

REGULAR MEETING OF THE
CULVER CITY
PLANNING COMMISSION
CULVER CITY, CALIFORNIA

August 11, 2021
7:00 p.m.

Call to Order & Roll Call

Chair Sayles called the regular meeting of the Culver City Planning Commission to order at 7:07 p.m.

Present: Dana Sayles, Chair
Nancy Barba, Vice Chair
Jennifer Carter, Commissioner
Ed Ogosta, Commissioner
Andrew Reilman, Commissioner

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Pledge of Allegiance

Michael Allen, Current Planning Manager, led the Pledge of Allegiance.

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Public Comment - Items NOT on the Agenda

Chair Sayles invited public comment.

Ruth Martin del Campo, Administrative Clerk, discussed procedures for making public comment.

The following members of the public addressed the Committee:

Bryan Sanders discussed Public Records Requests he had made and shared with the Commission and the public; concern with work done by a University of California, Davis Law Professor with Mayor Fish, Ashley Hefner, and Veronica Tam; he expressed concern that a Professor from UC Davis, who seemed to disagree

with the paid City consultant, was guiding the Mayor on crafting the Housing Element; discussed transparency; concern with recommendations made to the Mayor as well as the Housing and Community Development Board; concern with guidance to craft the Housing Element in a way that precludes future changes; and he asked the Commission to analyze the correspondence.

Discussion ensued between staff and Commissioners regarding Commission purview; the recommendation of the Planning Commission regarding the Housing Element; a suggestion that Mr. Sanders submit comments to the Advance Planning Manager who can prepare a response regarding input from various sources; and encouragement to the speaker to provide staff with contact information.

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Consent Calendar

Item C-1

Approval of Draft Planning Commission Meeting Minutes of July 14, 2021

MOVED BY COMMISSIONER REILMAN AND SECONDED BY COMMISSIONER BARBA THAT THE PLANNING COMMISSION APPROVE MINUTES FOR THE PLANNING COMMISSION MEETING OF JULY 14, 2021 AS SUBMITTED.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, REILMAN, SAYLES
NOES: NONE
ABSTAIN: OGOSTA

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Order of the Agenda

No changes were made.

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Action Items

Item A-1

PC - Review and Discussion of Update and Informational Materials Regarding Comprehensive Revisions to Zoning Code Requirements and Standards Relating to Required Off-Street Parking Citywide

Sol Blumenfeld, Community Development Director, discussed the origins of the text amendments; time and effort put into the process; highlighting mobility goals; the work plan; departmental collaboration; and the process.

Michael Allen, Current Planning Manager, introduced the item.

Gabriela Silva, Associate Planner, presented a summary of the material of record and provided an overview of the financial incentives portion of the mobility measures.

Andrea Fleck, Planning Technician, discussed the draft amendment as well as Transportation Demand Management (TDM) requirements and data.

Discussion ensued between staff and Commissioners regarding the process for consideration.

Chair Sayles invited public comment.

Gabriela Silva, Associate Planner, indicated that no public comment had been received.

Sol Blumenfeld, Community Development Director, discussed the large amount of information to digest; the summary of the proposed parking code changes; the process for consideration; additional opportunity for public comment on the item; minimum parking ratio requirements; and elimination of off-street parking requirements within ½ mile of a major public transit stop or station.

Discussion ensued between staff and Commissioners regarding compliance with state law; that minimum parking requirements could be eliminated in the City since most of the City is located within ½ mile of a major public transit stop or station; the ability of the City to make parking standards more restrictive or less restrictive; gaging the feeling of the Commission on the concept of AB1401 whether or not it is

approved; the maximum reduction of parking with the credit; the strategy for implementation of TDM; parking reductions vs. requirements based on the scale of the project; proximity to transit and parking reduction; market driven parking demand; providing parking for tenants; concern with being too lenient and the potential for abuse; making changes to accommodate and inspire bigger shifts; marketability; idealistic vs. realistic; maximum vs. minimum parking standards; concern with imposing a hardship; finding the right balance; the overdue, necessary parking amendment; and eliminating City Council discretion.

Additional discussion ensued between staff and Commissioners regarding support for a parking cap; EV (Electric Vehicle) requirements; Commission support for penalties with fees directed toward transit programs; other cities in the area with parking maximums and minimums; finding a balance; clarification that fees would relate to the project being considered; car share; draft language from AB1401; alternative parking solutions for mobility improvements; automatic parking reductions with implementation of TDM measures; required improvements; entitlements; Commission support for trading parking for TDM; clarification that 40% would be the maximum including combining any type of mobility measure; the intent to shrink the parking footprint; allowing a menu of items for the developer to choose from; achieving larger goals to address air quality, mobility and climate change; the ability to opt out of reductions; and Commission consensus for more robust TDM requirements.

Further discussion ensued between staff and Commissioners regarding Commission support for revising the parking code to substitute bicycle parking for car parking as a tradeoff; requiring minimum bicycle parking; extending automated and stacked parking throughout the City; the potential for automated and stacked parking to be a nuisance; administrative approvals vs. Commission hearings; costs for a Conditional Use Permit (CUP); simplifying the process; ensuring that Building and Safety requirements are maintained; user experience; support for a more relaxed application of the process; noise related to the use of parking stackers; public input; smaller scale automated projects; required technical studies related to noise and circulation; screening measures; adjacency to residential; enhancing sound attenuation issues; elimination of the CUP requirement; instances where a hearing would be appropriate; the timeframe for Administrative Use Permits (AUPs) vs. CUPs;

costs; support for eliminating the CUP unless it is adjacent to R1; the importance of determining where public review is appropriate; support for getting rid of the process except for smaller projects that warrant review; single-family homes; determining what qualifies as a smaller project; consideration of location and size of the project; proximity to potential impact; number of parking spaces to stack; implementation of parking management devices to reduce requirements; the mixed use ordinance; setback requirements; support for streamlining processes; and general support for reducing parking.

Additional discussion ensued between staff and Commissioners regarding subsidies; Commission consensus to wait to consider the rest of the issues at a future meeting; acknowledgement that the proposed changes are a big step for the City; larger scale commercial development; the Housing Element; residential parking standards; the General Plan Update; placing the focus on the largest parking consumers; agreement to continue the discussion once there is a better understanding of single-family and R1 development; the focus on commercial development; California Environmental Quality Analysis (CEQA); what is considered discretionary; and agreement to continue the discussion on the TDM program and mobility measures.

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Item A-2

PC - Review and Discussion of Proposed Revisions to Streamline the Multifamily Housing Entitlement Process

William Kavadas, Assistant Planner, provided a summary of the material of record on Housing Entitlement Streamlining.

Sol Blumenfeld, Community Development Director, discussed the connection between housing costs and entitlements; the importance of building affordable housing; promoting housing production by making it simpler to process plans through the City; discretionary review; optional thresholds; design standards; process costs and timing; and market-rate housing vs. affordable housing projects.

Discussion ensued between staff and Commissioners regarding whether to omit review in the interest of housing production; including robust design standards in the process; eliminating

review if there is confidence in the design standards; allowing ministerial approvals for six or fewer units; shortening the process to make building housing more affordable; average site plan review costs; costs for a comprehensive plan; using CEQA exemptions, robust design standards and the state process as opposed to the public hearing process and discretionary review; length of time to create the design standards; using the six or fewer threshold; the number of projects coming through with four-six units; cost implications; public concern with changes in zoning; concern with doubly silencing the public; multi-family design standards; Commission purview; prevailing conditions; conforming the project to the neighborhood; the design vocabulary in the commercial corridors; finding a substitute for discretionary review; administrative review vs. ministerial review; removing Commission jurisdiction; choosing between administrative, ministerial, or discretionary review; development costs; at what point small projects become financially competitive; support for requiring discretionary review only for 30 or more units; clarification on design requirements; requirements that become onerous for smaller projects; the need for continued discussion at a further hearing; support for streamlining the process; the need to know what design requirements are before approving up to 30 units to streamline the process; support for eliminating discretionary review on parcel maps; prohibitive costs for small developments; Site Plan Review Threshold removal for six units or under and elimination of discretionary review for small subdivisions; ensuring that the City abides by the government code; the importance of accelerating affordable housing; application to small subdivisions; consideration of Net New to determine the number of units in a project; environmental thresholds; neighborhood impacts; neighborhood character; contextual issues; factual findings; and moving parts to consider.

Additional discussion ensued between staff and Commissioners regarding addressing the design review process; design review vs. discretionary review; concern with taking public review out of the process; clear standards for ministerial approval; the need for a robust design review process; CEQA requirements; required environmental analysis for more than six units; text amendments; creating an avenue for administrative review that does not go before the Commission or discretionary action; current exemptions under CEQA; creating conditions for the target of 30 or fewer units for non-discretionary review; extending no design review or

standards for projects that are exempt from the statute for six units or under; adding regulation for over six units; ensuring reliability; the need for a clear, concise, reliable set of easily understandable standards; efforts to promote housing production; larger projects as having the greater number of affordable housing units; promoting housing production across the board with a focus on a larger number of units; statutory exemptions; and providing a ministerial review checklist for design review.

Further discussion ensued between staff and Commissioners regarding statutory exemptions with respect to design standards and a review process for affordable housing; state mandates; the Government Code; CEQA exemptions; density bonus projects; thresholds; projects coming up for review with developer incentives; clarification that affordability requirements do not summarily eliminate the discretionary review requirement; ministerial review for projects of 50% affordability; SB35; mandatory affordability with community benefits; local density bonuses; allowing ministerial review for projects of any size containing 30% or greater affordable units; the 200 unit threshold; transit priority projects; SB375; support for affordability; escalating density for additional affordability under the current ordinance; the micro unit density bonus; further incentivizing by allowing ministerial approval; the inability to get conventional financing for 30%; concern with creating a policy that no one ever uses; the choice of the development community to build very low income units; required workforce units; the goal of the developers to get higher density; incentivizing projects to provide more affordable housing; the contribution of the ministerial review to the bottom line of a project; solicitation of feedback from developers on viability; the analysis from the financial consultant; gauging the amount of affordability that can be attached to a project; percentage of units; level of affordability; creating a new paradigm to encourage low income housing; and the importance of examining all variations.

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Public Comment - Items NOT on the Agenda (Continued)

None.

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Receipt of Correspondence

Ruth Martin del Campo, Administrative Clerk, indicated that no correspondence had been received.

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Items from Planning Commissioners/Staff

Sol Blumenfeld, Community Development Director, indicated that this was the last meeting for Michael Allen, Current Planning Manager, discussed his important role in all the divisions he has been involved with; he stated that Mr. Allen had taken the City to another level; discussed improvements made; and he indicated that Jeff Anderson would be stepping into the position at the next meeting.

Commissioners thanked Michael Allen for his depth of knowledge, guidance and hard work.

Heather Baker, Assistant City Attorney, noted that Mr. Allen had made her life easier, was a tremendous partner, and she wished him the best of luck.

Michael Allen, Current Planning Manager, thanked everyone for the validation and acknowledgement, and he expressed pride in the work done with the team which he felt to be a testament to the partnership of all City staff in the productive, creative, and innovative environment.

Discussion ensued between staff and Commissioners regarding projects moving forward; scheduling; the Housing Element; and holding a special meeting for the Housing Element Update on December 1, 2021.

Commissioner Reilman discussed the Work Plan and Reach Codes.

Sol Blumenfeld, Community Development Director, discussed work on the Seismic Strengthening Ordinance and the Electrification Reach Code.

Vice Chair Barba received clarification that the second item on the agenda had been considered and that staff would keep moving forward on both items with additional information provided to respond to Commissioner inquiries.

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Adjournment

There being no further business, at 10:53 p.m., the Culver City Planning Commission adjourned to a meeting to be held on August 24, 2021.

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RUTH MARTIN DEL CAMPO
ADMINISTRATIVE CLERK of the CULVER CITY PLANNING COMMISSION

APPROVED Sept 29, 2021

DANA SAYLES
CHAIR of the CULVER CITY PLANNING COMMISSION
Culver City, California

I declare under penalty of perjury under the laws of the State of California that, on the date below written, these minutes were filed in the Office of the City Clerk, Culver City, California and constitute the Official Minutes of said meeting.

Jeremy Green
CITY CLERK

7 OCT 2021
Date

REGULAR MEETING OF THE
CULVER CITY
PLANNING COMMISSION
CULVER CITY, CALIFORNIA

October 13, 2021
7:00 p.m.

Call to Order & Roll Call

Chair Sayles called the regular meeting of the Culver City Planning Commission to order at 7:08 p.m.

Present: Dana Sayles, Chair
Nancy Barba, Vice Chair
Jennifer Carter, Commissioner
Ed Ogosta, Commissioner

Absent: Andrew Reilman, Commissioner

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Pledge of Allegiance

Chair Sayles led the Pledge of Allegiance.

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Public Comment - Items NOT on the Agenda

Chair Sayles invited public comment.

Ruth Martin del Campo, Administrative Clerk, discussed procedures for making public comment.

Bryan Sanders discussed the recently released Environmental Impact Report (EIR) as part of the Housing Element of the General Plan Update; conformance with Assembly Bill (AB) 52; measured raw data; communication with the Advance Planning Manager; and actual data vs. modeled data.

Bogdan Tomalevski provided background on himself; discussed the planned review and comprehensive revisions for updating

the zoning code requirements for parking; ensuring that the code is written in a more straightforward manner; staff interpretation; Floor Area calculations; inconsistencies in the code; code from other cities; and he wanted to provide an outside perspective as an architect trying to work in the City.

Sol Blumenfeld, Community Development Director, indicated that he would arrange time to speak with Mr. Tomalevski; noted that writing code is an imperfect art; discussed Floor Area Ratio (FAR) calculations; Floor Area in R2 zones; and ambiguities to be addressed.

Lila Swenson, Fiesta La Ballona Committee, invited everyone to Fiesta La Ballona on October 29-31; discussed Halloween themed events for Fiesta La Boo-llona; noted that additional information was available at the newly revamped website: fiestalaballona.org; and she announced new and returning sponsors, including Amazon Studios, noting that the event would not have been possible without all these sponsors' support.

Julie Sisk indicated that she was not enjoying Experience Elenda; discussed the new bike lane; difficulty accessing the school; noted that she rarely sees bicycles; she wanted to see the installation removed as it is not a positive experience for those who have to drive; and she felt the situation was dangerous.

Ruth Martin del Campo, Administrative Clerk, asked if there were any more requests to speak noting that there would be additional opportunity for Public Comment for Items Not on the Agenda at the end of the meeting.

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Consent Calendar

Item C-1

Approval of Draft Planning Commission Meeting Minutes of September 29, 2021

MOVED BY VICE CHAIR BARBA AND SECONDED BY COMMISSIONER OGOSTA THAT THE PLANNING COMMISSION APPROVE MINUTES FOR THE PLANNING COMMISSION MEETING OF SEPTEMBER 29, 2021 AS SUBMITTED.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, OGOSTA, SAYLES
NOES: NONE
ABSENT: REILMAN

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Order of the Agenda

No changes were made.

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Action Items

Item A-1

(1) Part 2 of Review and Discussion of Update and Informational Materials Regarding Comprehensive Revisions to Zoning Code Requirements and Standards Relating to Required Off-Street Parking Citywide; and (2) Direction to Staff to Prepare a Draft Zoning Code Amendment for Future Planning Commission Consideration

Chair Sayles introduced the item.

Sol Blumenfeld, Community Development Director, reiterated the purpose of the code amendment to improve parking and address related mobility and quality of life issues; noted that this was the second of two meetings on the issue; and he discussed next steps in the process.

Gabriela Silva, Associate Planner, provided a summary of the material of record; reviewed prior Planning Commission discussion of the matter; and parking reductions for mobility measures.

Andrea Fleck, Planning Technician, discussed financial incentives and Transportation Demand Management (TDM).

Discussion ensued between staff and Commissioners regarding meeting procedures and agreement to hear public comment before Commission discussion.

MOVED BY COMMISSIONER OGOSTA AND SECONDED BY VICE CHAIR BARBA THAT THE PLANNING COMMISSION OPEN THE DISCUSSION FOR PUBLIC COMMENT.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, OGOSTA, SAYLES
NOES: NONE
ABSENT: REILMAN

Chair Sayles invited public comment.

The following members of the public addressed the Commission:

Vered Mirmovitch was called to speak but did not respond.

Betty Isono was called to speak but did not respond.

Bubba Fish expressed support for completely eliminating parking minimums City-wide; asserted that the City was over-parked; discussed other cities that have eliminated parking minimums; the climate, transportation and housing crises; and he felt that parking minimums should at least be eliminated near transit.

Stephen Jones expressed support for eliminating parking minimums; discussed the importance of reducing per capita Vehicle Miles Travelled (VMT); cost of construction; incentives; relaxing parking requirements for Accessory Dwelling Units (ADUs); instituting parking maximums; building more much needed housing; and he felt that a 30% reduction for onsite ride hail felt out of step with climate goals.

George Hewitt expressed support for abolishing parking minimums and for instituting parking maximums; he asserted that affordable housing was not possible without subsidies; discussed ensuring that parking regulations do not hamper the ability to house people; the importance of curbing luxury housing; moving toward shared mobility for a greener and safer future; and he thanked staff for their efforts.

Patrick Meighan, Culver City for More Homes, thanked the Commission and staff for their work; wanted to see a complete elimination of all parking minimums City-wide to reduce car-dependence and increase home affordability; discussed safety; livability; climate; and he wanted to see Culver City join other cities in taking a leadership role.

Elias Platte-Bermeo expressed appreciation to staff for their work on the matter; urged the Planning Commission to eliminate all parking minimums in the City; expressed appreciation to Sol Blumenfeld for his comments noting that parking policies relate to mobility, climate, wellness, quality of life and safety; discussed his own experience living in the City without a car; ways that policy and infrastructure incentivize cars; and the need for dramatic change to fight the climate crisis and increase walkability and livability in the City;

Aaron Lieberman echoed comments from George Hewitt and Bubba Fish in support of eliminating parking minimums and instituting parking maximums.

Karim Sahli spoke in favor of eliminating all parking minimums except for handicapped parking; he asserted that eliminating parking minimums would increase tax revenue for the City and allow for better infrastructure; stated that parking maximums were necessary; expressed support for bike parking minimums; discussed bike theft; creating bike parking adjacent to handicapped parking; and he questioned category 4 and 5.

Melissa Sanders was called to speak but did not respond.

David Coles discussed other places in the world; the importance of planning; incentives; being intentional about what to build for; effects on public health and environment; planning and incentivizing active transportation; he opposed forcing people to provide parking; and he wanted to see parking minimums eliminated entirely.

Mary Daval urged the Commission to abolish parking minimums across the City and establish parking maximums close to transit; she discussed costs to build housing; space and money spent on housing; creative solutions to address issues; her work as community representative on the Move Culver City team; the commitment of the City to incentivize a mobility mode shift; lessening dependence on private vehicles and fossil fuels; collaboration with the Transportation Department; increasing housing density; encouraging more robust transit options; making space for active transportation instead of for parking and cars; and moving toward a greener, healthier and sustainable future.

Bryan Sanders indicated support for parking minimums; felt that the discussion was being skewed toward housing issues

and bicycle usage; discussed the political nature of language being used; the underlying agenda; he asserted that Culver City for More Homes is a Political Action Committee (PAC) tied to Abundant Los Angeles which is tied to YIMBY (Yes In My Back Yard) Law and YIMBY California which along with Senate Bill (SB) 9 and 10 are trying to completely eliminate single family housing; desire to keep parking maximums; discussed jobs coming to the area; making it hard to park; current difficulties finding parking; and he expressed disagreement with the political agenda under the idea of a blanket maximum.

Kate Ainslie provided background on herself; discussed parking minimums that made changes to her property cost prohibitive; she disagreed that abolishing parking minimums was a political issue noting that it was personal to her; discussed current parking minimums; felt that minimums should be abolished as they no longer serve the City; and she asserted that people can not continue to live in the same way noting that if more parking is built there will be more cars.

Michelle Weiner, Chair of Bicycle and Pedestrian Advisory Committee, spoke on behalf of herself, discussed the intersection between parking and other modes of transportation as well as housing; expense; money spent for underground parking at Disney Hall; areas that are not safe for pedestrians; and she wanted to abolish parking minimums and establish parking maximums.

Julie Sisk expressed opposition to eliminating parking minimums; provided background on herself; discussed difficulty parking on her street; the multi-unit development at the end of her street; difficulty renting her unit due to lack of parking; changes since she bought her house; she didn't want to see Culver City become like Santa Monica and Palms due to over development; and she reported that Melissa Sanders indicated that parking for cars is important and people still need cars because the public transportation is not great.

Ruth Martin del Campo, Administrative Clerk, reported that comments from Melissa Sanders had been distributed to Commissioners and staff.

Carolyn Libuser discussed changes in the City over the years; the impact of eliminating parking for the elderly and the disabled; increased costs for Uber and Lyft; changes in the availability of street parking; COVID; people working from

home; street sweeping days; public transportation; and responsible planning.

Charles Sisk expressed support for parking minimums; discussed planning for an idealistic future; the current situation; reluctance to go to Santa Monica as parking is so difficult; concern that abolishing minimums would hurt businesses and cause them not to want to locate in the City; and concern with hurting small business as large businesses can afford to deal with issues.

Lorri Horn expressed support for Culver City High School student Charlie Sisk and for parking minimums; discussed creating problems and having meetings to solve the problems; up zoning; she questioned where people living in the new units would be parking; discussed effects to the environment of people driving around in circles looking for parking; she indicated that she was a social justice advocate; discussed privilege; people who rely on their cars; difficulty parking after a long day of work; and she noted that it was not so simple for everyone to ride their bike.

Disa Lindgren expressed support for the elimination of parking minimums; discussed attending the Culver City Speaker Series about parking; the importance of caring for the future as much as for the present; making it easier for people to get around; prohibitive costs to building housing; and she expressed support for voting against parking minimums.

MOVED BY VICE CHAIR BARBA AND SECONDED BY COMMISSIONER CARTER THAT THE PLANNING COMMISSION CLOSE THE DISCUSSION TO PUBLIC COMMENTS.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, OGOSTA, SAYLES
NOES: NONE
ABSENT: REILMAN

Discussion ensued between staff and Commissioners regarding the fact that the focus of the speakers is on residential parking demand and usage; the need to comprehensively address parking standards as a whole; unprecedented support for reducing parking minimums; addressing mixed use; addressing highest parking demand uses; consideration of land use in the City in the General Plan Update; the intent to have a specific discussion and begin to write code; effort to go through the

process; bifurcating land uses; thinking about the issue holistically; support for getting rid of minimums to help the environment; the feeling that if you build more parking you will get more cars; creating a balance; letting the market provide what is needed; outdated parking standards; proscriptive and prohibitive parking mandates; being realistic to serve needs but not handicapping development; and getting an idea of Commission sentiment.

Additional discussion ensued between staff and Commissioners regarding carshare parking; the reduction percentage; implementing the tradeoff between carshare and vehicle parking; data collected; the parking ratio table; the focus on highest demand uses; addressing a threshold where carshare would have to kick in; residential as part of the parking ratio table; reductions; staff request for Commissioner opinions on concepts; providing a clear understanding of what would need to be done for a project in order to get a specific parking reduction; elimination of ambiguity; the threshold that requires a TDM plan; the number of current projects that are required to have a TDM plan; the zoning code; the Transportation section of the Municipal Code; the discretionary process; lack of a full TDM plan; clarification that there are not a lot of requests from developers to reduce parking; projects as wanting to be fully compliant; discouraging projects that want parking beyond the minimum; and reducing the parking footprint as much as is practical.

Further discussion ensued between staff and Commissioners regarding support for eliminating parking minimums and creating parking maximums; proximity to transit; focusing on bike share and bike parking as well as ride sharing more than ride hailing; using a combination of mobility measures to reduce parking requirements in construction; focusing on measures to provide alternative modes of transit rather than using other cars; an observation that Uber and Lyft generate traffic, just not parking spaces; parking reductions for providing bike parking as a matter of right; translating excess bike parking to additional reductions; the bike parking policies of Los Angeles and Santa Monica; scooter docking stations; offsite bike sharing and scooter share; regulation of public right of way vs. private property; City Council approval of the municipal code; direction on potential code amendments; City Council discretion; the suggestion from staff to consider reducing parking requirements up to 40% of the minimum; scaling in response to project size; promoting alternative transit; indicating

Commission direction when the matter goes before the City Council; the ability of the Commission to make recommendations to the City Council; research on carshare in other cities; items agreed upon by the Commission at the prior meeting; implementation; staff agreement to provide summaries; support for the staff recommended code amendments as going in the right direction; concern with the length of the process; the feeling that recommendations do not go far enough; unbundling parking from the cost of tenant space; transit oriented communities; parking buy-outs; measures passed in other cities; exploring methods to go further; state requirements; concern with creating standards that are in conflict with state law; responding to state law as things are changing without modifying the code; incorporating language that allows modification without going back to the City Council as laws change; the option to be more restrictive than state law; making a statement in the code to indicate compliance with state law; open issues with respect to Assembly Bill (AB) 1401; Transit Priority Areas (TPAs); eliminating parking requirements for TPAs with conformance to state law; change of use for existing structures; non-conforming uses related to parking; collateral areas that require further discussion; continued shrinking of the parking footprint; large projects that will take advantage of the changes; smaller projects; encouraging new businesses to come in and not be hindered by new parking requirements; the cumulative impacts of small projects; environmental issues; scaling issues; change of use; building rehabilitations vs. projects from the ground up; mandates; variable interests and factors to consider for each item; focusing on larger projects including residential; allowing the General Plan Update land use discussion to be resolved; understanding related parking requirements; how to address projects to right size the parking; City mandated measures; providing a menu of options to developers; instances where the City wants to reduce parking and the developer does not; and resetting the minimum and maximum as a mandatory rather than voluntary issue.

Sol Blumenfeld, Community Development Director, summarized Commission consensus to direct staff to lean more heavily on bike parking and less on ride hailing; promote alternative transit; provide additional detail about proposed measures; furnish a summary of how parking reductions would be applied; look more closely at parking minimum and maximum requirements for Santa Monica and Los Angeles relative to bike parking; and table the discussion to do additional research, provide

additional summaries, understand scaling issues and then return with additional information.

Further discussion ensued between staff and Commissioners regarding a request to examine Berkeley and Minneapolis who moved away from parking minimums and include maximums; disincentivizing creating more parking; reducing VMT and traffic; enabling long-term planning; support for increasing parking reductions over 40%; support for a menu approach; developers who want to develop what the market wants and are not interested in reducing parking; support for instituting parking maximums; awarding more points in the menu scenario for those options that do not relate to putting a car on the site; encouragement to address scale; and ensuring that small businesses are not penalized.

Sol Blumenfeld, Community Development Director, indicated that he would send an email summarizing the discussion, but that staff was at their bandwidth and he was currently covering for two Division Managers so research would not be coming back before the Commission prior to 2022.

Vice Chair Barba thanked staff for their efforts.

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Public Comment - Items NOT on the Agenda (Continued)

Chair Sayles invited public comment.

The following member of the public addressed the Commission:

Karim Sahli thanked staff and the Commission for their work on the item; expressed strong support for eliminating parking minimums and enacting parking maximums; he discussed parking requirements for the elderly and disabled that meet the state and national level; and he asked that staff post the slides so that he could comment on them.

Sol Blumenfeld, Community Development Director, indicated that staff would post the slides and mark them as "For Discussion Only."

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Receipt of Correspondence

None

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Items from Planning Commissioners/Staff

Sol Blumenfeld, Community Development Director, discussed agenda items for the November 10 Commission meeting including the continued Housing Streamlining item and consideration of the Wende application for their comprehensive plan.

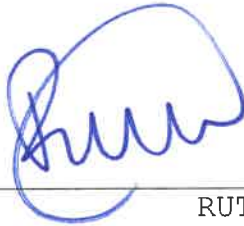
Discussion ensued between staff and Commissioners regarding scheduling; the special Housing Element meeting; and consideration of the Delmas Terrace Hospital ER Emergency Room Renovation.

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Adjournment


There being no further business, at 9:42 p.m., the Culver City Planning Commission adjourned.

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RUTH MARTIN DEL CAMPO
ADMINISTRATIVE CLERK of the CULVER CITY PLANNING COMMISSION

APPROVED November 10, 2021



DANA SAYLES
CHAIR of the CULVER CITY PLANNING COMMISSION
Culver City, California

I declare under penalty of perjury under the laws of the State of California that, on the date below written, these minutes were filed in the Office of the City Clerk, Culver City, California and constitute the Official Minutes of said meeting.



Jeremy Green
CITY CLERK

29 NOV 2021
Date

REGULAR MEETING OF THE
CULVER CITY
PLANNING COMMISSION
CULVER CITY, CALIFORNIA

May 25, 2022
7:00 p.m.

Call to Order & Roll Call

Chair Sayles called the regular meeting of the Culver City Planning Commission to order at 7:14 p.m. in Council Chambers and via Webex.

Present: Dana Sayles, Chair
Nancy Barba, Vice Chair
Jennifer Carter, Commissioner

Absent: Ed Ogosta, Commissioner
Andrew Reilman, Commissioner

Chair Sayles discussed ground rules for the meeting and procedures for participation.

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Recess/Reconvene

An attendee refused to wear a mask and the meeting was called to recess between 7:19 p.m. and 7:29 p.m. in order to address the situation.

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Pledge of Allegiance

David Voncannon led the Pledge of Allegiance.

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Chair Sayles noted that the Commission does not have access to comments in the chat for those participating from home.

Erika Ramirez, Current Planning Manager, indicated that she would provide a tentative meeting schedule to the Planning

Commission at each meeting to indicate potential items for the next three meetings. She noted that upcoming meetings included June 8 and June 22; and July 13.

Chair Sayles asked for a moment of silence to honor the victims of the elementary school shooting in Texas.

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Public Comment - Items NOT on the Agenda

Chair Sayles invited public comment.

Rafael Alvarez, Culver City Football Club, discussed a resolution that was agreed upon at the Board of Zoning Adjustment (BZA) meeting on May 4 that was not reflected in a recent letter he received and he asked the Planning Commission and staff to move forward with their project.

Chair Sayles asked that staff reach out to Mr. Alvarez to address the matter.

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Receipt of Correspondence

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Consent Calendar

Item C-1

Approval of Draft Planning Commission Meeting Minutes for April 13, 2022

MOVED BY CHAIR SAYLES AND SECONDED BY COMMISSIONER CARTER THAT THE PLANNING COMMISSION APPROVE THE DRAFT PLANNING COMMISSION MEETING MINUTES FOR APRIL 13, 2022.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

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**Approval of Draft Planning Commission Meeting Minutes for
April 27, 2022**

Chair Sayles indicated that she was absent from the April 27, 2022 meeting and abstained from voting on the minutes and deferred the approval of the minutes to the next meeting as there were not enough Commissioners present to pass the motion.

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Order of the Agenda

No changes were made.

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Public Hearing Item

Item PH-1

PC - Tentative Parcel Map No. 83616 to Subdivide 4164 and 4170 Lincoln Avenue to Construct a Two-Unit Residential Condominium on Each Parcel

William Kavadas, Assistant Planner, provided a summary of the material of record.

Ruth Martin del Campo, Administrative Clerk, reported on efforts to address audio issues with the Webex portion of the meeting.

William Kavadas, Assistant Planner, continued his presentation on the Tentative Parcel Map No. 83616 to subdivide 4164 and 4170 Lincoln Avenue to construct a two-unit residential condominium on each parcel.

Chair Sayles received clarification that if the Housing Streamlining process had been adopted the item would not be coming before the Commission.

MOVED BY VICE CHAIR BARBA AND SECONDED BY CHAIR SAYLES THAT THE PLANNING COMMISSION OPEN THE PUBLIC HEARING.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

Chair Sayles invited public input.

The following members of the public addressed the Commission:

Bogdan Tomalevski, Architect, provided a presentation on the project.

Alec McNayr was called to speak but did not respond.

Paul Hellerman noted that registration was closed at 3:00 p.m. and neighbors were not able to comment; discussed the impact of the construction on the neighborhood; he noted that the block had been under a state of construction the entire time he has lived there; he expressed hope that the developers would be considerate of the neighborhood; expressed concern with parking impacts; discussed construction noise; wear and tear on the street; safety issues; children in the area; addressing overgrown vacant lots; and he wished development would slow down.

William Kavadas, Assistant Planner, addressed speaker comments; discussed onsite parking provided; construction noise; the lack of subterranean construction for the project; the required preliminary construction management plan; the Building Plan Check Review process; and street repair.

MOVED BY VICE CHAIR BARBA AND SECONDED BY CHAIR SAYLES THAT THE PLANNING COMMISSION CLOSE THE PUBLIC HEARING.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

Discussion ensued between staff and Commissioners regarding looking forward to the time when projects of this scale are administratively approved; Commission purview; and the feeling that this is one of the nicer projects to come before the Commission.

MOVED BY CHAIR SAYLES AND SECONDED BY VICE CHAIR BARBA THAT THE PLANNING COMMISSION 1) ADOPT A CATEGORICAL EXEMPTION PURSUANT TO CEQA SECTION 15315, CLASS 15, MINOR LAND DIVISIONS, FINDING THAT THERE ARE NO POTENTIALLY SIGNIFICANT ADVERSE IMPACTS ON THE ENVIRONMENT, 2) APPROVE TENTATIVE PARCEL MAP NO. 83616, P2021-00291-TPM, SUBJECT TO THE CONDITIONS OF APPROVAL AS STATED IN RESOLUTION NO. 2022-P007 (4164 LINCOLN AVENUE), AND 3) APPROVE TENTATIVE PARCEL MAP NO. 83616, P2021-0292-TPM, SUBJECT TO THE CONDITIONS OF APPROVAL AS STATED IN RESOLUTION NO. 2022-P008 (4170 LINCOLN AVENUE).

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

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Item PH-2

PC - Consideration of a Conditional Use Permit to Allow Continuation of an Existing Private School at 3430 McManus Avenue (Project)

Jose Mendivil, Associate Planner, provided a summary of the material of record.

Discussion ensued between staff and Commissioners regarding the TDM (Transportation Demand Management) measure in the proposed conditions of approval; demonstrating environmental sensitivity; sustainability; potential parking impacts; and clarification that there would be no expiration.

MOVED BY VICE CHAIR BARBA AND SECONDED BY CHAIR SAYLES THAT THE PLANNING COMMISSION OPEN THE PUBLIC HEARING.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

Chair Sayles invited public input.

The following members of the public addressed the Commission:

Donna Tripp, Craig Lawson & Co., LLC, the land use consultant representing Echo Horizon School, thanked staff and the Commission and provided background on the school.

Peggy Procter, Echo Horizon, shared the mission and accomplishments of the school; discussed the strategic plan and goals; the need for additional staffing; she asserted that the school had been a good neighbor; discussed the evolution of the school capacity; and drop off and pick up.

Jenny Willins, Echo Horizon, provided background on herself and discussed community engagement and partnerships.

Ryan Kelly, KOA, discussed proximity of the school to viable transportation options; survey results; staff commutes; school parking supply; the parking deficit; and the Parking Demand Management Plan.

Responding to inquiry, Peggy Procter discussed practical issues and realistic expectations for people who live within 2.5 miles to bike to school.

Chair Sayles invited public comment.

The following members of the public addressed the Commission:

Mireille Jacobson, parent and Lindberg Park resident, shared a story illustrating the way the school brings together students from many dimensions; she discussed participation in community events; and asserted that the school is a good neighbor.

Anne Wong indicated being available for any architectural related inquiries.

Jeena Quansah was called to speak but was not present on Webex.

Ken Mand asserted that Echo Horizon is a good neighbor; expressed support for multi-modal advancement in getting to school; noted that the neighborhood is all permit parking; he wanted to be sure that staff would not be parking in the neighborhood as it is a condition; he suggested a Look Back clause in the CUP (Conditional Use Permit) or not have it

extend indefinitely as related to TDM; and he proposed exploration of more creative ways of servicing the school.

Julia Mosel, Carlson Park resident and parent of Echo Horizon students, expressed support for the school; discussed the commitment to all the students; school programs; and work by the school to instill a sense of community and empathy.

Eric Lorenzini, resident and parent of an Echo Horizon student, expressed support for the school; reported moving to the City for the school; discussed teacher dedication; the diverse, caring community; respect for the neighbors; the Traffic Consultant; plans for alternate forms of transportation; and he suggested that the annual traffic assessment in Condition 11 be required less often due to the cost involved.

Nathalie Talango, neighbor and parent of an Echo Horizon student, asserted that the school was very considerate; discussed community inclusion and collaboration; and the nurturing school environment.

Jeena Quansah, parent of Echo Horizon students, discussed use of alternate modes of transportation to get to the school respect for the neighborhood and the community; information given out at orientation about drop off and pick up, and showing respect for the neighbors; and she asked the Commission to consider approval of the CUP.

Jennifer Mascolo, Echo Horizon teacher and parent of an Echo Horizon student, expressed support for the school; discussed the unique nature of the school; integration of deaf and hard of hearing students into the mainstream; she indicated that she had moved across the country for the school; discussed community events; and she recommended approval of the request.

MOVED BY VICR CHAIR BARBA AND SECONDED BY COMMISSIONER CARTER THAT THE PLANNING COMMISSION OPEN THE PUBLIC HEARING.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

Discussion ensued between staff and Commissioners regarding conditions prohibiting school associated related parking in the neighborhood; the requirement to submit an annual letter of assessment from a licensed Traffic Engineer regarding parking impacts; carry-over from the previous CUP that has not been enforced; lack of consequences related to the letter of assessment; the intention of the condition; retaining a check-in process; instituting permit parking as a reaction to recent parking concerns in the neighborhood; clarification that Condition 10B is a mistake and should be deleted and 10C is a part of normal operations and should also be deleted; options for encouraging non-single occupancy to school; TDM measures; options proposed by the applicant; Commission recommendations; optional measures vs. requirements; enforcement; meeting parking requirements; the parking management study; encouraging employees to take alternate modes of transportation; the number of employees within 2.5 miles that actually use alternate modes of transportation to get to work; use of a cash-out program; appreciation for support voiced by the community; City resources used by schools; support for the institution; neighbors that do not seem to be impacted; opposition to Conditions of Approval that pose unnecessary financial hardship on operations; Look Back conditions; cash-out programs; verification of meeting requirements; the one year Look Back; the covenant; the Conditional Use Permit (CUP); and ensuring a reasonable timeframe for implementation.

A representative from Echo Horizon indicated that the budget had already been established and requested three years to address the TDMs.

Additional discussion ensued between staff and Commissioners regarding modification of Condition 11 to allow two years to meet TDM measures; a proposed motion to approve the item with modifications to the resolution to delete conditions 10B and 10C, eliminate the preamble of the optional items in 4 to make them additional TDM measures (deletion of the optional measures paragraph), modify Condition 11 to reflect a one-time letter assessment after two years by Traffic Engineer evaluating the performance of their TDM measures, and tying the start date to operation of the new capacity of the school; the City-wide TDM study; implementation a policy for employers; review and enforcement of TDM measures in the City; and implementation no later than September 2024.

MOVED BY CHAIR SAYLES AND SECONDED BY VICE CHAIR BARBA THAT THE PLANNING COMMISSION: ADOPT A RESOLUTION ADOPTING A CATEGORICAL EXEMPTION AND APPROVING A CONDITIONAL USE PERMIT FOR CASE NO. P2022-0081-CUP, SUBJECT TO CONDITIONS OF APPROVAL AS MODIFIED.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

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Recess/Reconvene

Chair Sayles called a brief recess from 9:04 p.m. to 9:08 p.m.

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Action Items

Item A-1

PC - 1) Part 3 of Review and Discussion of Update and Informational Materials and Survey Regarding Comprehensive Revisions to Zoning Code Requirements and Standards Relating to Required Off-Street Parking Citywide; and (2) Direction to Staff Related to Discussion Items

Chair Sayles clarified that the item was a discussion item, and no action would be taken.

Staff introduced the item and provided a summary of the material of record.

MOVED BY VICE CHAIR BARBA AND SECONDED BY COMMISSIONER CARTER THAT THE PLANNING COMMISSION OPEN THE PUBLIC HEARING.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

Chair Sayles invited public comment and explained procedures for public speaking.

The following members of the public addressed the Commission:

Bubba Fish reported that the Advisory Committee on Housing and Homelessness (ACHH) voted to recommend the elimination of parking minimums City-wide and to establish parking maximums; discussed the housing crisis as a result of land use decisions; affordable housing; survey demographics vs. City demographics; educating people on the consequences of the oversupply of parking; other cities that have abolished parking minimums and established parking maximums in transit-friendly areas; and the cost of parking.

Karim Sahli provided a presentation on parking in the City; asked that parking minimums be replaced with parking maximums with no net new parking required for a change of use; discussed commercial parking; empty lots; businesses on major corridors that have done well with minimal parking; the percentage of parking used at West Los Angeles College and the Fox Hills Mall; and traffic generated.

Staff agreed to provide Commissioners with a copy of Mr. Sahli's presentation for the record.

Bryan Sanders, Common Sense Culver City Political Action Committee, indicated that his group sought to help residents engage with local issues; discussed the importance of reminding people who is being represented when speaking to clarify political agendas; pointed out that Bubba Fish has an advocacy group called Streets for All that deals with mobility issues throughout the Los Angeles area; he noted that Vice Chair Barba is affiliated with Culver City for More Homes; stated that Culver City for More Homes and Streets for All were both advocating to change R1 single family zones; discussed YIMBY (Yes, In My Back Yard) moves to reduce parking to make it easier to change the R1 single family zones; noted that the survey indicated that residents do not support parking reductions or parking maximums; discussed resident feedback that the current parking supply is insufficient; and he asked that the survey results be taken into consideration.

Stephen Jones expressed support for removing parking minimums and establishing parking maximums; discussed survey results; parking costs; societal costs; difficulty of constructing affordable units; evidence that relaxing parking requirements for ADUs (Accessory Dwelling Units) increased ADU construction; environmental impacts; taking action to reduce per capita Vehicle Miles Travelled (VMT); reducing reliance

on cars and building much needed housing; and he asked that parking minimums be replaced with parking maximums City-wide.

Elias Platte-Bermeo urged the City to abolish parking minimums and establish parking maximums; discussed that current standards require housing to be built for cars rather than for people; cost of parking; the housing and homelessness crisis; parking as encouraging driving; unsustainable parking culture; fighting the climate crisis; and increasing walkability and livability in the City.

Debbie Weiss provided background on herself; indicated that she did not receive the survey; expressed support for parking reductions; noted that her business only used 10% of their parking spaces; wanted to see changes enacted equitably to existing properties not just to new ones or for specific uses; discussed unintended and adverse impacts; parking changes that affected her ability to sell her building; adding a provision to allow for a discretionary process to review cases like hers; she indicated that she was looking for solutions; noted that many business are aligned with those who want to eliminate parking minimums; and she asked the City for help.

Sara Hartley, Common Sense Culver City, expressed support for examining reductions related to land use; discussed land uses that have too much parking; consideration of residents; apartments and businesses that park on her street; the condominium parking on Lincoln that she believed contained no built parking; and she felt that people should stay alert and take surveys if they are interested.

Aaron Lieberman echoed comments made by Karim Sahli and Bubba Fish; discussed the recommendation by the ACHH; studies that indicate added costs per unit with parking costs passed down to renters; increased homes permitted using density bonuses; incentivizing housing production; those who support finding a place to park rather than addressing the housing crisis, the climate, and traffic; and he expressed support for eliminating parking minimums and establishing parking maximums for a City where everyone is welcome.

Eric Moss was called to speak but did not respond.

Elliot Lee asked the Planning Commission to eliminate parking minimums and establish parking maximums; discussed negative externalities that come with incentivizing car use; decreasing development costs; facilitating land use;

improving carbon emissions per capita; research indicating that parking minimums come with huge costs; running counter to City goals; the opportunity to fight climate change, increase the viability of low carbon, low cost transportation, and helping with the housing crisis; he asked the Commission to listen to the peer reviewed urban planners; and expressed concern with valuing driver convenience over the viability of the planet.

Michael Monaghan expressed support for parking maximums over parking minimums; discussed the future vs. the past; and costs involved with parking.

Christian Lindner was called to speak but did not respond.

Ben Parnas indicated that he was not affiliated with a political group in the City; expressed support for including minimums for alternate modes of transportation; discussed limited storage for bicycles and scooters; inadequate representation of the City's population in the survey; lack of demographic information; impacts to decision making; other factors that play into people's access to transportation; and he expressed support for removing parking minimums and establishing parking maximums.

Karen Keating was called to speak but did not respond.

Carolyn Libuser provided background on herself; discussed permit parking in the City; high demand for parking; parking provided by Sony; being a considerate neighbor; people over 50 in the City; people working from home; and the difficulty of finding parking on street sweeping days.

Marci Baun provided background on herself; discussed her use of alternative modes of transportation; opposition to eliminating parking minimums and establishing parking maximums; whether speakers opposing minimums lived in the City or were affiliated with Streets for All; the parking survey conducted; difficulty parking in her neighborhood; people who may be unable to use alternative modes of transportation; and she asked the Commission to listen to residents and not eliminate parking minimums.

Mary Daval provided background on herself; asked that the City eliminate parking minimums and establish parking maximums near transit to align with the recommendation adopted by the ACHH; discussed making Culver City a more

livable community; meeting RHNA (Regional Housing Needs Assessment) affordable housing requirements; questions about survey results; policy basis; lack of evidence on the importance of parking minimums; and the wealth of research and evidence in support of removing parking minimums.

Charlene Shih was called to speak but did not respond.

Kimberly Ferguson was called to speak but did not respond.

Marta Valdez noted that she had not heard anyone address issues experienced by the people with physical and developmental disabilities; discussed lack of drop off areas; logistics; the need for ADA accessible parking; support for maintaining parking; the need for accessibility; ensuring that the City is inclusive; the current situation in the parks that is not inclusive; and she indicated that she was not supportive of eliminating parking in the City.

Tal Coutin asserted that due to the many crises being experienced it was time for a paradigm shift; discussed the need for a more equitable, sustainable and just City by abolishing parking minimums and establishing parking maximums; greenhouse gas emissions; increased VMT; inability to meet climate goals; disproportionate pollution impacts to low-income people; parking costs; causal impacts between parking and driving; effects of parking availability on travel behavior; deadly consequences of driving; and the benefits of eliminating parking minimums and establishing parking maximums.

David Voncannon, Interim Director of the Culver City Chamber of Commerce, reported that not every business wanted to see parking minimums change; discussed particular impacts of the proposed changes to medium and small businesses; businesses that lost access as a result of changes made during the pandemic still being felt; the closure of Main Street; the trend toward unbundling parking; providing viable transportation systems; the mobility study conducted by Echo Horizon School; those unable to use alternative transportation; the survey that illustrated that alternative transportation does not always work for everyone; and providing true equity.

Rosalind LaBriola was called to speak but did not respond.

Eric Dasmalchi echoed comments from Bubba Fish and Mary Daval; asserted that parking requirements were an obstacle to making Culver City a thriving place; discussed exacerbating the climate crisis; incentivizing people to buy a car by requiring them to pay for a parking space; the housing and homelessness crisis; and he asked the Commission to follow the recommendation of the ACHH to eliminate parking minimums and establish maximums.

Gary Brown was called to speak but did not respond.

Jeff Cooper was called to speak but did not respond.

Meg Sullivan was called to speak but did not respond.

Wailele Sallas was called to speak but did not respond.

Michelle Weiner discussed negative effects of parking minimums; a study in Chicago indicating that demand for parking in Transit Oriented Developments (TOD) decreased; empty parking spaces; requiring poorly designed garages rather than retail; adverse effects to the streetscape and pedestrian experience; and the importance of following the example of other cities that have reduced or abolished parking minimums and established parking maximums in transit friendly areas.

Olga Lexell was called to speak but did not respond.

Amiri Camacho was called to speak but did not respond.

Cindy Bailey provided background on herself; asserted that most residents were opposed to the proposed changes, but the Council and Commissions were not listening to residents; discussed non-resident speakers; the survey; comparisons with other cities; R1 conversations; aerial pictures of the parking areas taken during COVID; overflow parking in residential neighborhoods; permit parking taxes paid to use the streets; and she wanted to see parking reserved for residential.

Leah Pressman was called to speak but did not respond.

David Metzler provided background on himself; asserted that the City needs to stop designing for the past; discussed requiring more parking than the streets and environment can accommodate; the shift in culture; moving away from parking

minimums; choice and options for younger people; alternative modes of transportation; and he expressed support for eliminating parking minimums and allowing parking maximums.

Jeannine Wisnosky Stehlin discussed the recent City-wide parking survey; community rejection of eliminating minimums; her experience with a lack of parking living in Chicago; outside YIMBY talking points to defend up-zoning; she proposed positive incentives for bike riding and transportation alternatives; wanted to see close and safe parking available; and she asked that the Commission say no to eliminating parking minimums and establishing parking maximums, and yes to positive messaging about mobility alternatives.

Eric Shabsis provided background on himself; discussed the topic of parking minimums and maximums; acknowledging realities for tenants; the appropriate parking for development typology; the need to support sufficient parking for the developer to properly market their units; and he encouraged communication with developers to understand their needs.

Dylan Gottlieb expressed support for removing parking minimums and implementing parking maximums; discussed the small, necessary shift; livable communities; traffic concerns; noted that parking would not be eliminated; wanted to see strict maximums; and he acknowledged the need to make alternative forms of mobility and multi-modal infrastructure a priority.

Mark Galanty discussed the need for employee parking; he did not believe that building more housing without parking would make things any more affordable; discussed increased costs for building materials; costs for parking; he felt that more parking and good jobs were needed; and expressed concern with making more people homeless by not allowing them to earn a living.

Triston Ezidore echoed comments made in support of abolishing parking minimums and enacting parking maximums; discussed the intersectionality of housing, climate, road diets, and equity; the unrepresentative survey; community members that stand to benefit from the changes; the loud minority car culture of the moment; the obligation to lead with a racial justice lens and implement parking maximums; and he urged the Commission to address transit needs.

Jackson Manning was called to speak but did not respond.

Olga Lexell reported that people under 24 had the shortest commutes in the City and were not included in the survey; asserted that half of people born after 2000 do not drive; she indicated that she is physically disabled and gets around on an e-bike; stated that she was tired of subsidizing parking spaces for people who cannot be bothered to take the train; discussed being unable to find a place to live that does not have parking that she has to pay for; increased housing costs; the housing crisis; the tax on everyone so that a few people can have cars; and she asked the Commission to end parking minimums and create parking maximums.

MOVED BY VICE CHAIR BARBA AND SECONDED BY COMMISSIONER CARTER THAT THE PLANNING COMMISSION CLOSE THE PUBLIC HEARING.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, SAYLES
NOES: NONE
ABSENT: OGOSTA, REILMAN

Discussion ensued between staff and Commissioners regarding procedure; focusing the conversation; parking minimums and maximums; parking reductions for mobility measures; bike parking solutions; residential parking standards; unbundled parking; the appropriateness of the typology; importance of understanding what is appropriate for where; opposition to minimums and maximums; finding ways to relax the current parking standards; providing opportunities for mobility and alternative transit that does not remove the choice and the necessity for certain kinds of businesses and institutions to provide needed parking to operate a reasonable venture; the need for compromise; the limited survey; the moral issue; inconvenience; the need to trust the process; safety issues; getting cars off the road; making it harder to drive; setting the tone for the City; making things safer for cyclists; gridlock; whether those who spoke live in the City; the feeling that developers will make their money one way or another; transportation infrastructure; support for maximums and minimums; preventing the City from reaching housing goals; transportation infrastructure; a suggestion to take existing parking for people with mobility challenges; parking as increasing the cost of housing; and giving the benefit of the doubt that people are here to make a better community.

Vice Chair Barba acknowledged being a member of Culver City for More Homes.

Additional discussion ensued between Commissioners regarding the survey conducted by staff; limiting the induced demand that parking creates; consideration of a hybrid approach for maximums; eliminating parking minimums for residential; support for tiered approaches; economies of scale; accessibility to transit; people who need to commute to work; lack of infrastructure; finding a balance; eliminating minimums in certain places; the feeling that the minimums are prohibitive; concern with imposing a "one size fits all" standards; area cities that mirror what Culver City is doing; opposition to requiring parking for change of use; preventing businesses from coming in the City; research that supports maximums; and getting people out of their comfort zones.

Further discussion ensued between staff and Commissioners regarding making it clear that two Commissioners are absent, and two out of three Commissioners present support recommending maximums and requiring no minimums for residential; reflecting the will of the Commission; evolution of the text amendment; setting the appropriate amount of parking for the use; creating a golf cart community; the amount of space dedicated to parking in Item PH-1; garages; driveways; ensuring operational sufficiency; locationally challenged developments; encouraging small-scale development; tiering based upon an escalation in unit size; the TOD area; AB 2345 parking standards; the feeding frenzy in Fox Hills in response to the General Plan; allowing individual users to determine parking based on demand; defining proximity; TDM measures; parking reductions for mobility measures; ways to reduce parking demand; mobility thresholds; scaled implementation programs; not imposing unnecessary hardships on smaller projects; consideration of square footage for non-residential; imposing maximums to change the culture; inefficient parking requirements; over-parking; unbundling parking; shared parking provisions; eliminating staff discretion; administrative approvals; the costs of discretionary permits; Council action required for parking approvals; the need to reduce bureaucracy; agreement regarding unbundling; support for allowing parking reductions for mobility measures; TDM and mobility thresholds; difficulty equating Culver City to Minneapolis; comparisons with area cities; equating housing streamlining measures with the General Plan; residential vs. mixed use projects; consensus among the Commissioners present to eliminate

providing on-site parking for ride hail vehicles; externalized costs; parking cash-outs; the need for a by-right parking reduction for bicycle parking; mirroring the standards of Los Angeles; the City's outdated bike parking ordinance; the need to increase base bike parking requirements; capital costs; space requirements; stringent design standards; inefficient bike racks; vehicular reductions for bike parking provisions; operational demand; providing surplus bicycle parking; appreciation to staff for the example provided; the general overhaul of base parking standards; scaling; the feeling that the larger the project, the more mobility measures should be provided; a suggestion to reduce parking requirements for restaurants; the recommendation from the ACHH; covered parking; driveway parking; setback requirements; State law; not exacerbating street parking; multi-family that heavily relies on street parking; the ADU law; regulation of what can and cannot be put in setbacks; aligning with ADU parking standards; not requiring that structures be created for cars; support for not requiring minimums; the need for more information about requiring maximums; practical issues; and next steps in the process.

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Public Comment - Items NOT on the Agenda (Continued)

Chair Sayles invited public comment.

The following members of the public addressed the Commission:

Karim Sahli questioned whether provisions could be retroactive noting plans by Apple for 1,200 parking stalls next to the transit station.

Chair Sayles asked about allowing existing projects with conditions of approval to take advantage of more lenient parking standards going forward as a matter of right.

Debbie Weiss questioned whether change of use would apply retroactively and wanted to ensure the comments were included in the staff report.

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Items from Planning Commissioners/Staff

None.

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Adjournment

There being no further business, at 11:40 p.m., the Culver City Planning Commission adjourned to a regular meeting to be held on June 8, 2022.

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RUTH MARTIN DEL CAMPO
SECRETARY OF THE CULVER CITY PLANNING COMMISSION

APPROVED _____

DRAFT

DANA SAYLES
CHAIR of the CULVER CITY PLANNING COMMISSION
Culver City, California

I declare under penalty of perjury under the laws of the State of California that, on the date below written, these minutes were filed in the Office of the City Clerk, Culver City, California and constitute the Official Minutes of said meeting.

Jeremy Bocchino
CITY CLERK

Date