

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 Proctor 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 _____

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