site or at an approved off-site location, the required parking may be managed through valet service as approved under a Parking Plan. The Parking Plan must indicate the total required parking spaces, the hours and method of parking operation, number of parking attendants serving the parking site and management of the parking site during non-operating hours.

Automated, Semi-Automated and Lift Parking

Automated, semi-automated and mechanical lift (stackers) parking provides a highly efficient method to accommodate parking in approximately one-half of the same space required for conventional parking. Automated parking is a relatively new technology that is more widely used today in new development projects. For

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developers, automated parking provides a reduced building cost per stall due to reduced building size, no requirement to condition the building space and greater leasable area or amenity since there is less site area dedicated for parking. (See Attachment No. 9).

Under the proposed amendment, automated, semi-automated and mechanical lift parking may be provided on-site or off-site within the proposed Parking Districts, subject to Parking Plan approval and supporting parking, acoustical and design analysis demonstrating that the proposed use will not negatively impact surrounding properties. The Building and Fire Code considerations related to the construction and installation of automated parking systems are summarized in Attachment No. 10. While the automated parking systems provide a more efficient way to leverage space to accommodate parking needs, they are susceptible to mechanical breakdown or power failures from time to time that can affect auto storage and auto retrieval. Arguably conventional structured parking may also be subject to power failure that may delay parking, though not to the same extent.

Today, there are more than 3,000 automated parking spaces in the United States. The costs for developing automated parking are highly competitive with underground parking, allowing the same number of spaces in a much smaller building footprint. While fully automated parking and mechanical parking rely on similar technologies, automated parking does not require as much attendant personnel and generally has faster retrieval times and greater throughput. For the driver, parking is reduced to dropping off and retrieving the car at an elevator portal where it is mechanically shuttled to a parking space.

Types of Automated/Mechanical Parking

There are three general types of automated parking systems – Stackers, Semi-Automated and Fully Automated. The systems vary in cost, complexity of design, ease of vehicle retrieval and retrieval time.

- **Stackers** - Stackers are generally the least expensive type of automated parking, limited to two or three cars per “stack” and operated with an attendant who loads and unloads the vehicles by moving the on grade vehicle and operating the vehicle lift to store or retrieve a car. A more elaborate type of stacked parking involves a hydraulic system that allows stacking three or four cars in the space traditionally occupied by a single vehicle. One of the main drawbacks of a hydraulic stack parking system is the time required for the automobile retrieval to return a stacked car to the ground level especially if the parking requires both vertical and horizontal movement of cars.

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- **Semi-Automated** - Semi-automated parking is a mechanical system that stores autos on grade and in a below grade area called a “pit” by lifting and/or sliding cars into position. In these facilities, the car is driven onto a platform that shuttles the car into the parking location. In some cases, the driver, rather than an attendant can operate the system so that through lifting and/or sliding one or more extra parking platforms become available for auto storage. Semi-Automated parking includes both independent stackers and puzzle systems.

- **Fully Automated** – Fully Automated parking is generally the most expensive parking storage and retrieval system that require little or no user intervention. The user drives up to the system portal and the car is moved via sliding pallets and lifts or cranes to store and retrieve vehicles. The technology was derived from automated warehousing and there are several different technologies used in automated parking today. Since there is no requirement for ramps, driveways and personnel access to the parking areas, automated parking can typically park twice the number of vehicles in the same space as conventional parking. There are several types of systems however; they all use similar technology of lifting, shuttling and storing the cars. Each technology has advantages and disadvantages that are dictated by land area, site conditions, building codes and the client’s requirements in terms of budget, throughput, parking density and redundancy or back up emergency systems.

Proposed Requirements to Install Automated Semi-Automated and Stacker Parking

Installation of automated, semi-automated or stacker parking systems as part of a building renovation related to an intensification of use or building improvement greater than 5,000 sq. ft. requires Site Plan Review approval pursuant to Chapter 17.540 as part of the proposed project or Parking Plan approval if the parking is to be installed without any other building improvement. The proposed automated parking must be consistent with Building, Fire and Municipal Codes. Stacked parking is recommended only for installation within existing or proposed structures subject to Parking Plan approval.

Proposed Parking Plan Submittal Requirements for Automated Semi-Automated and Stacker Parking

1. Site Plan prepared by a design professional indicating all structures, and the automated, semi-automated or stacked parking location, number of required parking stalls, parking facility address and address of the property served by the parking, site ingress and egress

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location(s), proposed queuing location (if any) and the identification of adjacent land uses.

2. Technical studies demonstrating that the proposed design and operation of the automated or semi-automated parking will not be detrimental to the surrounding uses and properties in the vicinity relative to noise, visual impacts, area parking and circulation and existing on-site improvements.

3. Screening plan and noise attenuation plan, when required.

4. Parking and circulation analysis, when required.

5. Documentation that the proposed automated or semi-automated parking is serviced with alternative back-up power supply to allow emergency operation of the parking system.

6. Submittal of an automated, semi-automated parking facility annual maintenance inspection report prepared at the sole expense of the applicant for submittal and review by the Planning Division.

Other Alternative Parking Provisions

In addition to the provisions of the proposed zoning code amendment, the existing zoning code provisions include in lieu parking, shared parking, and use of Administrative Modifications to permit reduced parking stall size, aisle widths and parking lot dimensions which may also be considered to satisfy parking requirements within the proposed Parking Districts.

SUMMARY:

Parking is a critical concern within the Hayden Tract and Smiley Blackwelder industrial areas where current parking shortages are a constraint upon continued growth and redevelopment. The provision of additional parking resources requires a creative approach that manages parking operations, maximizes on-site and off-site parking supplies, and where appropriate, utilizes innovative parking technologies to create flexibility in meeting parking needs.

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NEXT STEPS

Staff has conducted one public outreach meeting with many Hayden Tract area stakeholders and the proposed Zoning Code amendments were supported by those in attendance and no negative written comments have been received regarding it. However, given the extent of the proposed changes staff is recommending a two-step review process for the proposed zoning code amendment:

- 1.) Consider the proposed zoning code amendment and take public testimony during the public workshop and provide comments and direction to staff; and
- 2.) Conduct a public hearing on the proposed zoning code amendment at the August 28, 2013 Planning Commission meeting, and adopt a resolution providing a recommendation to the City Council on the proposed zoning code amendment.

ATTACHMENTS:

1. Draft Zoning Code Text Amendments – Strikethrough/Underline/Highlighted
2. Hayden Tract Parking District Map
3. Smiley Blackwelder Parking District Map
4. Hayden Tract Land Use Map
5. Smiley Blackwelder Land Use Map
6. 8550 Higuera Parking Garage
7. Spur Parking Lot and Green Belt
8. Summary of Automated Parking Systems
9. Cost comparison of Automated vs. Conventional Parking Facilities
10. Summary of Building Code Considerations Related to Automated Parking

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NOTES:

1. Though alternative transit is becoming available in the region, it is not widely available now and cannot entirely serve these area's transportation needs. Therefore improving parking supplies remains an important concern for parking deficient areas.
2. The City has prepared preliminary plans to repurpose a former MTA rails spur for parking and purchased an interest in the proposed parking structure at 8550 Higuera Avenue, however, both projects require the use of bond proceeds that are currently being held by the State in connection with the dissolution of redevelopment. See Attachment Nos. 6 and 7.
3. Standard stall size = 18' x 8.5' = 153 sq. ft.
 Compact stall size = 17.5' x 7.5' = 131.25 sq. ft.
 Net : 21.75 sq. ft. or 15% of standard stall dimension
4. Summary of relative ranking of automated parking systems

System Type	Relative Cost	Quantity/ Output	Redundancy	Density/Space Savings
AGV	Low – High	Low – High	High	Low-High
Crane System	Low – Medium	Low - Medium	Low - Medium	High
Puzzle System (semi-automatic)	Medium	Medium	Medium	Medium
RGC System	Low	Low – High	Medium	Low – High
Shuttle	Low	Medium	Medium	Low
Tower/Silo	Low	Low	Low	Medium
Ground sliding (puzzle (no lift)	Low-medium	Low to medium	Medium	Medium

Summary of advantages of automated parking

- Reduced construction costs through less excavation and less construction time
- Reduced operating costs through minimized ventilation and lighting requirements
- Reduced land cost due to smaller building footprint
- Added value from more leasable floor area

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- Maximized energy savings and LEED certification
- Reduced vehicles emissions as engines are off during parking
- All parking spaces ADA compliant
- Smaller building footprint reduces excavation and ground works, minimizing construction waste sent to landfill.
- Reduced risk of accidents to pedestrians.
- Provision for cyclists on pallet systems.
- Increased personal security with one point of access
- Reduced acoustic impacts related to parking

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Meeting Date: September 11, 2013		Item Number: PH-1
AGENDA ITEM: Consideration of a Zoning Code Text Amendment (ZCA-P2013126) Amending Zoning Code Section 17.320.025 - Alternative Parking Provisions - Creating "Parking Districts" within the Hayden Tract and Smiley Blackwelder Industrial Areas.		
Contact.: Sol Blumenfeld, Director Thomas Gorham, Planning Manager	Phone Number:	(310) 253-5700; (310) 253-5727
Public Hearing: ☐	Action Item: ☒	Attachments: ☒
Public Notification: On 8/21/13 notices were mailed to all property owners and occupants within the Hayden Tract and Smiley Blackwelder industrial districts. Email to the Master Notification List was made on 8/21/13; Notice published in Culver City News on 8/29/13.		
Department Approval: Sol Blumenfeld	Planning Approval: Thomas Gorham	

RECOMMENDATION:

That the Planning Commission:

Adopt Resolution No. 2013-P005 (Attachment No.1) recommending City Council approval of Zoning Code Text Amendment ZCA P-2013126

PROCEDURES:

1. Chair calls on staff for a staff report and Commission poses questions to staff as desired.
2. Chair opens the public hearing and receives comments from the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Commission discusses the matter and arrives at its decision

BACKGROUND:

On August 14, 2013, the Planning Commission conducted a workshop regarding a proposed Zoning Code Text Amendment to create parking districts within the Hayden Tract and Smiley Blackwelder industrial areas. During the workshop, Staff reported that these areas had undergone a major change in land use from traditional manufacturing to creative office and that the change had not been accompanied by significant increases in parking supply resulting in severe parking shortages. As reported, industrial land uses generally have significantly less parking demand than office uses and industrial buildings generally have

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significantly greater building coverage and little room on site to accommodate the increased parking needs of creative office tenants. (Please see Attachment No. 3). The subject amendment addresses area parking needs through the following:

- Parking Districts with Alternative On-site and Off-Site Parking Regulations.
- Alternative Parking Design Standards
- Parking Plan Administrative Approval
- Parking Management Option; and
- Automated, Semi-Automated and Stacked Parking

Workshop Discussion:

At the August 14, 2013 workshop, the Commission inquired about whether the proposal to allow required parking anywhere within the proposed parking districts would result in parking not being effectively utilized if it was located too far away to be conveniently used.

Staff prepared walking radius distance maps of the subject areas at intervals ranging from one to ten minutes. The maps demonstrate that it is possible to reach any point within the proposed parking districts in less than ten minutes. (Please see Attachment No. 4).

The Commission also inquired about the cost impacts associated with requiring stacked parking within a structure. The City's financial consultant Keyser Marston Associates (KMA) prepared a general analysis of the costs for enclosing a stacker in a structure and the related impacts upon tenant rents. According to KMA, the cost to enclose stacked parking in an industrial type building with extra building height is approximately \$25.30 per sq. ft. including building sprinklers, concrete slab floor and non-conditioned building space. Amortized over 30 years at 7% interest, the average cost passed on to tenants would be approximately \$.18 per sq. ft. which is an acceptable charge for tenant parking. Therefore requiring stacked parking in an industrial type structure would not be cost prohibitive. (Please see Attachment No. 5)

Public testimony included questions regarding the parking tabulations prepared for the Smiley Blackwelder area. Based upon comments received after the workshop, staff updated the parking tabulation for the Smiley Blackwelder area to reflect more occupied office and less vacancy. The revised parking tabulation (shown below) increases office land use occupancy and related code required parking by 18 spaces and further underscores the need to address area parking needs. Please see revised land use map -- Attachment No. 6.

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Revised 2013 Smiley Blackwelder Estimated Parking Supply and Demand

Land Use	Total Square Footage	Code Required	Available Supply	Net Effective Supply	Market Demand	Net Market Demand
Manufacturing /						
Warehouse	23,309	38	10	(28)	38	(28)
Office	128,396	367	70	(297)	734	(664)
Studio / Media						
Production	16,699	48	25	(23)	48	(23)
Other	72,798	180	211	31	180	31
Total	241,202	633	316	(317)		(684)

Notes:

Net Effective Supply is the difference between Code Required and Available Supply.

Net Market Demand is the difference between Market Demand and Available Supply.

Properties vacant at time of survey are included as supply without corresponding demand

Survey assumes a ten percent (10%) vacancy rate.

Available Supply has not been evenly distributed among on-site uses

Other comments received from workshop participants included the request to allow required parking beyond the proposed parking district boundaries. Staff has included wording in the proposed text amendment that would allow off-site up to 750 feet from the parking district, subject to approval of a Parking Plan.

SUMMARY OF DRAFT REGULATIONS:

Parking District / Off-Site Parking Regulations

The Zoning Code currently restricts off-site parking to within 750 feet of the primary land use. The proposed Zoning Code Amendment (Attachment No.2) will allow all required parking within the Parking District and up to 750 feet beyond the District subject to Parking Plan approval if located in a publicly owned or leased or privately owned or leased parking facility as shown in the parking District maps in the draft text amendment.

Parking Stall Standards

Current parking regulations require standard parking stall dimensions of 8.5' x 18' for all parking. In order to provide more parking within the same land area, the

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District minimum parking stall size is recommended to be reduced to allow up to 30 percent of required parking as compact stalls (7.5' x 17.5').

Parking Plan Approval

The proposed amendment requires administrative approval of a Parking Plan which must include the following: a site plan showing the location of the off-site parking; the business operating hours; the proposed use(s) to be parked; the number of stalls; and percentage of compact stalls (if any) provided at the offsite location. In addition, a City approved parking covenant restricting the off-site parking location to the proposed use and evidence of a long-term parking lease to secure the off-site parking location with a minimum ten year term with one five year option must be recorded notifying future tenants of the requirements of the Parking Plan and including a provision for liquidated damages for violations of the conditions of approval. The Parking Plan approval would terminate with expiration of the long-term parking lease or if the use for which the parking is provided ceases operation or if there is a change of use which modifies the parking requirements. Upon termination of the Parking Plan the business must obtain City approval of alternative parking or discontinue the use.

Parking Management

When required parking cannot be entirely provided on-site or at an approved off-site location, the required parking may be managed through valet service as approved under a Parking Plan. The Parking Plan must indicate the total required parking spaces, the hours and method of parking operation, number of parking attendants serving the parking site and management of the parking site during non-operating hours.

Automated, Semi-Automated and Stacker Parking

The proposed amendment will allow fully automated, semi-automated and stacker parking through administrative approval of a Parking Plan or through the Site Plan Review (SPR) approval process when the parking is part of a project subject to SPR requirements. The submittal requirements include:

- 1) A Site Plan prepared by a design professional indicating all structures, and the automated, semi-automated or stacked parking location, number of required parking stalls, parking facility address and address of the property served by the parking, site ingress and egress location(s), proposed queuing location (if any) and the identification of adjacent land uses.

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- 2) Technical studies demonstrating that the proposed design and operation of the automated or semi-automated parking will not be detrimental to the surrounding uses and properties in the vicinity relative to noise, visual impacts, area parking and circulation and existing on-site improvements.
- 3) Screening plan and noise attenuation plan, when required.
- 4) Parking and circulation analysis, when required.
- 5) Documentation that the proposed automated or semi-automated parking is serviced with alternative back-up power supply to allow emergency operation of the parking system.
- 6) Submittal of an automated, semi-automated parking facility annual maintenance inspection report prepared at the sole expense of the applicant for submittal and review by the Planning Division.

Other Alternative Parking Provisions

In addition to the provisions of the proposed Zoning Code Amendment, the existing zoning code provisions include in lieu parking, shared parking, and use of Administrative Modifications to permit reduced parking stall size, aisle widths and parking lot dimensions which may also be considered to satisfy parking requirements within the proposed Parking Districts.

ENVIRONMENTAL DETERMINATION:

No new significant information has been found that would impact the environmental analysis for the Culver City General Plan Update Program EIR (PEIR 1, September 1996), the Culver City Redevelopment Plan Amendments and Merger Program Subsequent EIR (PEIR 2, November 16, 1998) and no new environmental analysis is required for the subject Zoning Code Amendment pursuant to Sections 15162 and 15168 of the California Environmental Quality Act (CEQA).

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SUMMARY:

Parking is a critical concern within the Hayden Tract and Smiley Blackwelder industrial areas where current parking shortages are a constraint upon continued growth and redevelopment. The provision of additional parking resources requires a creative approach that manages parking operations, maximizes on-site and off-site parking supplies, and where appropriate, utilizes innovative parking technologies to create flexibility in meeting area parking needs.

ALTERNATIVE OPTIONS:

The following alternative actions may be considered by the Planning Commission:

1. Recommend that the City Council approve the proposed amendments if the required findings for a Zoning Code Amendment can be made.
2. Recommend that the City Council approve the proposed amendments with additional or different amendment language if deemed necessary to meet the required findings for a Zoning Code Amendment.
3. Disapprove the amendment request if it does not meet the required findings.
4. Continue the Agenda Item and request staff to conduct additional analysis prior to arriving at a final recommendation.

ATTACHMENTS:

1. Resolution No. 2012-P009
2. Exhibit A – Proposed Zoning Text Changes in “strikethrough/underline” format.
3. Planning Commission Staff Report Dated August 14, 2013.
4. Parking District Walking Radius Maps
5. Financial Analysis of Enclosed Stacker Parking
6. Smiley Blackwelder Revised Land Use Map



HAYDEN TRACT PARKING DISTRICT





SMILEY BLACKWELDER PARKING DISTRICT

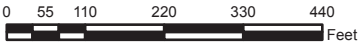


LAND USE

	OFFICE	37%
	WAREHOUSE	16%
	MANUFACTURING	12%
	STUDIO/MEDIA PRODUCTION	28%
	SCHOOL	8%
	EVENT CENTER	1%
	WHOLESALE	14%
	PUBLIC STORAGE	3%
	FITNESS/ HEALTHCLUB/ STUDIO	12%
	RESTAURANT	1%
	RETAIL	7%
	PRINTING/ PUBLISHING	9%
	PARKING LOT	6%



ATTACHMAENT NO. 4



1 inch = 276 feet

 HAYDEN TRACT



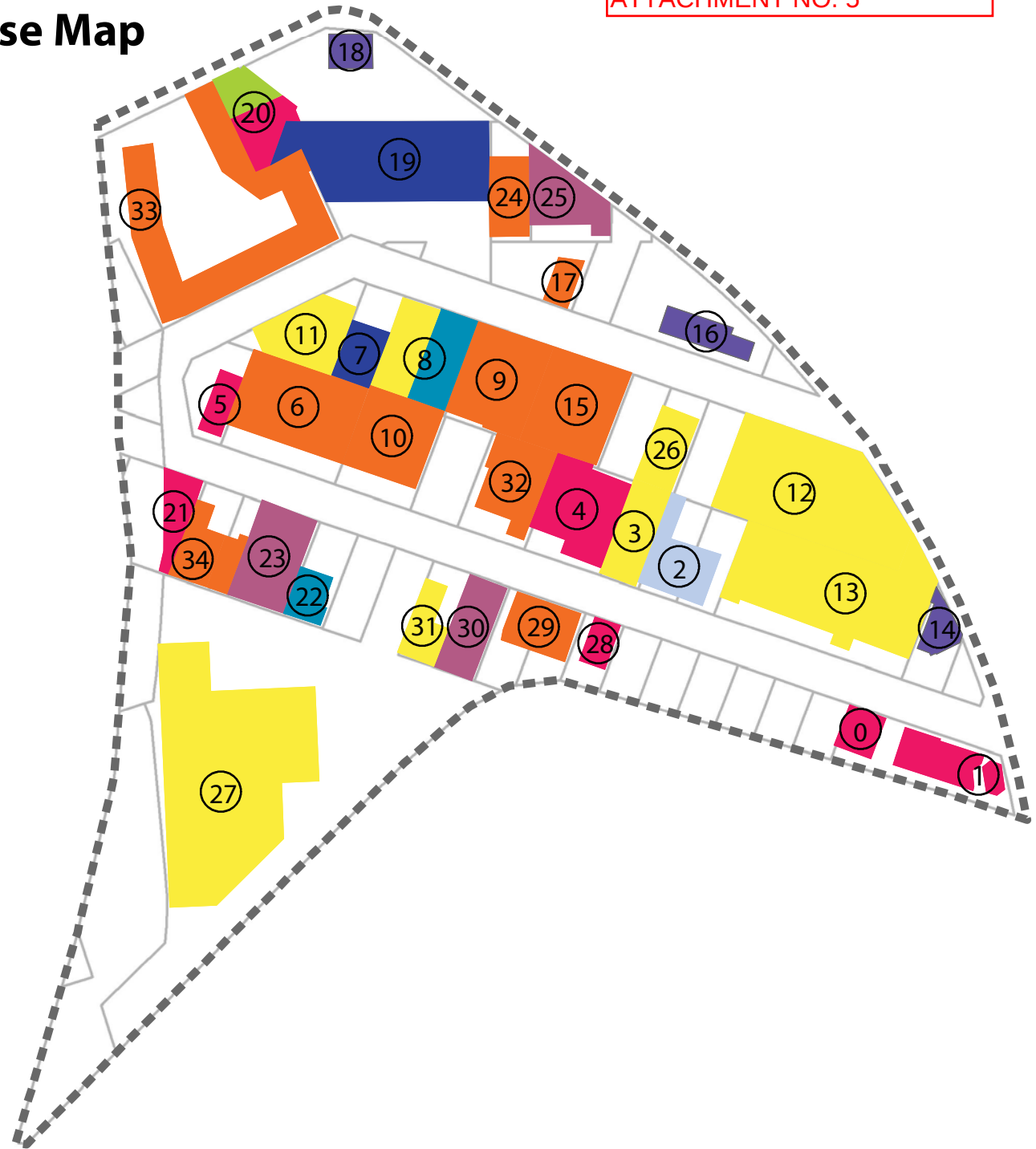
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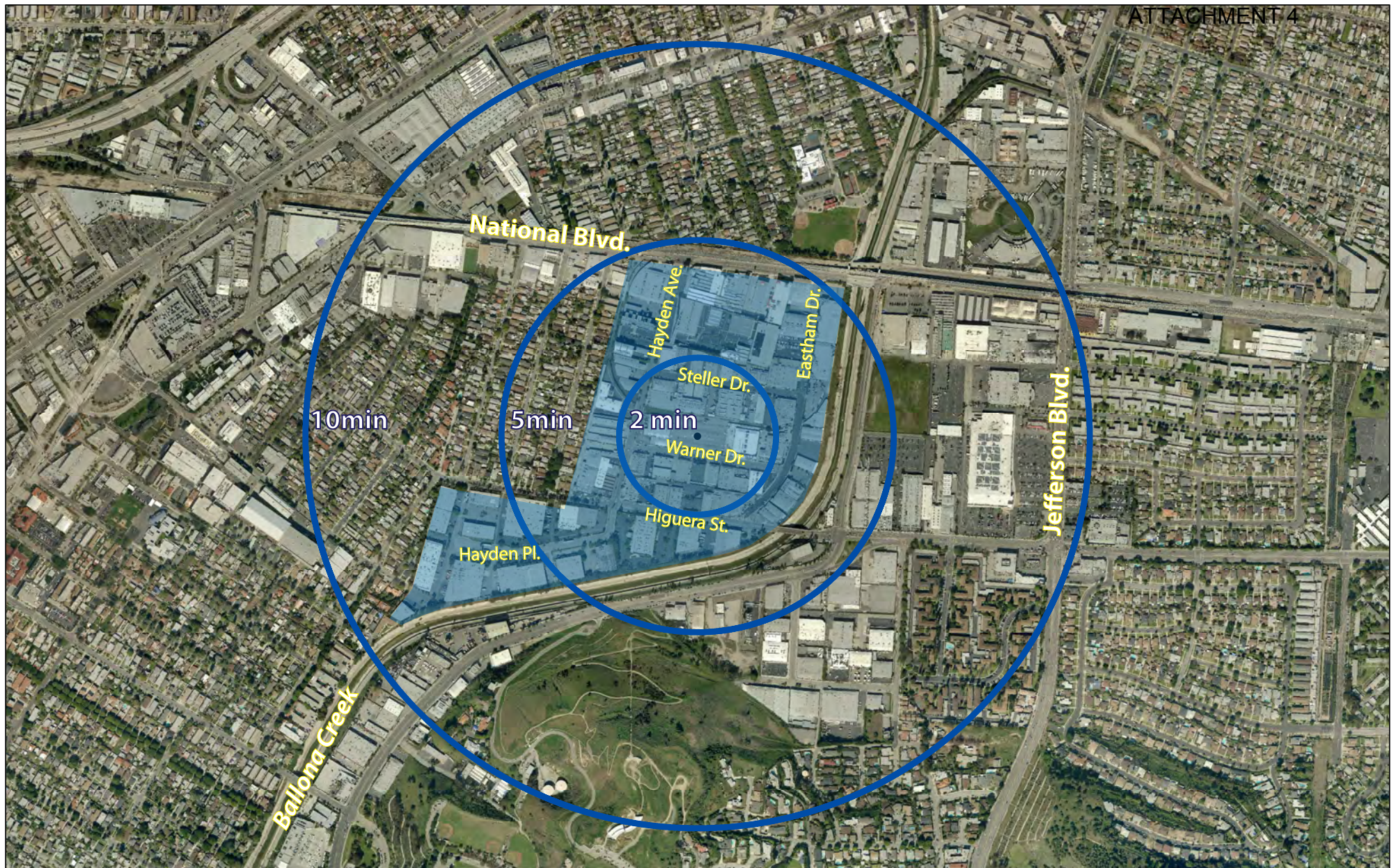
10/25/2012 | CULVER CITY GIS

Smiley-Blackwelder Land Use Map

LAND USE

MANUFACTURING	5.75%
WAREHOUSE	3.33%
WHOLESALE	26.22%
OFFICE	46.41%
CONVENIENCE STORE/RETAIL	1.60%
FOOD/RETAIL	1.01%
PRINTING & PUBLISHING	1.93%
MEDIA PRODUCTION	7.03%
VACANT	6.71%





HAYDEN TRACT PARKING DISTRICT WALKING DISTANCE RADIUS





SMILEY BLACKWELDER PARKING DISTRICT WALKING DISTANCE RADIUS



TABLE 1

**ESTIMATED INCREMENTAL RENT - ENCLOSED STRUCTURE
STACKED PARKING ANALYSIS
CULVER CITY, CALIFORNIA**

I. Base Assumptions

Square Feet Per Parking Space	350	Sf
Parking Spaces Per 1,000 Sf of Bldg Area	3.0	Spaces

II. Cost Assumptions

Building Shell Cost ¹	\$20.70	/Sf
Direct Cost Contingency Allowance	5%	Direct Cost
Total Direct Cost	\$21.70	
Indirect & Financing Costs	17%	
Total Cost /Sf	\$25.30	

III. Cost / Space	350	Sf / Space	\$25.30	/Sf	\$8,855	/Space
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IV. Estimated Incremental Monthly Rent

Cost / Space	\$8,855	/Space	0.67%	Cost of Funds ²	\$59	/Month
Number of Parking Spaces / Sf Building Area					0.003	Spaces
Total Estimated Incremental Monthly Rent					\$0.18	/Sf/Month

¹ Based on a 7.0% annual interest rate and a 30 year amortization period.

² Includes a \$2.40 Sf allowance for fire protection systems.

RESOLUTION NO. 2013-P005

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CULVER CITY, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF ZONING CODE AMENDMENT (ZCA-P2013126) REGARDING AMENDING ZONING CODE SECTION 17.320.025 - ALTERNATIVE PARKING PROVISIONS - CREATING "PARKING DISTRICTS" WITHIN THE HAYDEN TRACT AND SMILEY BLACKWELDER INDUSTRIAL AREAS AS SET FORTH IN EXHIBIT "A" ATTACHED HERETO.

(ZCA-P2013126)

WHEREAS, on August 14, 2013 the Planning Commission conducted a workshop regarding a proposed Zoning Code Text Amendment to create parking districts within the Hayden Tract and Smiley Blackwelder industrial areas to address area parking needs through the establishment of parking districts with alternative on-site and off-site parking regulations; alternative parking design standards; parking plan administrative approval; parking management option; and automated, semi-automated and stacked parking.; and

WHEREAS on September 11, 2013 the Planning Commission conducted a duly noticed public hearing on City-initiated Zoning Code Amendment (ZCA-P2013126) regarding amending Zoning Code Section 17.320.025 -Alternative Parking Provisions creating Parking Districts within the Hayden Tract and Smiley Blackwelder industrial areas fully considering all reports, studies, testimony, and environmental information presented; and

WHEREAS, following conclusion of the public discussion and thorough deliberation of the subject matter, the Planning Commission determined by a vote of 3 to 0 that the Zoning Code Amendment ZCA-P2013126 should be recommended for approval to the City Council as set forth herein below.

1 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF
2 CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

3
4 **SECTION 1.** Pursuant to the foregoing, the following findings are hereby made:

- 5
6 1. The Hayden Tract and Smiley Blackwelder industrial areas have undergone a
7 major change in land use from traditional manufacturing to creative office and that
8 change has not been accompanied by significant increases in parking supply
9 resulting in severe parking shortages. Industrial land uses generally have
10 significantly less parking demand than office uses and industrial buildings generally
11 have significantly greater building coverage and little room on site to accommodate
12 the increased parking needs of creative office tenants. The Zoning Code
13 Amendment will address parking needs in the Hayden Tract and Smiley
14 Blackwelder industrial areas through the establishment of Parking Districts with
15 alternative on-site and off-site parking regulations; alternative parking design
16 standards; parking plan administrative approval; parking management option;
17 automated, semi-automated and stacked parking; and an improved regulatory
18 process through administrative review of a Parking Plan for approving alternative
19 parking provisions within the Parking Districts and will create consistency between
20 the General Plan and Zoning Code relative to off-site parking requirements.
21
22 Policy 1.H of the General Plan calls for "Adequate Parking within each
23 neighborhood to meet parking demands". The proposed amendment will help
24 ensure that parking supply adequately meets parking demand.
25
26
27
28
29

- 1 2. The proposed Zoning Code Amendment will help ensure that adequate parking is
2 provided for land uses in the Hayden Tract and Smiley Blackwelder industrial areas
3 in support of the public interest, health, safety, convenience and welfare of the
4 City.
5
- 6 3. Pursuant to Sections 15162 and 15168 of the California Environmental Quality Act
7 (CEQA), Zoning Code Amendment ZCA-P2013126 regarding Alternative Parking
8 Provisions is within the scope of the Culver City General Plan Update Program EIR
9 approved on September 24, 1996 (PEIR 1), the Culver City Redevelopment Plan
10 Amendment and Merger Program Subsequent EIR approved on November 16,
11 1998 (PEIR 2). The circumstances under which PEIR 1, and PEIR 2 were prepared
12 have not significantly changed and no new significant information has been found
13 that would impact either PEIR 1, and PEIR 2 and therefore no new environmental
14 analysis is required.
15

16 **SECTION 2.** Pursuant to the foregoing recitations and findings, the
17 Planning Commission of the City of Culver City, California, hereby recommends
18 approval of Zoning Code Amendment ZCA-P2013126 to the City Council as set forth
19 in Exhibit A attached hereto and made a part thereof.
20

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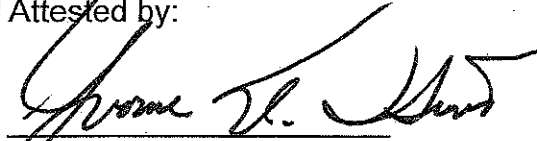
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APPROVED and ADOPTED this 11th day of September, 2013.



SCOTT WYANT, CHAIRPERSON
PLANNING COMMISSION
CITY OF CULVER CITY, CALIFORNIA

Attested by:



Yvonne Hunt, Administrative Secretary

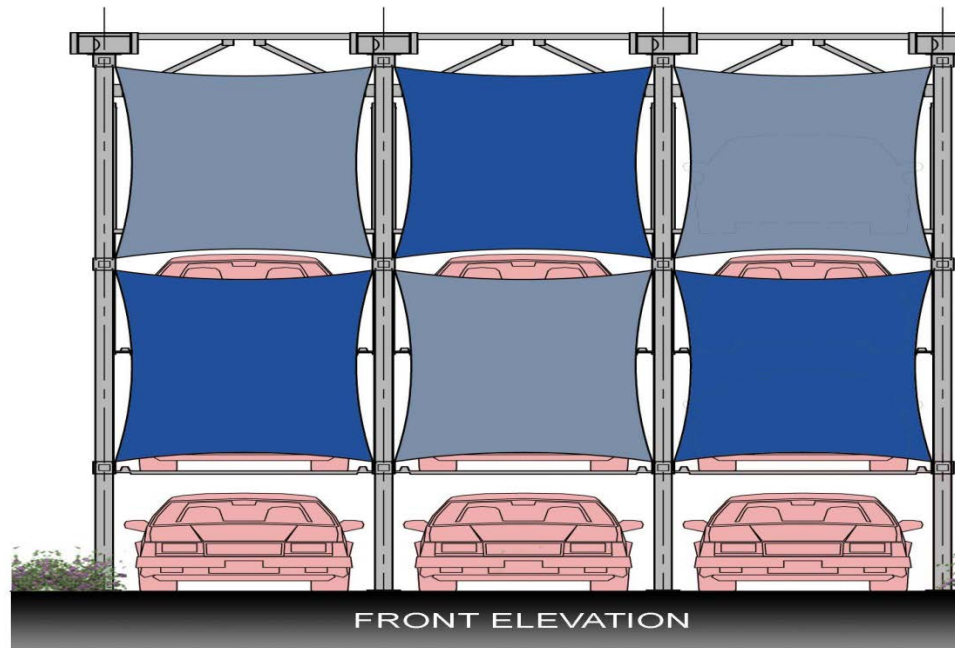
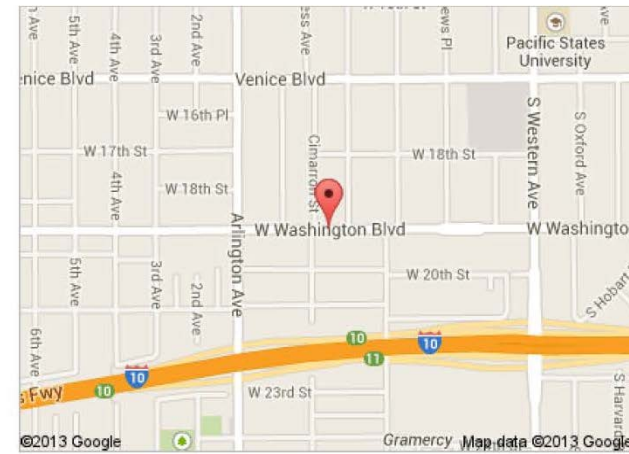
CAR STACKER IMAGES





Address 2424 West Washington Boulevard

Address is approximate



PARK PLUS QUADRUPLE PARKING SYSTEM
MODEL# QP1000H
OPTIONAL EQUIPMENT SCREENING:
MATERIAL - ARCHITECTURAL SHADE FABRIC

