

ATTACHMENT 1

RESOLUTION NO. 2018-P008

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

(ZONING CODE AMENDMENT, P2018-0186-ZCA)

WHEREAS on September 12, 2018 the Planning Commission conducted a duly noticed public hearing on a City-initiated Zoning Code Amendment (P2018-0186-ZCA) amending Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter 17.320 – Off-Street Parking and Loading, and by a vote of 3 to 0 continued the public hearing to a date certain; and

WHEREAS on September 26, 2018 the Planning Commission conducted a duly noticed public hearing on a City-initiated Zoning Code Amendment (P2018-0186-ZCA) amending Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter 17.320 – Off-Street parking and Loading, and following the conclusion of the public discussion and thorough deliberation on the subject matter, the Planning Commission determined by a vote of 4 to 0 to continue the item to the meeting of October 24, 2018, with direction to staff to make certain revisions and provide certain information; and

WHEREAS on November 14, 2018, after conducting a duly noticed public hearing on a City-initiated Zoning Code Amendment (P2018-0186-ZCA) amending Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter 17.320 – Off-Street Parking and Loading, fully considering all reports, studies, testimony, and environmental information presented, the Planning Commission determined, by a vote of 5 to 0, to

1 recommend to the City Council approval of Zoning Code Amendment P2018-0186-ZCA, as  
2 set forth herein below.

3 NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF  
4 CULVER CITY, CALIFORNIA, RESOLVES AS FOLLOWS:

5 **SECTION 1.** Pursuant to the foregoing recitations and the provisions of the  
6 CCMC, the following required findings for an amendment to the Zoning Code, as  
7 outlined in CCMC Section 17.620.030.A, are hereby made:  
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9 **1. The proposed amendment ensures and maintains internal consistency**  
10 **with the goals, policies and strategies of all elements of the General Plan and**  
11 **will not create any inconsistencies.**

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

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

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

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

15 Pursuant to Section 15061(b)(3) of the California Environmental Quality Act, the  
16 proposed Zoning Code Text Amendment (P2018-0186-ZCA) is considered exempt  
17 because it can be seen with certainty that there is no possibility that the Project to  
18 amend Zoning Code Chapter 17.320 – Off-street Parking and Loading will have a  
19 significant effect on the environment. The Project by itself, does not result in any  
20 physical changes in the environment because it will only amend the Zoning Code to  
require and allow certain types of parking as part of future development, and does not  
result in an intensification of development beyond what the Zoning Code already  
currently allows.

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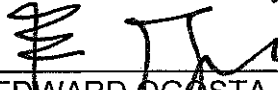
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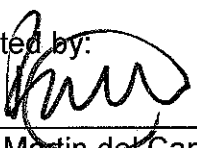
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1                   **SECTION 2.** Pursuant to the foregoing recitations and findings, the  
2 Planning Commission of the City of Culver City, California, hereby recommends to the  
3 City Council approval of Zoning Code Amendment P2018-0186-ZCA, as set forth in  
4 Exhibit A attached hereto and made a part thereof.  
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6                                   APPROVED and ADOPTED this 24th day of October, 2018.

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8                                   \_\_\_\_\_  
9 EDWARD OGOSTA, CHAIRPERSON  
10 PLANNING COMMISSION  
11 CITY OF CULVER CITY, CALIFORNIA

12 Attested by:

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15 Ruth Martin del Campo, Administrative Clerk  
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**17.320.025 – Alternative Parking Provisions**

- A. **Reduced Parking and 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 or other mobility measures, or may be reduced through implementation of mobility measures as a part of the project approval. Approval of a reduction in parking pursuant to this Section 17.320.025.A shall be based on consideration of proximity to transit, mobility options, other parking configurations and/or a shared parking analysis, which demonstrates that such parking reduction will not negatively impact surrounding commercial or residential neighborhoods. 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 or other mobility measures within the same district or area. The amount of the fee and time of payment shall be established by Council resolution.

**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 off-street parking provided. 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). Compact spaces shall be clearly marked as compact.

- 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". Ten percent of the required amount of parking spaces.
- b. Quantity of "Full EV Charger/Charging Station". Ten percent of the required amount of parking spaces.
- c. Guest Parking. Twenty percent shall have EV ready infrastructure and ten percent of the required amount of guest parking spaces shall have full EV chargers/charging stations. A minimum of one guest space shall have full EV chargers/charging stations and one shall have EV ready infrastructure for developments with less than 10 guest spaces.
- d. 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 EV ready 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. Requirements for full EV chargers/charging stations shall not apply to parking spaces that are located within individual privately accessible garages that correspond to a specific dwelling unit.

**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.