

ORDINANCE NO. 2019-\_\_\_\_\_

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CULVER CITY, CALIFORNIA, AMENDING CULVER CITY MUNICIPAL CODE, 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, 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, the Planning Commission determined by a vote of 3 to 0, to continue the item to the meeting of September 26, 2018; and

WHEREAS on September 26, 2018, after conducting a duly noticed public hearing on a City-initiated Zoning Code Amendment (P2017-0186-ZCA) amending Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter 17.320 – Off-Street Parking and Loading, and fully considering all reports, studies, testimony, and environmental information presented, 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 (P2017-0186-ZCA) amending Culver City Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter 17.320 – Off-Street Parking and Loading, and fully considering all reports, studies, testimony, and environmental information presented, the Planning Commission adopted by a vote of 5 to 0, Resolution No. 2018-P008, recommending to the City Council approval of Zoning Code Amendment P2018-0186-ZCA, as set forth herein below; and

1 WHEREAS, on February 11, 2019, after conducting a duly noticed public hearing  
2 on a City-initiated Zoning Code Amendment (P2018-0186-ZCA) amending Culver City  
3 Municipal Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter 17.320 – Off-Street  
4 Parking and Loading, fully considering all reports, studies, testimony, and environmental  
5 information presented, the City Council, by a vote of 5 to 0, continued the item, with direction  
6 to staff to conduct certain research and make certain revisions; and  
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8 WHEREAS, on May 13, 2019, after conducting a duly noticed public hearing on a  
9 City-initiated Zoning Code Amendment (P2018-0186-ZCA) amending Culver City Municipal  
10 Code (CCMC), Title 17 – Zoning (Zoning Code), Chapter 17.320 – Off-Street Parking and  
11 Loading, fully considering all reports, studies, testimony, and environmental information  
12 presented, the City Council, by a vote of 4 to 1, introduced an ordinance approving Zoning  
13 Code Amendment P2018-0186-ZCA (the “Ordinance”), as set forth herein below; and  
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15 WHEREAS, on May 28, 2018, the City Council, by a vote of \_\_\_ to \_\_\_, adopted the  
16 “Ordinance”, as set forth herein below.  
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18 NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CULVER CITY,  
19 CALIFORNIA, RESOLVES AS FOLLOWS:

20 **SECTION 1.** Pursuant to the foregoing recitations and the provisions of the  
21 Culver City Municipal Code (CCMC), the following required findings for an amendment  
22 to the Zoning Code, as outlined in CCMC Section 17.620.030.A, are hereby made:  
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24 **1. The proposed amendment ensures and maintains internal consistency**  
25 **with the goals, policies and strategies of all elements of the General Plan and**  
26 **will not create any inconsistencies.**

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

24           Pursuant to Section 15061(b)(3) of the California Environmental Quality Act, the  
25           proposed Zoning Code Text Amendment (P2018-0186-ZCA) is considered exempt  
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1 because it can be seen with certainty that there is no possibility that the Project to  
2 amend Zoning Code Chapter 17.320 – Off-street Parking and Loading will have a  
3 significant effect on the environment. The Project by itself, does not result in any  
4 physical changes in the environment because it will only amend the Zoning Code to  
5 require and allow certain types of parking as part of future development, and does not  
6 result in an intensification of development beyond what the Zoning Code already  
7 currently allows.  
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10 **SECTION 2.** Pursuant to the foregoing recitations and findings, the City  
11 Council of the City of Culver City, California, hereby introduces the Ordinance  
12 approving Zoning Code Amendment P2018-0186-ZCA, amending Culver City  
13 Municipal Code (CCMC), Title 17 – Zoning Code, Chapter 17.320 – Off-Street  
14 Parking, as set forth in Exhibit A attached hereto and made a part thereof.  
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18 **SECTION 3.** Pursuant to Section 619 of the City Charter, this Ordinance shall  
19 take effect thirty (30) days after the date of its adoption. Pursuant to Sections 616  
20 and 621 of the City Charter, prior to the expiration of fifteen days after the adoption,  
21 the City Clerk shall cause this Ordinance, or a summary thereof, to be published in  
22 the Culver City News and shall post this Ordinance or a summary thereof in at least  
23 three places within the City.  
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**SECTION 4.** The City Council hereby declares that, if any provision, section, subsection, paragraph, sentence, phrase or word of this ordinance is rendered or declared invalid or unconstitutional by any final action in a court of competent jurisdiction or by reason of any preemptive legislation, then the City Council would have independently adopted the remaining provisions, sections, subsections, paragraphs, sentences, phrases or words of this ordinance and as such they shall remain in full force and effect.

APPROVED and ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

**MEGHAN SAHLI-WELLS, MAYOR**  
City of Culver City, California

ATTESTED BY:

**JEREMY GREEN, City Clerk**

A19-00013

APPROVED AS TO FORM:

CAROL SCHWAB, City Attorney

### 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.
- 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.
- 5. Compact Spaces.** Except as otherwise provided in Section 17.0320.035, compact spaces of 7 feet, 6 inches by 17<sup>5</sup> feet, ~~six inches~~ may be provided for up to 30 percent of required on-site or off-site parking within the Parking Districts.

### 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 feet 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 25 percent of the off-street parking provided. Compact spaces shall measure a minimum of 7 feet, 6 inches by 15 feet, 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. Property owners shall inform tenants of the availability of EV Ready and EV Capable spaces.

### **1. Definitions**

- a. “EV Capable”. Installation of raceway, conduit, and panel capacity to accommodate the future installation of a dedicated branch circuit and 208/240 volt (Level 2) chargers/charging stations.
- b. “EV Ready”. A complete circuit installation, including raceway, conduit, wiring, receptacle, circuit breakers, dedicated branch circuit, 208/240 volt 40 amp panel capacity, and any other necessary components to support the future installation of a Level 2 charger/charging station.
- c. “Full EV Charger/Charging Station”. All necessary components required for EV Ready, in addition to an already installed charger/charging station (208/240 volt, Level 2).

### **2. Multiple Family Residential Uses**

- a. Quantity of EV Capable. Twenty percent of the required amount of parking spaces.
- b. Quantity of EV Ready. Ten percent of the required amount of parking spaces.
- c. Quantity of Full EV Charger/Charging Station. Ten percent of the required amount of parking spaces.
- d. Guest Parking. Twenty percent shall have EV Ready infrastructure and 10 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.



- e. 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.

### **3. Non-residential Uses**

- a. Quantity of EV Capable. Twenty percent of the required amount of parking spaces; a minimum of two spaces.
- b. Quantity of EV Ready. Ten percent of the required amount of parking spaces; a minimum of two spaces.
- c. Quantity of Full EV Charger/Charging Station. Ten percent of the required amount of parking spaces; a minimum of one space.
- d. 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 EV Chargers/Charging Stations 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.