



City of Culver City

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Staff Report Details (With Text)

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On agenda: 10/13/2021 **Final action:**
Title: PC - (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

Sponsors:

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Attachments: 1. 21-10-13_ATT No 1_PC Staff Report Parking Discussion 8-11-2021.pdf, 2. 21-10-13_ATT No 2_Research Sources by Concept.pdf, 3. 21-10-13_ATT No 3_CC Staff Report AB1401 parking legislation.pdf

| Date | Ver. | Action By | Action | Result |
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| 10/13/2021 | 1 | PLANNING COMMISSION | | |
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PC - (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

Meeting Date: October 13, 2021

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Phone Number: (310) 253-5736 / (310) 253-5727

Fiscal Impact: Yes ☐ No ☒

General Fund: Yes ☐ No ☒

Public Hearing: ☐

Action Item: ☒

Attachments: ☒

City Council Action Required: Yes ☐ No ☒

Date: N/A

Public Notification: (Email) Meetings and Agendas - Planning Commission (10/07/2021)

Department Approval: Sol Blumenfeld, Community Development Director (10/06/2021)

RECOMMENDATION

Staff recommends that the Planning Commission (1) continue discussion of the comprehensive parking code

update strategies presented August 11, 2021; and (2) direct staff to return with a draft Zoning Code Amendment for Planning Commission consideration at a future meeting.

BACKGROUND

The City has been advancing several mobility and transportation strategies related to on-site and off-site parking and City parking policies have been shifting toward requiring less on-site 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 use of alternative modes of transit.¹ The Planning Commission and City Council have directed staff to prepare a Comprehensive Zoning Code Amendment during the May 2020 joint study session on parking and mobility, and most recently in May 2021 by supporting Assembly Bill (AB) 1401, which would prohibit cities from implementing minimum parking requirements for any land use within a certain distance of certain transit infrastructure (Attachment No. 3).

On August 11, 2021, staff presented the Planning Commission with summaries of the research conducted and proposed parking code changes developed by staff (Attachment No. 1, Attachment No. 2). During the discussion, the Planning Commission provided feedback to staff on the items below.

- **Minimum Required Parking Ratios:** Revisions would result in a general reduction of required off-street parking, based on survey of other jurisdictions and consultation of ITE Parking Generation Manual, or could be fully eliminated for certain transit areas depending on the recommendations from Planning Commission and its consideration of the City Council letter of support for AB 1401. Favorably considered

Eliminate minimum required quantities/ratios consistent with AB 1401. Favorably considered by some Commissioners

- **Parking Maximums:** Establish a cap on how much surplus parking may be incorporated into a project/site, with any excess parking subject to payment of a fee (e.g. mobility fee) as a penalty, and exceptions for some small-scale residential projects. Favorably considered

The Planning Commission supported establishing a surplus cap and fee. Some Commissioners conveyed interest in allowing flexibility for owners/developers to determine how much parking their projects/sites need, whether to accept parking reductions, and allowing some surplus parking before a fee is triggered. Favorably considered by some Commissioners

- **Parking Reductions:** Establish automatic reductions to required parking when a project implements alternative parking solutions or mobility improvements/measures (specified by the Zoning Code), with a combined maximum reduction of forty (40) percent,² including of a reduction for implementation of a Transportation Demand Management (TDM) Plan. Favorably considered
- **Transportation Demand Management (TDM):** Codify and create a TDM Plan requirement with a robust set of measures, and with an associated parking reduction (approx. 10-15%, counted toward 40% max). A TDM Plan would be required for projects meeting certain tiered thresholds, with larger projects required to incorporate more TDM measures than smaller projects. Favorably considered
- **Bicycle Parking:** Revise current bicycle parking requirements for general increase in required bicycle parking with additional requirements pertaining to size, placement, etc. and allow a tradeoff of bicycle parking and facilities for vehicle parking. Favorably considered
- **Automated and Stacked Parking:** Establish a citywide threshold for administrative review of automated and stacked parking (e.g. smaller scale parking), in order to streamline the process for allowing this type of parking.³ Specifically, create an administrative process for automated and stacked parking facilities

currently subject to a Site Plan Review (SPR) or Conditional Use Permit (CUP), while maintaining all other requirements currently in place (e.g. technical studies, operations plan, etc.) with consideration of sensitive receptors (e.g. single family zone) subject to Planning Commission action. Favorably considered

Following deliberations on the above, the Planning Commission continued discussion on the remaining items listed below.

ANALYSIS/DISCUSSION

Parking Reductions for Mobility Features. Staff examined alternative parking codes in several cities and developed the following best practices and related implementation measures for Commission consideration.

Based on the Planning Commission discussion, all uses would have associated off-street parking requirements (even if a nominal amount). Accordingly, mobility features would have an associated parking reduction since parking would still be required. The percentages could be adjusted to account for the already low parking requirements if a nominal amount is adopted.

In addition, projects meeting certain criteria would be required to create a TDM Plan, which would incorporate mobility measures with assigned parking reductions as well as other measures. All measures will have an assigned point value (i.e. number of points), which would be tallied to meet a specified minimum value required to achieve credit.

The list of planned mobility measures includes the following.

- **In-Lieu Fees:** Eliminate existing language allocating the fees to be used for development of parking facilities; and eliminate the language requiring that a parking reduction by payment of an in-lieu fee be approved with consideration of proximity to transit, mobility options, other parking configurations and/or a shared parking analysis. Fees could be paid on a price per stall basis without additional considerations and would simply apply toward provision of mobility features within the associated project area.
- **Car-Share:** Allow a parking reduction for certain uses (e.g. mixed-use developments, hotels, and motels) with provision of on-site car-share (e.g. substitute two (2) required parking spaces for each car-share parking space provided on-site a parking requirement, with up to 10-25% reduction)
- **Carpool/Vanpool:** Allow parking reduction for certain uses with the provision of preferential parking for rideshare vehicles and rideshare matching
- **Bikeshare:** Allow a parking reduction for certain developments that incorporate on-site bikeshare or are within a certain distance from City-sponsored bikeshare facility, and assign a point value for projects without a parking requirement
- **Proximity to Transit:** Allow a parking reduction for certain uses within 0.25 and 0.5 miles of a major transit stop. This measure would be eliminated or restructured if the full elimination concept (AB 1401) is recommended.
- **Travel Subsidies and Financial Incentives:** Allow a parking reduction for certain uses and assign a point value for projects without a parking requirement, for the implementation of specific subsidies for alternative transit modes including the following:
 - Metro Pass Subsidy
 - Bike-Share Subsidy
 - Parking Space Cash-Out Program

- Commuter Incentives for Non-drive-alone Modes
- Subsidized Rideshare Vehicles
- Pre-tax Transportation Benefits
- Unbundled Parking: Allow a parking reduction (e.g. 15%) for certain developments/uses (e.g. non-residential, mixed-use) within the TOD or certain distance from eligible transit, when all development parking is unbundled
- Ride-Hail: Allow a reduction in required parking for commercial uses that incorporate on-site ride-hail parking
- Bicycle Parking: Allow a parking reduction for non-residential and mixed-use developments that provide bicycle parking in excess of minimum bicycle requirements (e.g. up to 15% reduction at a rate of one (1) vehicle parking space per four (4) short-term or long-term bicycle parking spaces in excess of minimum required)
- Transportation Demand Management (TDM) Plan: Establish a requirement for a TDM Plan that incorporates a minimum combination of mobility measures, which have varying associated point values and/or parking reduction values. The requirement for a TDM Plan will be based on project size, with the minimum required number of points (and mobility measures) tiered such that larger projects have a higher point value requirement. The mobility measures (above) with an assigned reduction would have a lower/zero point value since those measures already have an associated parking reduction. In addition, if aligning with the no parking concept (AB 1401), projects with a minimum parking requirement would have a lower scale of minimum points required.
 - Multi-modal Infrastructure (e.g. carshare, bike facilities, etc.)
 - Travel Subsidies and Financial Incentives
 - Automobile Trip Consolidation
 - Shuttle Service
 - Ride-Share Matching Program
 - Guaranteed Ride Home Program
 - Scheduling
 - Compressed Work Week
 - Remote Work
 - Staggered Shifts/Flexible Work Hours
 - Promotion
 - On-site Services and Amenities (e.g. showers, lockers, etc.)
 - Site-wide TDM Program Coordinator
 - Marketing/Targeted Outreach
 - Other (Optional)
 - Parking Pricing (including for use by general public)
 - Mobility Fee

A City Council discussion will be conducted regarding this matter prior to presenting a draft Zoning Code Amendment to the Planning Commission.

ATTACHMENTS:

1. Planning Commission Staff Report - Parking Discussion (August 11, 2021)

2. Compilation of Research Sources by Concept
3. City Council Staff Report pertaining to support of AB 1401 (May 24, 2021)

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. 40% is the maximum parking reduction derived by staff based upon the data found regarding this topic as listed in Attachment No. 1 (Pages 1-2) under "Reduction Cap."
3. 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:

Receive and discuss the summary of updates and parking concept information presented, and direct staff to return with a draft Zoning Code Amendment for Planning Commission consideration at a future meeting.