



# City of Culver City

## Staff Report Details (With Text)

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**Title:** PC - PUBLIC HEARING: Consideration of a City-Initiated Zoning Code Amendment (P2022-0234-ZCA), Amending the Zoning Code as it Relates to Minimum Required On-Site Parking, Automated Parking/Parking Stackers, Bicycle Parking, and Loading and Providing a Recommendation to the City Council.

**Sponsors:**

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**Attachments:** 1. 22-08-24\_ATT No 1\_Proposed PC Resolution No 2022-P016.pdf, 2. 22-08-24\_ATT No 2\_City of LA Bicycle Parking Requirements.pdf, 3. 22-08-24\_ATT No 3\_Examples of Loading Requirements.pdf

Date	Ver.	Action By	Action	Result
8/24/2022	1	PLANNING COMMISSION		
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**PC - PUBLIC HEARING: Consideration of a City-Initiated Zoning Code Amendment (P2022-0234-ZCA), Amending the Zoning Code as it Relates to Minimum Required On-Site Parking, Automated Parking/Parking Stackers, Bicycle Parking, and Loading and Providing a Recommendation to the City Council.**

**Meeting Date:** August 24, 2022

**Contact Person/Dept:** Gabriela Silva, Associate Planner  
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**Fiscal Impact:** Yes  No

**General Fund:** Yes  No

**Public Hearing:**

**Action Item:**

**Attachments:**

**City Council Action Required:** Yes  No

**Date:** TBD

**Public Notification:** (Email) Public Notifications - Planning Commission (08/04/2022), Meetings and Agendas - Planning Commission (08/19/2022); (Posted) City website (08/04/2022); (Published) in Culver City News (08/04/2022)

**Department Approval:** Sol Blumenfeld, Community Development Director (08/18/2022)

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### RECOMMENDATION

Staff recommends that the Planning Commission adopt Resolution No. 2022-P016 recommending to the City Council (1) Approve Zoning Code Amendment P2022-0234-ZCA related to on-site parking, bicycle parking and loading; and (2) Adopt an exemption, pursuant to California Environmental Quality Act Section 15061(b)(3).

## **PROCEDURES**

1. Chair calls on staff for a brief staff report and the Planning Commission poses questions to staff as desired.
2. Chair opens the public hearing and receives comments from the general public.
3. Chair seeks a motion to close the public hearing after all testimony has been presented.
4. Planning Commission discusses the matter and arrives at its decision.

## **BACKGROUND**

Over the past few years, the City has been advancing several sustainability, mobility and transportation strategies related to off-street parking, including revisions to the Zoning Code reflective of changes in mobility trends and technology advancements. In addition, City parking policies have evolved toward requiring less parking, concentrating parking at key public areas, sharing parking among uses and in general downsizing the parking footprint in new development in favor of encouraging alternative modes of transit.<sup>1</sup>

The City Council directed staff to prepare a Comprehensive Parking Code Amendment at the May 2020 Joint Study Session on Parking and Mobility. Staff presented the Planning Commission with summaries of the research conducted and the proposed parking code amendments for consideration on August 11, 2021 and October 13, 2021.

The Planning Commission provided feedback to staff on the items listed below and overall responded favorably to the concepts but requested additional research and information. Two stakeholder outreach meetings were held on April 6, 2022 and April 7, 2022 along with a parking questionnaire. On May 25, 2022, another Planning Commission discussion meeting was held to provide additional feedback on the following topics:

- Minimum Required Parking Ratios (adjustment/reduction, elimination)
- Parking Maximums (cap on allowable parking)
- Parking Reductions (automatic reductions to required parking when mobility improvements/asures and/or TDM plan are implemented, including in-lieu fees, car-share, carpool/vanpool, bikeshare, ridehail, proximity to transit, and travel subsidies and financial incentives)
- Unbundled Parking
- Transportation Demand Management (TDM) Plan (codified requirements)
- Bicycle Parking (more robust standards)
- Automated and Stacked Parking (allowing for administrative review of automated and stacked (vertical) parking).<sup>2</sup>

On June 27, 2022, the background of the preceding Planning Commission discussions, staff research, and outreach was presented to City Council as a discussion item providing additional opportunities for public input.

The City Council directed staff to proceed with drafting a Zoning Code Amendment that eliminates minimum on-site parking requirements, as well as revising on-site automated parking requirements, bicycle parking requirements, and loading standards. The topic of parking maximums was referred to the Mobility, Traffic, and Parking Subcommittee for further discussion.

## **ANALYSIS/DISCUSSION**

### **Minimum Required Off-Street Parking**

The Zoning Code often sets a minimum required amount of parking, allowing projects to incorporate surplus parking as needed and/or as feasible. The purpose of minimum parking requirements is to adequately plan for the parking needs of a development and ensure that sufficient off-street parking is provided for each development/use to meet those needs. Further, the desire to address parking demand stems partly from the desire to avoid potential impacts to surrounding public streets, especially when commercial uses are adjacent to residential neighborhoods. Under this approach, projects typically narrowly meet their required parking, and in some cases may include requests to modify stall dimensions, drive aisle dimensions, or even to reduce the number of required parking spaces. This signals that developments can manage their associated parking demand without meeting the minimum required amounts. In recent years, trends have shifted towards eliminating minimum required parking; this shift has been attributed to various factors, including concerns related to 'induced demand', traffic congestion, vehicle emissions, disincentivizing use of alternative transit modes, land use prioritization, and development costs (particularly as it relates to housing affordability).

In accordance with direction provided by the City Council, minimum required parking is eliminated by deleting all of Table 3-3 - Parking Requirements by Land Use, of Section 17.320.020. Similarly, Table 2-7.1 - C Commercial Downtown Parking Requirements by Land Use, of Section 17.220.035 is eliminated. In addition, all references to required parking is deleted throughout Title 17 - Zoning Code. All development standards for off-street parking remain to ensure any proposed parking complies with appropriate standards. Accordingly, certain sections throughout the Zoning Code are reworded to make clear the standards apply when parking is provided. Various other sections of the Zoning Code are also eliminated or reworded to maintain internal consistency. For example, Section 17.610.020.B - Nonconforming Due to Parking is eliminated, as is the reference to the required amount of parking in Table 6-1 - Requirements for Major and Minor Improvements, while the reference to compliance with parking lot landscaping, paving, screening, and striping remains.

With the elimination of minimum parking for residential uses, it is necessary to anticipate situations in which property owners want to convert their existing garages to another use. Existing garages are laid out in various configurations. For example, it may be at the rear of the property accessed from a long driveway along the side of the property, at the rear of the property accessed from an adjacent public alley or attached to the residence at the front of the property. As we have seen from the numerous conversions to ADU, although no replacement parking is required, in practice residents will typically utilize the remnant driveway area to park their vehicles. Whether for conversions or new construction, it is important to anticipate that there will be a desire to provide uncovered parking within the current required front setback in residential zones. Accordingly, the provisions for placement of uncovered parking are revised to allow a portion of this front setback to be utilized for parking.

In response to City Council's direction regarding parking stackers, automated and semi-automated parking, the proposed revisions include requiring a Parking Plan review/approval rather than an Administrative Use Permit (AUP) when tandem parking is proposed in a non-residential zoning district. All other standards for tandem parking remain. Review through a ministerial Parking Plan will streamline the process while ensuring the tandem parking is implemented in a manner that is safe and compatible with surrounding uses.

### **Parking Stackers, Automated and Semi-Automated Parking - Section 17.320.025**

The City desired a robust process to vet installations of parking stackers, automated and semi-automated parking, while allowing some flexibility for installations in the Hayden Tract and Smiley Blackwelder Parking

Districts at the time these were incorporated into the Zoning Code. Accordingly, in these parking districts automated and semi-automated and stacked parking could be provided subject to a Parking Plan approval by the Director or subject to Site Plan Review approval for a new building or a building addition greater than 5,000 square feet. Subsequently, the Zoning Code was revised to allow for these installations outside these parking districts and in Commercial, Industrial, Planned Development or Special Purpose Zoning Districts, subject to Conditional Use Permit (CUP) approval or subject to Site Plan Review approval for any parking associated with a new building or a building addition greater than 5,000 square feet. In all cases, a request for this type of parking is required to submit various materials, including technical studies demonstrating that the proposed design and operation of the automated, semi-automated, or stacked parking will not be detrimental to surrounding uses and properties in the vicinity relative to noise, visual impacts, area parking and circulation, and existing on-site improvements.

Based on the feedback from the Planning Commission and direction of the City Council, the proposed Zoning Code Amendment will revise the procedural requirements so these types of parking installations can be processed administratively but will maintain the same submittal requirements. This will help facilitate the provision of parking in more space-efficient ways while still maintaining a process for assessing compatibility with surrounding properties and uses. Accordingly, for the Hayden Tract and Smiley Blackwelder Parking Districts, all such parking installations will be subject to Parking Plan approval by the Director and outside of these districts will be subject to an Administrative Use Permit (rather than a CUP) as shown in Exhibit A of the proposed resolution.

#### Bicycle Parking - Section 17.320.045

The current Zoning Code standards require bicycle parking to be provided for a particular development/site as a percentage of the number of required vehicle spaces, of either 10% for multi-family uses and or 5% for retail commercial and other non-residential uses. This method yields very little bicycle parking. In addition, the current Code simply indicates that bicycle spaces must be at least 2 feet in width, separated from motor vehicle parking spaces by at least 5 feet, and conveniently located and generally within proximity to the main entrance of a structure.

For several years, staff has worked with applicants to provide more than the minimum required amount of bicycle parking for discretionary projects based on number of dwelling units and floor area, using the requirements of the City's Bicycle and Pedestrian Action Plan, as well as the requirements of the City of Los Angeles and City of Oakland for reference. Using number of dwelling units and floor area by use as the basis for required bicycle parking is becoming the more widely used method for requiring bicycle parking. In addition, requiring both short-term and long-term bicycle parking to serve the needs of the different types of users is also a common standard that is also not currently addressed in the Zoning Code. Similarly, more detailed location and design standards have been implemented through the discretionary review process.

In order to advance bicycle use as an alternative mobility option, sites must be planned appropriately to provide adequate bicycle parking spaces, as well adequate access and supporting infrastructure (e.g., showers, lockers, etc.) to encourage bicycle use. In addition, codifying such standards will make the review process for projects more streamlined and standardized. Given the Planning Commission's prior feedback to look to the bicycle requirements from City of Los Angeles as a desirable model, the proposed bicycle parking requirements and standards follow that model as shown in Exhibit A of the proposed Resolution.

#### Loading Requirements - Section 17.320.050

The Zoning Code currently requires off-street loading based on the size of door openings and accessibility of said doors by vehicles. Although this may occasionally be an indicator of what a building or site will have the need for loading or even the type of loading, it is not a reliable way of determining the loading needs of a site and adequately planning for those needs. In addition, in the lowest threshold, the loading space required by the Zoning Code is the same size as a standard parking stall (i.e., 8.5-feet by 18-feet). If not adequately planned for and designed, loading can pose a definite conflict on the street when trucks need to deliver products, supplies, and other goods to a site and there is no off-street loading. Such conflicts include idling in

the traffic lane where vehicles must maneuver around a stopped truck, or parking in a center aisle where delivery personnel must cross one or more lanes of traffic to drop off or pick up packages, and sometimes this can even mean obstructing a bicycle lane.

It is largely understood that even small commercial buildings with no large door openings and with no direct access for vehicles may have needs for deliveries by large trucks including typical commercial delivery (e.g., UPS, FedEx, etc.) that do not typically fit in a standard parking space and that often need additional height clearance than the minimum standard required height for passenger vehicles. To adequately plan for the loading needs of the various non-residential operations throughout the City such that these activities are done in a safe manner and which does not create the potential for circulation conflicts in the public right-of-way, more robust standards are necessary. Based on staff's research, typical requirements are based on use, floor area, and number of dwelling units. Accordingly, staff proposes to change the basis upon which the loading spaces are required, as well as to adjust the size requirements to reflect actual needs and sizes of delivery vehicles as reflected in Exhibit A of the proposed Resolution.

### **PUBLIC OUTREACH**

CCMC Section 17.630.010 requires public notification via a publication in the Culver City News, a minimum of fourteen (14) days prior to the formal Public Hearing. Accordingly, a public notice was published on August 4, 2022, and posted on the City website and distributed electronically via GovDelivery on August 4, 2022. As of the writing of this report, staff has not received any public comments, in writing or any other form, regarding the proposed Zoning Code Amendment in response to the public notice.

### **ENVIRONMENTAL DETERMINATION**

The proposed Zoning Code Amendment is considered exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3), because it can be seen with certainty that there is no possibility the Project to amend the Zoning Code will have a significant effect on the environment. The Project, by itself, does not result in any physical changes in the environment because it will only amend the Zoning Code to eliminate the requirement for a minimum amount of off-street parking but continues to allow the provision of such parking and provides for more robust and appropriate bicycle parking and loading requirements. In addition, the Zoning Code Amendment allows for administrative review of parking stackers and automated parking while still requiring the same technical studies and analysis as the current Zoning Code requirements. As such, the Project does not result in changes to existing land use, density, or an intensification of development beyond what the Zoning Code currently allows.

### **FISCAL ANALYSIS**

The proposed amendment has no anticipated fiscal impact.

### **SUMMARY/CONCLUSION**

Zoning codes are a product of their times, and the current standards do not account for recent changes in mobility trends and parking needs. In addition, the proposed changes serve to advance various City goals and objectives relating to mobility, sustainability, and housing affordability. Therefore, it is timely to modify the zoning provisions to implement new parking standards that reflect these changes to benefit the general public interest, safety, convenience and welfare of the City. The elimination of minimum parking requirements will not preclude projects/sites from providing parking but will allow for parking to be provided at lesser rates than the current requirements as may be better suited for a given project. Similarly, administrative review of automated

parking and parking stackers will streamline the process to facilitate parking that is more space efficient. Updated bicycle parking requirements will work to facilitate bicycle use and encourage it as a viable alternative transit mode. The proposed revisions to loading requirements will serve to improve accommodations for loading needs on-site and minimize ad hoc use of the public right-of-way for loading activities. In short, the revisions proposed in this Zoning Code Amendment will serve to improve parking management, encourage bicycle use as a transit alternative, and better plan for the needs of future development.

## **ATTACHMENTS**

1. Proposed Resolution No. 2022-P016, including Exhibit A: Proposed Zoning Code Text Changes in “strikethrough/underline” format
2. City of Los Angeles Bicycle Parking Requirements
3. Examples of Loading Requirements

## **NOTES**

1. The City has focused development around transit nodes such as the Transit Oriented Development District adjacent to the Expo Light Rail line, reduced parking requirements by Council resolution when in proximity to transit, required mobility options in Conditions of Approval in new developments, permitted automated parking administratively in parking deficient area and is constructing a pilot circulator project between the TOD District and the downtown.
2. The Hayden Tract and Smiley Blackwelder areas are parking impacted areas per Section 17.320.025.C where automated parking may be administratively approved.

## **MOTION**

That the Planning Commission:

Adopt Resolution No. 2022-P016 recommending to the City Council approval of Zoning Code Amendment P2022-0234-ZCA related to off-street parking, bicycle parking, and loading standards.