Parking Maximums – Development Stakeholder Discussion

October 25, 2022

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Background

The City has been engaged in various efforts to advance the objectives below, including updating Zoning Code parking requirements

- Increase mobility options & encourage use of alternative modes of transportation
- Reduce vehicle dependency and single-occupancy trips
- Maximize efficient use of parking supply
- Promote livability and sustainability
- Reduce parking demand and parking footprint
- Promote housing development
- Reduce project costs

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What are Parking Maximums

➤ Establishing a cap or maximum allowable parking

➤ Different Approaches to Implementation

❖ Can be applied to certain areas/zones only

❖ Can be applied to specific uses

❖ Can be applied to projects exceeding a certain size

❖ Can be implemented with provisions for flexibility (e.g., exceeding cap through discretionary process, and/or subject to a fee)

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Purpose of Discussion

➤ Gain further insight into parking maximums from a development perspective

➤ Understand full range of impacts on potential development

➤ Obtain feedback to present to City Council for further direction

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Discussion Overview

➢ Finding the optimal/appropriate parking maximum

➢ Approach to implementation

➢ Potential impacts on new projects

➢ Influence on decision to develop new projects in Culver City

➢ Alternative measures for reducing parking demand

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Discussion

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Determining the appropriate parking maximum rate

- What is the appropriate rate?
- Current parking minimums become parking maximums?
- Parking maximums become a percentage increase above current minimums?

Current City Minimums

LAND USE RESIDENTIAL	MIN. SPACES REQUIRED
ADU or JADU	None
Live/work unit	• Up to 900 sq. ft.: 2 per unit • Greater than 900 up to 1500 sq ft: 3 per unit • Greater than 1500 sq ft: 4 per unit
Multi-family dwellings	• Studio micro-units: 0.5 • Studio & 1 bd, up to 900 sq ft: 1 • Studio & 1 bd, greater than 900 sq. ft: 2 • 2-3 bd units: 2 • 4 bd units: 3 • 1 for every additional bedroom over 4. • Guest: 1 space per 4 residential units
Single-family, duplex & triplex	2 per unit.
SRO units	0.5 per unit.

LAND USE NON-RESIDENTIAL	MIN. SPACES REQUIRED
Food Retail	1 per 350 sq. ft.
Offices	1 per 350 sq. ft.
Restaurants	1 per 100 sq. ft.
Retail & Personal Services	1 per 350 sq. ft.
Event Centers	1 per 35 sq. ft.
General manufacturing, industrial, wholesale	1 per 500 sq. ft. (w/ up to 20% ancillary office)
Media Production	1 per 350 sq. ft.
Research & Development	1 per 350 sq. ft.

Parking Maximums – Example Scenarios

Example Project	Current Code Standard (No Maximums)	Example Code Standard #1 (No Minimum)	Example Code Standard #2 (No Minimum)
New 100,000 sq. ft. Office Development	**Minimum**: 1/350 sq. ft. • 286 spaces minimum	**Maximum**: 1/350 sq. ft. • 286 spaces maximum	**Maximum**: 1/350 sq. ft. plus 10% • 286 + 29 = 329 spaces maximum
New Mixed-Use Development: • Retail: 15,000 sq. ft. • Dwelling units: fifty 0-1bd <900 & fifty 2-3 bd)	**Minimum**: 1/350 sq. ft. retail; 1 or 2 spaces per unit • 43 + 50 + 100 = 193 spaces minimum	**Maximum**: 1/350 sq. ft. retail; 1 or 2 spaces per unit • 193 spaces maximum	**Maximum**: 1/350 sq. ft. plus 10% retail; 1 or 2 spaces per unit • 193 +19 = 212 spaces maximum
Existing 20,000 sq. ft. Warehouse Conversion to Office	**Minimum**: Net new (1/350 sq. ft. – 1/1,000 sq. ft.) • 57 – 20 = 37 additional spaces minimum	**Maximum**: 1/350 sq. ft. • 57 spaces maximum	**Maximum**: 1/350 sq. ft. plus 10% • 57 + 6 = 63 spaces maximum

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Approaches to implementation

- Applicability of parking maximums
  - All projects citywide?
  - In certain areas/zones only? (e.g., within ½ mile of transit only)
  - For certain land use types only? (e.g., commercial uses only)
  - For projects exceeding a certain size threshold only? (e.g., projects greater than 25,000 gross sq. ft. and/or projects with more than 10 dwelling units)
- Project characteristic(s) on which to base maximum rates
  - Land use category?
  - Project size?
  - Project location?

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Potential impact of parking maximums on different types of new developments

- Project financing and/or costs?
- Marketability (or lack thereof) of tenant spaces/dwelling units?
- Decision to develop certain types of uses or not
- Other?

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To what extent might parking maximums influence your decision to develop new projects in Culver City?

- Impact on overall project feasibility in Culver City?
- Provisions for flexibility to exceed maximums?
  - Discretionary process?
  - Fees?

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Alternative Strategies for Reducing Parking Demand

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THANK YOU

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