



Culver CITY

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**PLANNING COMMISSION
MEETING AGENDA
WEDNESDAY, AUGUST 14, 2013
7:00 P.M.**

PUBLIC COMMENT

The Planning Commission will listen to the public on any item on the agenda or item of interest that is not on the agenda. The Planning Commission cannot legally take action on any item not scheduled on the agenda. Such items may be referred for administrative action or scheduled on a future agenda.

If you wish to speak to the Commissioners, please complete a Speaker's Card and present it to the Secretary before the agenda item is called. You will be called to the podium by name when it is your turn to speak to the Commissioners.

PUBLIC COMMENT FOR ITEMS ON THE AGENDA

Persons wishing to speak on agenda items will be called at the time the agenda item is brought forward. Comments will generally be limited to five minutes per speaker; however, a three-minute limit may be declared by the Chairperson for agenda items for which many Speaker Cards have been submitted.

PUBLIC COMMENT FOR ITEMS NOT ON THE AGENDA

A total of twenty minutes shall be devoted to audience participation at the beginning of the agenda. Speakers will be called on in the order cards were received by the Secretary. If additional time is needed, the Chairperson will allow for same at the end of the agenda.

When the Secretary calls your name, please advance to the podium and state your name and city of residence. Speakers must limit their comments to five minutes. A three-minute limit may be declared by the Chairperson if there is a large number of individuals desiring to address the Commissioners.

NOTE: AT OR ABOUT 11:00 P.M., COMMISSION MEMBERS WILL DETERMINE WHETHER TO CONTINUE WITH DISCUSSION OF REMAINING ITEMS ON THE AGENDA OR TO CARRY SOME/ALL OF THE ITEMS OVER TO A FUTURE MEETING DATE.

CELL PHONES AND OTHER DISTRACTIONS

Use of cell phones, pagers and other communication devices is prohibited while the Planning Commission Meeting is in session. Please turn all devices off or place on silent alert and leave the Chambers to use. During the meeting, please refrain from applause or other actions that may be disruptive to the speakers or the conduct of City business.

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AGENDA
Planning Commission
Wednesday, August 14, 2013
7:00 p.m.
Mike Balkman Council Chambers

CALL TO ORDER & ROLL CALL

Scott Wyant, Chair
Linda Smith-Frost, Vice Chair
Kevin Lachoff, Commissioner
Dana Amy Sayles, Commissioner
David VonCannon, Commissioner

PLEDGE OF ALLEGIANCE

PUBLIC COMMENT – Items Not On The Agenda

ACTION ITEMS

A-1: 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.

CONSENT CALENDAR *Note: Consent Calendar items are considered to be routine in nature and may be approved by one motion. Public requests to discuss Consent Calendar items must be filed with the Secretary before the Consent Calendar is called.*

C-1 Approval of Minutes of July 10, 2013.

ITEMS FROM STAFF

ITEMS FROM PLANNING COMMISSION

ADJOURN

Upcoming Public Meeting Schedule –Tentative – 2013

Date	Day	Time	Location
<i>City Council</i>			
<i>August 26</i>	<i>Monday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Civil Service Commission</i>			
<i>No Meeting</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Cultural Affairs Commission</i>			
<i>No Meeting</i>	<i>Tuesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>
<i>Parks & Recreation Commission</i>			
<i>September 3</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Patacchia Room</i>
<i>Planning Commission</i>			
<i>August 28</i>	<i>Wednesday</i>	<i>7:00PM</i>	<i>Council Chambers</i>

Meetings may be added or changed.

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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 Thomas Gorham, Planning Manager	Phone Number:	(310) 253-5700; (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

Attachment No. 1
Proposed Zoning Code Text Amendment
Hayden Tract and Blackwelder Smiley Parking Districts

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 and include 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.
 - 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.

Attachment No. 1
Proposed Zoning Code Text Amendment
Hayden Tract and Blackwelder Smiley Parking Districts

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-street 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 intensifications or changes of use result in additional parking requirements that cannot be accommodated on-site, such parking requirements may be partly or entirely satisfied by providing parking off-site within a publicly owned or leased or privately owned parking facility located within the Parking Districts.
- 2. **Parking Plan Required.** A Parking Plan approved by the Director shall be required for use of off-site parking in the Parking Districts to satisfy a parking requirement and shall identify the proposed location of the off-site parking and 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.
 - 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 long-term parking lease and/or 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.

Attachment No. 1
Proposed Zoning Code Text Amendment
Hayden Tract and Blackwelder Smiley Parking Districts

3. **Automated Parking.** Automated, semi-automated and stacked parking may be provided on-site or off-site within the Parking Districts subject to either a Parking Plan approved by the Director or, for a new building or a building addition greater than 5,000 square feet, a Site Plan Review approved pursuant to Chapter 17.530. In either case, approval of automated, semi-automated and stacked parking shall also be 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 business and 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.
 - 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.** Submittal of an annual maintenance inspection report for any automated semi-automated or stacked parking facility shall be prepared at the sole expense of the applicant and submitted 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 in 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) the number of parking attendants serving the parking facility; and (d) the methods for management of the parking facility during non-operating hours.
5. **Compact Spaces.** Except as otherwise provided in Section 17.320.035, compact spaces of 7 feet, 6 inches by 17 feet, 6 inches may be provided for up to 30 percent of required on-site or off-site parking within the Parking Districts.
6. **Director Approval.** The Parking Plan may be approved by the Director only after first making all of the following findings:
 - a. The Parking Plan is consistent with the General Plan and any applicable specific plan.
 - b. The use of the off-site parking 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 parking to satisfy the parking requirement for the project provides an economic benefit to the City.

Attachment No. 1
Proposed Zoning Code Text Amendment
Hayden Tract and Blackwelder Smiley Parking Districts



HAYDEN TRACT PARKING DISTRICT



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Map 4-1



SMILEY BLACKWELDER PARKING DISTRICT



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Map 4-2

Attachment No. 1
Proposed Zoning Code Text Amendment
Hayden Tract and Blackwelder Smiley Parking Districts

- 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**
 - 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.

Attachment No. 1
Proposed Zoning Code Text Amendment
Hayden Tract and Blackwelder Smiley Parking Districts

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, if 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.



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

0 55 110 220 330 440
Feet

1 inch = 276 feet

HAYDEN TRACT

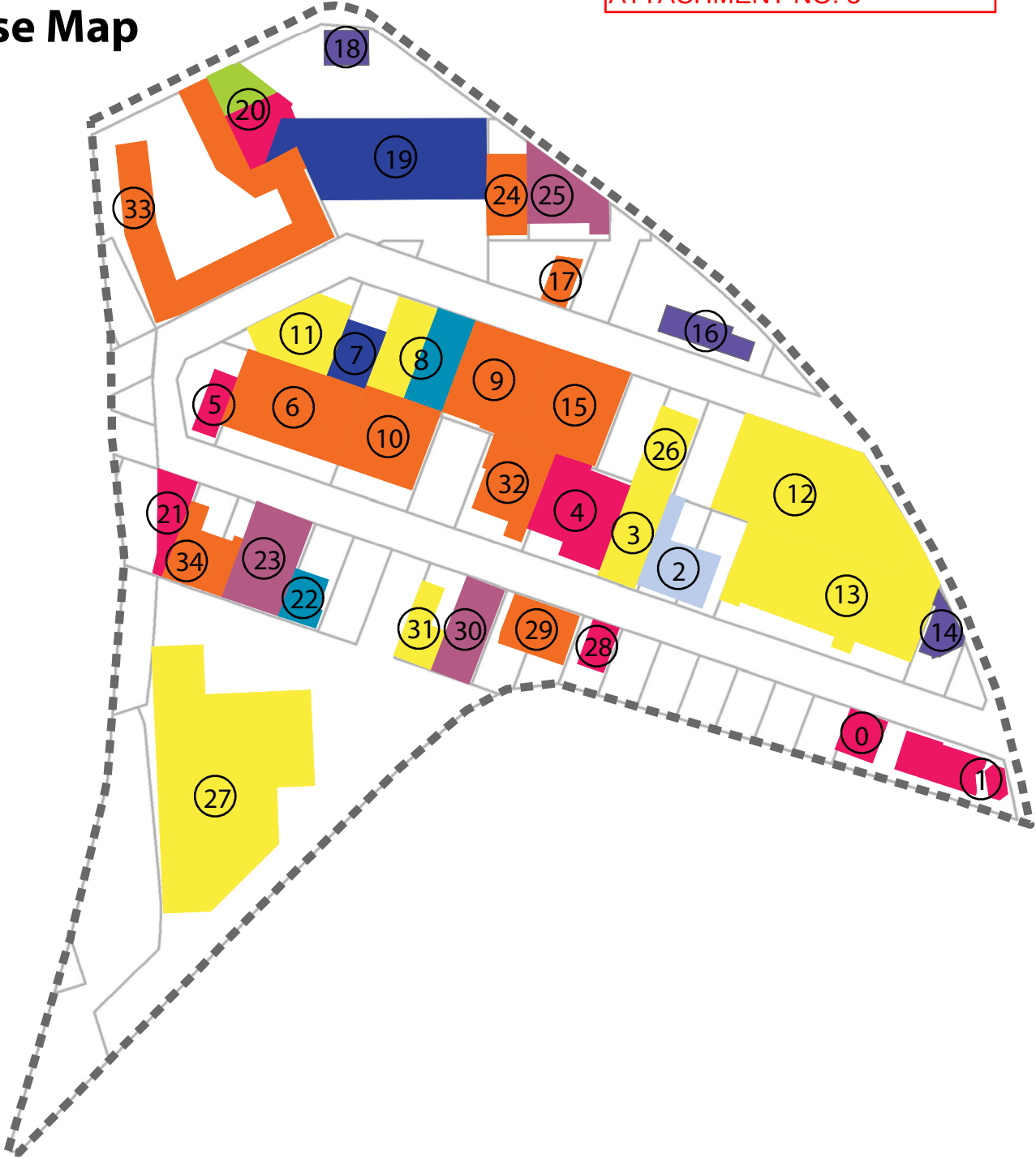


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Smiley-Blackwelder Land Use Map

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%



HACKMAN CAPITAL PARKING GARAGE



- Hackman Capital Partners, LLC, is constructing a 556-space parking structure at 8550 Higuera Street in the Hayden Tract.
- The City has executed a purchase easement agreement to control 180 spaces within the structure. The project is currently under construction.

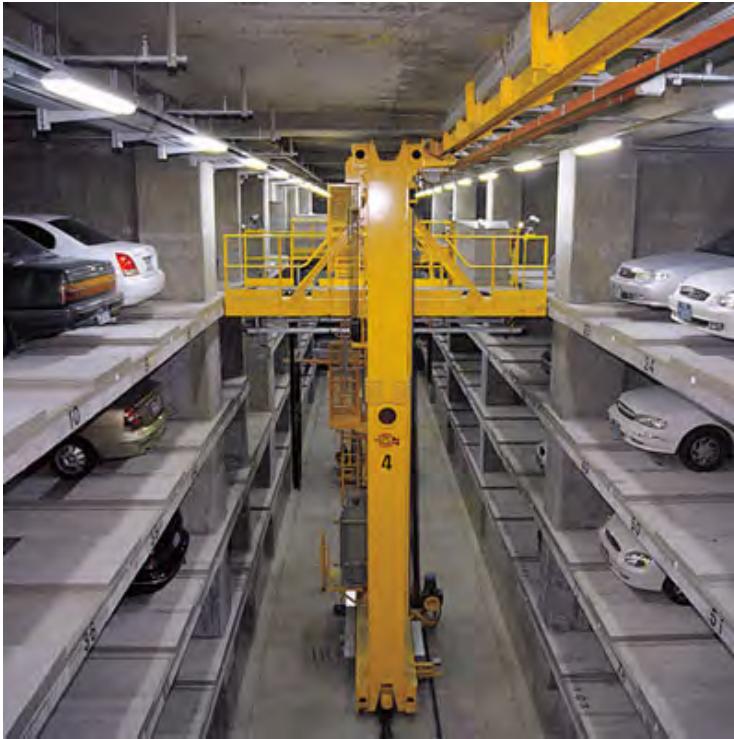
SPUR IMPROVEMENTS



HAYDEN TRACT SPUR – PROPOSED PARKING ALLOCATIONS – 121 SPACES

3578 Hayden Avenue - 14 Spaces	8500 Stellar Drive - 14 Spaces	8476 Stellar Drive - 21 Spaces	8432 Stellar Drive - 14 Spaces
3600 Hayden Avenue - 13 Spaces	City - 16 Spaces	8454 Stellar Drive - 7 Spaces	3623 Eastham Drive/ - 22 Spaces 8439 Warner Drive

AUTOMATED PARKING OPPORTUNITIES



- Balance the need of convenience, space limitations and flexibility.
- Allows more development on constrained in-fill site.
- Issues relative to first access parking, design standards, code requirements and operations.
- Current local installations include Santa Monica and West Hollywood.



Cost Comparison of Automated vs. Conventional Parking Structures

Source: Walker Parking Consultants.

“The following table from Walker Parking Consultants indicates construction cost comparisons for a conventional garage versus an automated garage in three different configurations: 1) stand-alone building above grade, 2) above grade with building above, and 3) below grade with a building above.

Configuration	Type	Unit Cost/SF	Efficiency SF/Stall	Building Cost per Stall	Automated Machinery Cost, \$/Stall	Total Cost per Stall
Stand-alone, Above Grade	Conventional	\$50	320	\$16,000	\$0	\$16,000
	Automated	\$45	225	\$10,125	\$16,000	\$26,125
Below building, above grade	Conventional	\$75	450	\$33,750	\$0	\$33,750
	Automated	\$65	225	\$14,625	\$16,000	\$30,625
Below building, below grade	Conventional	\$105	450	\$47,250	\$0	\$47,250
	Automated	\$85	225	\$19,125	\$16,000	\$35,125

Construction Cost Comparisons between Conventional Ramp Garages and Automated Garages (Monahan: 2012)

According Walker Parking Consultants in Denver, CO, “because of the relatively low unit cost for the stand-alone, above grade garage, the savings in better efficiency of the automated garage does not offset the added cost of the automated machinery. Therefore the conventional, above grade garage will most often be less cost per stall than the automated garage, unless the site is very small resulting in a very poor efficiency for the conventional garage. However, the short span column design for a building above the garage results in a poor efficiency for the conventional garage. The savings in floor area for the automated garage at the high unit cost offsets the cost of the automated machinery **such that the automated garage is then less expensive than the conventional garage**. Similarly, the unit cost is even higher for below grade construction below a building. **The automated garage is then significantly less expensive than the conventional garage in that application.**” (emphasis added)”

Summary of Building Code Considerations Related to Automated Parking

For “stacked” parking systems in existing parking lots or parking structures:

1. The equipment will be required to be listed by UL, FM, or another recognized testing agency. All equipment should be listed for wet locations.
2. The equipment should be demonstrated safe prior to access to the public.
3. A building permit will be required for the installation of the equipment, an electrical permit will be required for the electrical connections.
4. An emergency contact phone number is required to be posted with 24 hour monitoring for equipment problems.
5. The equipment shall be bolted down per the instructions of a stamped letter and/or drawings from a California licensed structural engineer.
6. For inside an existing parking structure: reconfiguring of the fire sprinkler system is required. Additional water flow capacity may be required.
7. For inside an existing parking structure: a complete and thorough structural engineering analysis of the parking structure will be required.
8. For inside an existing parking structure: additional fire prevention measures may be necessary such as new rated fire walls due to the increase in fuel load.
9. Plans shall be submitted to the Culver City Fire Department for review and approval of the life safety systems.
10. Details shall be provided to the Fire Department for parking operations, fire fighter access for fire suppression, emergency operations and extrications.
11. Construction plans shall be submitted to for life safety review and permits from the Culver City Fire Department.
12. An annual operations permit shall be obtained from the Culver City Fire Department.

For automated machine parking structure systems:

1. The equipment will be required to be listed by UL, FM, or another recognized testing agency. All equipment should be listed for wet locations.
2. The equipment should be demonstrated safe prior to access to the public.
3. A building permit will be required for the installation of the equipment and construction of the structure, an electrical permit will be required for the electrical work, plumbing and mechanical permits will be required as necessary.
4. An emergency contact phone number is required to be posted with 24 hour monitoring for equipment problems.
5. The automated parking structure will be required to be reinforced concrete construction, 3 hour rated to all connected structures.

6. A carbon monoxide ventilation system shall be installed per the CMC. (A reduced capacity may be considered.)
7. Smoke vents shall be installed.
8. For the service personnel: minimum of one emergency exit stair shall be installed for emergency egress from the vehicle storage area. Two or more emergency exits may be required for larger structures.
9. For the service personnel: emergency exit signage and emergency egress lighting shall be provided in the vehicle storage area.
10. Fire sprinklers of all areas are required. Additional water flow may be required due to higher potential fuel load.
11. New below grade structures shall have a complete and thorough geotechnical report. If new below grade structures are proposed close to existing structures and/or property lines additional structural and monitoring measures may be required.