

REGULAR MEETING OF THE
CULVER CITY
PLANNING COMMISSION
CULVER CITY, CALIFORNIA

October 13, 2021
7:00 p.m.

Call to Order & Roll Call

Chair Sayles called the regular meeting of the Culver City Planning Commission to order at 7:08 p.m.

Present: Dana Sayles, Chair
Nancy Barba, Vice Chair
Jennifer Carter, Commissioner
Ed Ogosta, Commissioner

Absent: Andrew Reilman, Commissioner

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Pledge of Allegiance

Chair Sayles led the Pledge of Allegiance.

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Public Comment - Items NOT on the Agenda

Chair Sayles invited public comment.

Ruth Martin del Campo, Administrative Clerk, discussed procedures for making public comment.

Bryan Sanders discussed the recently released Environmental Impact Report (EIR) as part of the Housing Element of the General Plan Update; conformance with Assembly Bill (AB) 52; measured raw data; communication with the Advance Planning Manager; and actual data vs. modeled data.

Bogdan Tomalevski provided background on himself; discussed the planned review and comprehensive revisions for updating

the zoning code requirements for parking; ensuring that the code is written in a more straightforward manner; staff interpretation; Floor Area calculations; inconsistencies in the code; code from other cities; and he wanted to provide an outside perspective as an architect trying to work in the City.

Sol Blumenfeld, Community Development Director, indicated that he would arrange time to speak with Mr. Tomalevski; noted that writing code is an imperfect art; discussed Floor Area Ratio (FAR) calculations; Floor Area in R2 zones; and ambiguities to be addressed.

Lila Swenson, Fiesta La Ballona Committee, invited everyone to Fiesta La Ballona on October 29-31; discussed Halloween themed events for Fiesta La Boo-llona; noted that additional information was available at the newly revamped website: fiestabalaballona.org; and she announced new and returning sponsors, including Amazon Studios, noting that the event would not have been possible without all these sponsors' support.

Julie Sisk indicated that she was not enjoying Experience Elenda; discussed the new bike lane; difficulty accessing the school; noted that she rarely sees bicycles; she wanted to see the installation removed as it is not a positive experience for those who have to drive; and she felt the situation was dangerous.

Ruth Martin del Campo, Administrative Clerk, asked if there were any more requests to speak noting that there would be additional opportunity for Public Comment for Items Not on the Agenda at the end of the meeting.

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Consent Calendar

Item C-1

Approval of Draft Planning Commission Meeting Minutes of September 29, 2021

MOVED BY VICE CHAIR BARBA AND SECONDED BY COMMISSIONER OGOSTA THAT THE PLANNING COMMISSION APPROVE MINUTES FOR THE PLANNING COMMISSION MEETING OF SEPTEMBER 29, 2021 AS SUBMITTED.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, OGOSTA, SAYLES
NOES: NONE
ABSENT: REILMAN

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Order of the Agenda

No changes were made.

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Action Items

Item A-1

(1) Part 2 of Review and Discussion of Update and Informational Materials Regarding Comprehensive Revisions to Zoning Code Requirements and Standards Relating to Required Off-Street Parking Citywide; and (2) Direction to Staff to Prepare a Draft Zoning Code Amendment for Future Planning Commission Consideration

Chair Sayles introduced the item.

Sol Blumenfeld, Community Development Director, reiterated the purpose of the code amendment to improve parking and address related mobility and quality of life issues; noted that this was the second of two meetings on the issue; and he discussed next steps in the process.

Gabriela Silva, Associate Planner, provided a summary of the material of record; reviewed prior Planning Commission discussion of the matter; and parking reductions for mobility measures.

Andrea Fleck, Planning Technician, discussed financial incentives and Transportation Demand Management (TDM).

Discussion ensued between staff and Commissioners regarding meeting procedures and agreement to hear public comment before Commission discussion.

MOVED BY COMMISSIONER OGOSTA AND SECONDED BY VICE CHAIR BARBA THAT THE PLANNING COMMISSION OPEN THE DISCUSSION FOR PUBLIC COMMENT.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, OGOSTA, SAYLES
NOES: NONE
ABSENT: REILMAN

Chair Sayles invited public comment.

The following members of the public addressed the Commission:

Vered Mirmovitch was called to speak but did not respond.

Betty Isono was called to speak but did not respond.

Bubba Fish expressed support for completely eliminating parking minimums City-wide; asserted that the City was over-parked; discussed other cities that have eliminated parking minimums; the climate, transportation and housing crises; and he felt that parking minimums should at least be eliminated near transit.

Stephen Jones expressed support for eliminating parking minimums; discussed the importance of reducing per capita Vehicle Miles Travelled (VMT); cost of construction; incentives; relaxing parking requirements for Accessory Dwelling Units (ADUs); instituting parking maximums; building more much needed housing; and he felt that a 30% reduction for onsite ride hail felt out of step with climate goals.

George Hewitt expressed support for abolishing parking minimums and for instituting parking maximums; he asserted that affordable housing was not possible without subsidies; discussed ensuring that parking regulations do not hamper the ability to house people; the importance of curbing luxury housing; moving toward shared mobility for a greener and safer future; and he thanked staff for their efforts.

Patrick Meighan, Culver City for More Homes, thanked the Commission and staff for their work; wanted to see a complete elimination of all parking minimums City-wide to reduce car-dependence and increase home affordability; discussed safety; livability; climate; and he wanted to see Culver City join other cities in taking a leadership role.

Elias Platte-Bermeo expressed appreciation to staff for their work on the matter; urged the Planning Commission to eliminate all parking minimums in the City; expressed appreciation to Sol Blumenfeld for his comments noting that parking policies relate to mobility, climate, wellness, quality of life and safety; discussed his own experience living in the City without a car; ways that policy and infrastructure incentivize cars; and the need for dramatic change to fight the climate crisis and increase walkability and livability in the City;

Aaron Lieberman echoed comments from George Hewitt and Bubba Fish in support of eliminating parking minimums and instituting parking maximums.

Karim Sahli spoke in favor of eliminating all parking minimums except for handicapped parking; he asserted that eliminating parking minimums would increase tax revenue for the City and allow for better infrastructure; stated that parking maximums were necessary; expressed support for bike parking minimums; discussed bike theft; creating bike parking adjacent to handicapped parking; and he questioned category 4 and 5.

Melissa Sanders was called to speak but did not respond.

David Coles discussed other places in the world; the importance of planning; incentives; being intentional about what to build for; effects on public health and environment; planning and incentivizing active transportation; he opposed forcing people to provide parking; and he wanted to see parking minimums eliminated entirely.

Mary Daval urged the Commission to abolish parking minimums across the City and establish parking maximums close to transit; she discussed costs to build housing; space and money spent on housing; creative solutions to address issues; her work as community representative on the Move Culver City team; the commitment of the City to incentivize a mobility mode shift; lessening dependence on private vehicles and fossil fuels; collaboration with the Transportation Department; increasing housing density; encouraging more robust transit options; making space for active transportation instead of for parking and cars; and moving toward a greener, healthier and sustainable future.

Bryan Sanders indicated support for parking minimums; felt that the discussion was being skewed toward housing issues

and bicycle usage; discussed the political nature of language being used; the underlying agenda; he asserted that Culver City for More Homes is a Political Action Committee (PAC) tied to Abundant Los Angeles which is tied to YIMBY (Yes In My Back Yard) Law and YIMBY California which along with Senate Bill (SB) 9 and 10 are trying to completely eliminate single family housing; desire to keep parking maximums; discussed jobs coming to the area; making it hard to park; current difficulties finding parking; and he expressed disagreement with the political agenda under the idea of a blanket maximum.

Kate Ainslie provided background on herself; discussed parking minimums that made changes to her property cost prohibitive; she disagreed that abolishing parking minimums was a political issue noting that it was personal to her; discussed current parking minimums; felt that minimums should be abolished as they no longer serve the City; and she asserted that people can not continue to live in the same way noting that if more parking is built there will be more cars.

Michelle Weiner, Chair of Bicycle and Pedestrian Advisory Committee, spoke on behalf of herself, discussed the intersection between parking and other modes of transportation as well as housing; expense; money spent for underground parking at Disney Hall; areas that are not safe for pedestrians; and she wanted to abolish parking minimums and establish parking maximums.

Julie Sisk expressed opposition to eliminating parking minimums; provided background on herself; discussed difficulty parking on her street; the multi-unit development at the end of her street; difficulty renting her unit due to lack of parking; changes since she bought her house; she didn't want to see Culver City become like Santa Monica and Palms due to over development; and she reported that Melissa Sanders indicated that parking for cars is important and people still need cars because the public transportation is not great.

Ruth Martin del Campo, Administrative Clerk, reported that comments from Melissa Sanders had been distributed to Commissioners and staff.

Carolyn Libuser discussed changes in the City over the years; the impact of eliminating parking for the elderly and the disabled; increased costs for Uber and Lyft; changes in the availability of street parking; COVID; people working from

home; street sweeping days; public transportation; and responsible planning.

Charles Sisk expressed support for parking minimums; discussed planning for an idealistic future; the current situation; reluctance to go to Santa Monica as parking is so difficult; concern that abolishing minimums would hurt businesses and cause them not to want to locate in the City; and concern with hurting small business as large businesses can afford to deal with issues.

Lorri Horn expressed support for Culver City High School student Charlie Sisk and for parking minimums; discussed creating problems and having meetings to solve the problems; up zoning; she questioned where people living in the new units would be parking; discussed effects to the environment of people driving around in circles looking for parking; she indicated that she was a social justice advocate; discussed privilege; people who rely on their cars; difficulty parking after a long day of work; and she noted that it was not so simple for everyone to ride their bike.

Disa Lindgren expressed support for the elimination of parking minimums; discussed attending the Culver City Speaker Series about parking; the importance of caring for the future as much as for the present; making it easier for people to get around; prohibitive costs to building housing; and she expressed support for voting against parking minimums.

MOVED BY VICE CHAIR BARBA AND SECONDED BY COMMISSIONER CARTER THAT THE PLANNING COMMISSION CLOSE THE DISCUSSION TO PUBLIC COMMENTS.

THE MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: BARBA, CARTER, OGOSTA, SAYLES
NOES: NONE
ABSENT: REILMAN

Discussion ensued between staff and Commissioners regarding the fact that the focus of the speakers is on residential parking demand and usage; the need to comprehensively address parking standards as a whole; unprecedented support for reducing parking minimums; addressing mixed use; addressing highest parking demand uses; consideration of land use in the City in the General Plan Update; the intent to have a specific discussion and begin to write code; effort to go through the

process; bifurcating land uses; thinking about the issue holistically; support for getting rid of minimums to help the environment; the feeling that if you build more parking you will get more cars; creating a balance; letting the market provide what is needed; outdated parking standards; proscriptive and prohibitive parking mandates; being realistic to serve needs but not handicapping development; and getting an idea of Commission sentiment.

Additional discussion ensued between staff and Commissioners regarding carshare parking; the reduction percentage; implementing the tradeoff between carshare and vehicle parking; data collected; the parking ratio table; the focus on highest demand uses; addressing a threshold where carshare would have to kick in; residential as part of the parking ratio table; reductions; staff request for Commissioner opinions on concepts; providing a clear understanding of what would need to be done for a project in order to get a specific parking reduction; elimination of ambiguity; the threshold that requires a TDM plan; the number of current projects that are required to have a TDM plan; the zoning code; the Transportation section of the Municipal Code; the discretionary process; lack of a full TDM plan; clarification that there are not a lot of requests from developers to reduce parking; projects as wanting to be fully compliant; discouraging projects that want parking beyond the minimum; and reducing the parking footprint as much as is practical.

Further discussion ensued between staff and Commissioners regarding support for eliminating parking minimums and creating parking maximums; proximity to transit; focusing on bike share and bike parking as well as ride sharing more than ride hailing; using a combination of mobility measures to reduce parking requirements in construction; focusing on measures to provide alternative modes of transit rather than using other cars; an observation that Uber and Lyft generate traffic, just not parking spaces; parking reductions for providing bike parking as a matter of right; translating excess bike parking to additional reductions; the bike parking policies of Los Angeles and Santa Monica; scooter docking stations; offsite bike sharing and scooter share; regulation of public right of way vs. private property; City Council approval of the municipal code; direction on potential code amendments; City Council discretion; the suggestion from staff to consider reducing parking requirements up to 40% of the minimum; scaling in response to project size; promoting alternative transit; indicating

Commission direction when the matter goes before the City Council; the ability of the Commission to make recommendations to the City Council; research on carshare in other cities; items agreed upon by the Commission at the prior meeting; implementation; staff agreement to provide summaries; support for the staff recommended code amendments as going in the right direction; concern with the length of the process; the feeling that recommendations do not go far enough; unbundling parking from the cost of tenant space; transit oriented communities; parking buy-outs; measures passed in other cities; exploring methods to go further; state requirements; concern with creating standards that are in conflict with state law; responding to state law as things are changing without modifying the code; incorporating language that allows modification without going back to the City Council as laws change; the option to be more restrictive than state law; making a statement in the code to indicate compliance with state law; open issues with respect to Assembly Bill (AB) 1401; Transit Priority Areas (TPAs); eliminating parking requirements for TPAs with conformance to state law; change of use for existing structures; non-conforming uses related to parking; collateral areas that require further discussion; continued shrinking of the parking footprint; large projects that will take advantage of the changes; smaller projects; encouraging new businesses to come in and not be hindered by new parking requirements; the cumulative impacts of small projects; environmental issues; scaling issues; change of use; building rehabilitations vs. projects from the ground up; mandates; variable interests and factors to consider for each item; focusing on larger projects including residential; allowing the General Plan Update land use discussion to be resolved; understanding related parking requirements; how to address projects to right size the parking; City mandated measures; providing a menu of options to developers; instances where the City wants to reduce parking and the developer does not; and resetting the minimum and maximum as a mandatory rather than voluntary issue.

Sol Blumenfeld, Community Development Director, summarized Commission consensus to direct staff to lean more heavily on bike parking and less on ride hailing; promote alternative transit; provide additional detail about proposed measures; furnish a summary of how parking reductions would be applied; look more closely at parking minimum and maximum requirements for Santa Monica and Los Angeles relative to bike parking; and table the discussion to do additional research, provide

additional summaries, understand scaling issues and then return with additional information.

Further discussion ensued between staff and Commissioners regarding a request to examine Berkeley and Minneapolis who moved away from parking minimums and include maximums; disincentivizing creating more parking; reducing VMT and traffic; enabling long-term planning; support for increasing parking reductions over 40%; support for a menu approach; developers who want to develop what the market wants and are not interested in reducing parking; support for instituting parking maximums; awarding more points in the menu scenario for those options that do not relate to putting a car on the site; encouragement to address scale; and ensuring that small businesses are not penalized.

Sol Blumenfeld, Community Development Director, indicated that he would send an email summarizing the discussion, but that staff was at their bandwidth and he was currently covering for two Division Managers so research would not be coming back before the Commission prior to 2022.

Vice Chair Barba thanked staff for their efforts.

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Public Comment - Items NOT on the Agenda (Continued)

Chair Sayles invited public comment.

The following member of the public addressed the Commission:

Karim Sahli thanked staff and the Commission for their work on the item; expressed strong support for eliminating parking minimums and enacting parking maximums; he discussed parking requirements for the elderly and disabled that meet the state and national level; and he asked that staff post the slides so that he could comment on them.

Sol Blumenfeld, Community Development Director, indicated that staff would post the slides and mark them as "For Discussion Only."

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Receipt of Correspondence

None

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Items from Planning Commissioners/Staff

Sol Blumenfeld, Community Development Director, discussed agenda items for the November 10 Commission meeting including the continued Housing Streamlining item and consideration of the Wende application for their comprehensive plan.

Discussion ensued between staff and Commissioners regarding scheduling; the special Housing Element meeting; and consideration of the Delmas Terrace Hospital ER Emergency Room Renovation.

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Adjournment

There being no further business, at 9:42 p.m., the Culver City Planning Commission adjourned.

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RUTH MARTIN DEL CAMPO
ADMINISTRATIVE CLERK 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 Green
CITY CLERK

Date