

ORDINANCE NO. 2022-_____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, APPROVING ZONING CODE AMENDMENT, P2022-0234-ZCA, AMENDING VARIOUS PORTIONS OF THE CULVER CITY MUNICIPAL CODE (CCMC), TITLE 17 – ZONING CODE, INCLUDING, BUT NOT LIMITED TO, CHAPTER 17.320 – OFF-STREET PARKING AND LOADING, SECTION 17.220.035 – COMMERCIAL DOWNTOWN (CD) DISTRICT REQUIREMENTS, AND CHAPTER 17.610 – NON-CONFORMING USES, STRUCTURES, AND PARCELS, TO ELIMINATE MINIMUM REQUIRED PARKING AND REVISE STANDARDS FOR AUTOMATED PARKING/PARKING STACKERS, BICYCLE PARKING, AND LOADING, AS SET FORTH IN EXHIBIT “A” ATTACHED HERETO

(Zoning Code Amendment, P2022-0234-ZCA)

WHEREAS, on August 24, 2022, after conducting a duly noticed public hearing on a City-initiated Zoning Code Amendment (P2022-0234-ZCA), amending various portions of the Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), including, but not limited to, Chapter 17.320 – Off-street Parking and Loading, Section 17.220.035 – Commercial Downtown (CD) District Requirements, and Chapter 17.610 – Non-conforming Uses, Structures, and Parcels, in order to eliminate minimum required parking and revise standards for automated parking/parking stackers, bicycle parking, and loading (Amendment), and fully considering all reports, studies, environmental information, and testimony presented, the Planning Commission by a vote of 3 to 2, adopted a resolution recommending to the City Council approval of Zoning Code Amendment P2022-0234-ZCA, as set forth herein below; and

WHEREAS, on October 10, 2022, after conducting a duly noticed public hearing on a City-initiated Zoning Code Amendment (P2022-0234-ZCA) amending portions of the Zoning Code as noted above, fully considering all reports, environmental information, and all testimony presented, the City Council, by a vote of 3 to 2, introduced an ordinance approving

1 Zoning Code Amendment, P2022-0234-ZCA, (the "Ordinance"), as set forth herein below;
2 and

3 WHEREAS, on October 24, 2022, after the City Council, by a vote of __ to __,
4 adopted the ordinance, as set forth herein below.

5 NOW, THEREFORE, the City Council of the City of Culver City, California, DOES
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7 HEREBY ORDAIN, as follows:

8 **SECTION 1.** Pursuant to the foregoing recitations and the provisions of CCMC,
9 the following required findings for an amendment to the Zoning Code, as outlined in Section
10 17.620.030.A, are hereby made:

- 11
12 **1. The proposed amendment ensures and maintains internal consistency with the**
13 **goals, policies and strategies of all elements of the General Plan and will not**
14 **create any inconsistencies.**

15 The proposed Zoning Code Amendment is intended to address changes in in mobility
16 trends and technology advancements, and to further key objectives of the City, including
17 reducing parking supply and parking footprints, encouraging use of alternative modes of
18 transportation, increasing transit/mobility options, promoting housing development,
19 promoting transit alternatives, and promoting livability and sustainability. The
20 amendment eliminates minimum required parking but will not preclude the provision of
21 parking, will streamline the process for more space efficient parking methods (e.g.,
22 automated parking, tandem parking, etc.), and will update bicycle parking and loading
23 requirements to be more consistent with the actual needs.

24 The Amendment is consistent with General Plan Land Use Element Objective 4,
25 Neighborhood Conditions, by maintaining the quality design and living environment
26 throughout the City through the implementation of development standards that are
27 realistic and practical, and consistent with the changes in technology, design, and
28 sustainability preferences and objectives. The Amendment is also consistent with
29 Objective 5, Economic Diversity, which encourages new business opportunities that
expand the City's economic base, as well as with Objective 6, Commercial Corridors,
which calls for the revitalization of the physical character and economic well-being of the
City's commercial corridors. Through the proposed revisions, change of use proposals
will be facilitated that will in turn provide opportunities for new uses that may have been
previously restricted due to parking constraints, and will also serve to revitalize the
commercial corridors through tenant improvements. In addition, the Amendment will be
consistent with Policy 2.G of the updated Housing Element, which calls for the reduction
of parking requirements for (affordable) housing to incentivize production, and also with

1 Measure 4 (4.J) which calls for the completion of a comprehensive parking code update
2 to ensure appropriate parking standards are established to facilitate the achievement of
3 allowable densities under the General Plan Update, including parking standards for
4 studio/one-bedroom units and live/work units.

5 Development thresholds, as guided by the goals, objectives, policies, and strategies of
6 all General Plan elements will not be impacted because the Amendment does not
7 introduce new uses or changes in the allowable density/intensity of development.
8 Development proposals will continue to be subject to applicable review processes to
9 and any conditions of approval deemed necessary to reduce potential impacts to
10 circulation, conservation, housing, land use, noise, open space, public safety, seismic
11 safety, and recreation. Thus, the proposed Amendment will not create any
12 inconsistencies and maintains internal consistency with the goals, policies and
13 strategies of all elements of the General Plan.

14 **2. The proposed amendment would not be detrimental to the public interest, health,
15 safety, convenience or welfare of the City.**

16 The proposed Amendment will eliminate minimum required amounts of off-street
17 parking but will still allow parking to be provided and will still have development
18 standards for when parking is provided. It is anticipated that most developments will
19 continue to provide off-street parking though there may be a slight reduction in the
20 amounts provided. Even with such reductions, it is anticipated that these amounts will
21 provide for a more appropriate and better managed supply of parking rather than
22 shortages that would create spillover parking demand in surrounding neighborhoods.
23 Further, reductions in parking provided would also translate into improvements in
24 sustainability, mobility, and project affordability for housing. Similarly, the revisions to
25 bicycle parking and loading will provide more appropriate standards in order to address
26 actual needs by use, consistent with the goals and objectives of the City. The change to
27 allow parking stackers and automated parking, will simply revise the process to be
28 administrative while still requiring the same technical studies and analysis in order to
29 protect surrounding property and uses. Given the nature of the proposed changes, the
30 proposed Amendment would not be detrimental to the public interest, health, safety,
31 convenience or welfare of the City.

32 **3. The proposed amendment is in compliance with the provisions of the California
33 Environmental Quality Act (CEQA).**

34 The proposed Zoning Code Amendment is considered exempt from CEQA pursuant to
35 CEQA Guidelines Section 15061(b)(3), common sense exemption, because it can be
36 seen with certainty there is no possibility the Amendment will have a significant effect on
37 the environment. The Amendment, by itself, does not result in any physical changes in
38 the environment because it eliminates the requirement for a minimum amount of off-
39 street parking but continues to allow the provision of such parking, and provides for
40 more robust and appropriate bicycle parking and loading requirements. In addition, the
41 Amendment allows for administrative review of parking stackers and automated parking

1 while still requiring the same technical studies and analysis as the current Zoning Code
2 requirements

3 **SECTION 2.** Pursuant to the foregoing recitations and findings, the City Council
4 of the City of Culver City, California, hereby adopts the Ordinance approving Zoning Code
5 Amendment, P2022-0234-ZCA, amending Culver City Municipal Code (CCMC) Title 17 –
6 Zoning Code, as it relates to off-street parking, bicycle parking, and loading, as set forth in
7 Exhibit A attached hereto and made a part thereof.
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9 **SECTION 3.** Pursuant to Section 619 of the City Charter, this Ordinance shall
10 take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616 and 621
11 of the City Charter, prior to the expiration of fifteen days after the adoption, the City Clerk
12 shall cause this Ordinance, or a summary thereof, to be published in the Culver City News
13 and shall post this Ordinance or a summary thereof in at least three places within the City.
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SECTION 4. The City Council hereby declares that, if any provision, section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason of any preemptive legislation, then the City Council would have independently adopted the remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this ordinance and as such they shall remain in full force and effect.

APPROVED and ADOPTED this 24th day of October, 2022.

DR. DANIEL LEE, MAYOR
City of Culver City, California

ATTESTED BY:

APPROVED AS TO FORM:

JEREMY GREEN, City Clerk

HEATHER BAKER, City Attorney