

1 RESOLUTION NO. 2018-P008

2 A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF  
3 CULVER CITY, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL  
4 APPROVAL OF ZONING CODE AMENDMENT P2018-0186-ZCA, AMENDING  
5 CULVER CITY MUNICIPAL CODE (CCMC), TITLE 17 – ZONING (ZONING  
6 CODE), CHAPTER 17.320 – OFF-STREET PARKING AND LOADING, AS SET  
7 FORTH IN EXHIBIT “A” ATTACHED HERETO.

8 (ZONING CODE AMENDMENT, P2018-0186-ZCA)

9 WHEREAS on September 12, 2018 the Planning Commission conducted a duly  
10 noticed public hearing on a City-initiated Zoning Code Amendment (P2018-0186-ZCA)  
11 amending Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter  
12 17.320 – Off-Street parking and Loading, and by a vote of 4 to 0 continued the public hearing  
13 to a date certain; and

14 WHEREAS on September 26, 2018 the Planning Commission conducted a duly  
15 noticed public hearing on a City-initiated Zoning Code Amendment (P2018-0186-ZCA)  
16 amending Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter  
17 17.320 – Off-Street parking and Loading, fully considering all reports, studies, testimony, and  
18 environmental information presented; and

19 WHEREAS, following conclusion of the public discussion and thorough  
20 deliberation of the subject matter, the Planning Commission determined, by a vote of \_\_\_ to  
21 \_\_\_, to recommend to the City Council approval of Zoning Code Amendment P2018-0186-  
22 ZCA, as set forth herein below.

23 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF  
24 CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:  
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1           **SECTION 1.** Pursuant to the foregoing recitations and the provisions of the  
2 CCMC, the following required findings for an amendment to the Zoning Code, as  
3 outlined in CCMC Section 17.620.030.A, are hereby made:

4           **1. The proposed amendment ensures and maintains internal consistency**  
5 **with the goals, policies and strategies of all elements of the General Plan and**  
6 **will not create any inconsistencies.**

7           The proposed Zoning Code Amendment is intended to address changes in the  
8 trends and preferences with regard to vehicle technology and design, by  
9 accommodating the wider range of vehicle types, in order to improve the  
10 implementation of the Zoning Code, which implements the goals, objectives, and  
11 policies of the General Plan. The existing Zoning Code language does not address  
12 electric vehicle (EV) parking, allows compact parking only in specified parking  
13 districts, and allows requests for reduced parking only within the transit-oriented  
14 development district under the mixed-use standards. The proposed amendment  
15 will simply establish requirements to provide electric vehicle charging infrastructure  
16 and stations, and establish allowances for compact parking and reduced parking  
17 citywide. The proposed amendment will create Zoning Code provisions and  
18 guidelines consistent with General Plan Land Use Element Objective 4,  
19 *Neighborhood Conditions*, by maintaining the quality design and living environment  
20 throughout the City through the implementation of development standards that are  
21 realistic and practical, and consistent with the changes in technology, design, and  
22 sustainability preferences and objectives. Further, the proposed amendment is  
23 consistent with Policy 1.H of the General Plan Land Use Element, which calls for  
24 “adequate parking within each neighborhood to meet parking demands”. The  
25 proposed amendment serves to ensure adequate parking for various vehicle types  
26 (electric, compact) are accommodated, to ensure development sites are  
27 adequately addressing demand as the City moves towards the future. Therefore  
28 the proposed Zoning Code Amendment does not conflict with the goals, policies  
29 and strategies of any elements of the General Plan, nor creates any  
inconsistencies.

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

3                   The proposed Zoning Code Amendment will modify the off-street parking  
4 requirements and standards in order to accommodate parking for electric vehicles  
5 (with charging stations) and compact vehicles (citywide), both of which are  
6 becoming increasingly prevalent vehicle transportation types, and will also expand  
7 provisions for reduced parking citywide. The revised standards will allow for such  
8 parking types in a manner that is consistent with emerging preferences and  
9 objectives, changes in technology and industry standards, and changes in mobility  
10 and transportation trends. The amendment will serve to improve the  
11 implementation of the Zoning Code with regard to these types of parking amenities  
12 which are already allowed and/or required in some form, including EV charging,  
13 which has been incorporated as a required condition of approval on many recent  
14 entitlement projects. Therefore, the proposed amendment will not be detrimental  
15 to the public interest, health, safety, convenience or welfare of the City. Further,  
16 the proposed amendment will continue to apply specific necessary development  
17 standards and restrictions to ensure all parking types are allowed and approved in  
18 a manner consistent with the orderly and quality character desired for the City, and  
19 in support of the public interest, health, safety, convenience and welfare of the  
20 City.

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

23                   Pursuant to Section 15061(b)(3) of the California Environmental Quality Act, the  
24 proposed Zoning Code Text Amendment (P2018-0186-ZCA) is considered exempt  
25 because it can be seen with certainty that there is no possibility that the Project to  
26 amend Zoning Code Chapter 17.320 – Off-street Parking and Loading will have a  
27 significant effect on the environment. The Project by itself, does not result in any  
28 physical changes in the environment because it will only amend the Zoning Code to  
29 require and allow certain types of parking as part of future development, and does not

1 result in an intensification of development beyond what the Zoning Code already  
2 currently allows.

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4 **SECTION 2.** Pursuant to the foregoing recitations and findings, the  
5 Planning Commission of the City of Culver City, California, hereby recommends to the  
6 City Council approval of Zoning Code Amendment P2018-0186-ZCA, as set forth in  
7 Exhibit A attached hereto and made a part thereof.  
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9 APPROVED and ADOPTED this 26th day of September, 2018.  
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11 \_\_\_\_\_  
12 EDWARD OGOSTA, CHAIRPERSON  
13 PLANNING COMMISSION  
14 CITY OF CULVER CITY, CALIFORNIA

15 Attested by:

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17 Susan Herbertson, Senior Planner  
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## 17.320.025 – Alternative Parking Provisions

### H. Reduced Parking, City Council Authority

Parking may be reduced by resolution of the City Council based upon consideration of proximity to transit, mobility options, or other parking configurations and/or a shared parking analysis, which demonstrates that such parking reduction will not negatively impact surrounding commercial or residential neighborhoods.

## 17.320.035 - Parking Design and Layout Guidelines

### B. Parking Space and Lot Dimensions.

#### 1. Parking spaces.

- a. **Residential spaces.** Parking spaces within carports shall have minimum dimensions of 9 feet in width by 18 feet in length for each vehicle. Parking spaces within garages shall have minimum dimensions of 9 feet in width by 18 feet in length for each vehicle with minimum interior dimensions for a 2-car garage of 20 feet-6 inches in width by 18 feet in depth; and for a 1-car garage 10 feet-6 inches in width by 18 feet in depth. Uncovered parking spaces shall have a minimum dimension of 8 feet 6 inches in width by 18 feet in depth. Access to a garage or carport located behind a dwelling unit shall have a backup aisle of 17 feet with a 45 degree angle leading to a driveway. See Figure 3-9 (Residential Garage/Carport and Driveway):
- b. **Tandem parking spaces.** Each tandem parking space shall be 9 feet in width by 18 feet in depth.
  - i. Within residential districts or within the residential parking area of a mixed use development tandem parking spaces may be provided for required parking spaces. Tandem parking spaces can only be assigned to a single unit, and may count toward the requirement for covered or uncovered spaces, but may not count as guest space. Tandem parking may be arranged to be no more than 2 spaces in depth.
  - ii. Within non-residential districts, tandem parking may be provided for required parking spaces where authorized through an Administrative Use Permit. The use of the tandem parking for non-residential uses shall require that the operator of the parking facility provide a valet or attendant at all times that the parking is accessible to users, except where the Director determines that the nature of the use and its operation will not require attended parking. Tandem parking may be arranged to be no more than 3 spaces in depth.
- c. **Compact Parking Spaces.** Within non-residential districts, compact spaces may be provided for up to 20 percent of the required off-street parking, and shall not be allowed for parking spaces exceeding the minimums required by Table 3-3. Compact spaces shall measure a minimum of 7 feet, 6 inches by 17 feet, 6 inches, and shall not be eligible for further reductions (e.g. through an Administrative Modification or other entitlement).
- ed. **All other parking spaces.** Minimum parking spaces dimensions shall be as shown in Table 3-4 (Parking Space and Drive Aisle Dimensions) and Figure 3-10 (Parking Space and Aisle Dimension).

**O. Electric Vehicle (EV) Parking.** Each land use type shall be provided the required number of parking spaces equipped with electric vehicle (EV) charging infrastructure for installation of future EV charging stations and with full EV charging stations, as set forth in this Section 17.320.035.O, except where a greater number of spaces are required through a conditional use permit or other permit approval. All vehicle parking spaces equipped with EV charging infrastructure shall be counted towards the total required by Table 3-3.

**1. Multiple Family Residential Uses**

- a. Quantity of “EV Ready”. One space per dwelling unit, plus 20% of the required amount of guest parking spaces. A minimum of two guest spaces shall comply with this requirement for developments with less than 10 guest spaces.
- b. Quantity of “Full EV Charger/Charging Station”. One space per dwelling, plus 10% of the required amount of guest parking spaces. A minimum of one guest space shall comply with this requirement for developments with less than 10 guest spaces.
- c. Full EV chargers/charging stations shall be in addition to the “EV Ready” infrastructure. Where the number of required guest parking spaces is less than the cumulative minimum number of required EV spaces, the full charging station requirement shall be applied first; additional guest spaces shall not be required above the requirements of Table 3-3A in order to comply with the cumulative EV space requirements.

**2. Non-residential Uses**

- a. Quantity of “EV Ready”. Ten percent of the required amount of parking spaces; a minimum of two spaces.
- b. Quantity of “Full EV Charger/Charging Station”. Five percent of the required amount of parking spaces; a minimum of one space.
- c. Full EV chargers/charging stations shall be in addition to the “EV Ready” infrastructure. Where the number of required spaces is less than the cumulative minimum number of required EV spaces, the full charging station requirement shall be applied first; additional spaces shall not be required above the requirements of Table 3-3B, 3-3C, and 3-3D, in order to comply with the cumulative EV space requirements.