



# City of Culver City

Mike Balkman Council  
Chambers  
9770 Culver Blvd.  
Culver City, CA 90232

## Staff Report

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**MTP - ACTION ITEM: (1) Receive and Discuss a Presentation Summarizing Prior Parking Maximum Discussions; and (2) Provide Direction to Staff.**

**Meeting Date:** March 30, 2023

**Contact Person:** Andrea Fleck, Planning Technician  
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**Action Item:** Yes ☒ No ☐ **Attachments:** Yes ☒ No ☐

**Fiscal Impact:** Yes ☐ No ☒ **General Fund:** Yes ☐ No ☒

**Public Notification:** 03/28/23 E-Mail via GovDelivery: Meetings and Agendas - Mobility, Traffic & Parking Subcommittee; Notify Me - Construction, Street Maintenance and Closures; Stay Informed - Bicycle & Pedestrian / Culver CityBus / Construction, Street Maintenance and Closures

**Department Approval:** Mark Muenzer, Planning & Development Director (03/21/2023)

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### **BACKGROUND**

Below is a summary timeline of the topic of parking maximums and direction provided to staff at the last meeting of the Mobility, Transportation, and Parking Subcommittee (MTP).

- June 27, 2022 - The City Council discussed various topics regarding parking as part of the overall discussion for the Zoning Code Amendment on off-street parking and referred the topic of parking maximums to the Mobility, Transportation, and Parking Subcommittee for discussion and direction.
- August 9, 2022 - Staff presented initial research regarding parking maximums. The MTP directed staff to invite stakeholders from the developer community to the next meeting to present the concept of parking maximums and obtain their input. In particular, the MTP expressed interest in obtaining feedback from these stakeholders as it relates to the potential impacts of parking maximums on development and related concerns.
- October 25, 2022 - Discussion with development stakeholder groups. Staff facilitated the discussion through various presentation slides prompting attendees to provide feedback. At

the conclusion of this discussion, the MTP directed staff to prepare a summary timeline of the discussions for the new Mobility, Transportation, and Parking Subcommittee members for their reference and to provide direction to staff as to next steps.

Below is a summary of primary points from the stakeholder feedback.

Development Community:

- If implemented, parking maximums should not be applied uniformly. Applicability and rates should be based on factors such as use, location (e.g., proximity to transit and parking structures), scale of the project, and other available amenities (on-site or off-site).
- If implemented, the City should consider starting with areas near transit or creating a parking management district to assess outcomes before applying citywide.
- Flexibility to deviate from parking maximums is critical and it should not be tied to a lengthy discretionary approval. Exceptions that can be processed quickly administratively is important as the needs of development, including parking demand, evolve and do so more quickly than cities review and process code changes.
- Developers are already assessing ways to limit parking because of costs, since parking is not a revenue generator, but need to be able to provide more parking when necessary for financial viability.
- Marketability/lease-ability of developments is a significant concern when parking supply is incongruent with parking demand. This affects return on investment and vacancies also impact a neighborhood. This also affects financing/funding from lenders and/or investors if a development appears undesirable due to limited parking supply.
- If implemented, adaptable parking structures may be something to consider.
- City should consider conducting a parking utilization study.
- Focus should be on incentivizing less parking and other strategies for reducing parking demand, such as improving public transit.

General Public:

- Current/former minimum required parking ratios should be implemented as parking maximums with flexibility to allow more parking if substantial evidence is provided to justify the additional allowance.
- Parking maximums are an important mechanism to address various issues related to sustainability, climate change, greenhouse gases, traffic congestion and safety, and mobility.

- City should consider using a transitional approach by first looking back at outcomes from prior projects, looking back at projects implemented under no parking minimums, and then start with former minimums as maximums and do another review.

In general, the sentiment from developer stakeholders was that the City approach parking maximums with caution due to potential negative effects on development, businesses, and the economy, that could in turn impact the City's revitalization goals. Supporters of parking maximums stressed the importance of addressing certain issues commonly associated with parking, such as traffic congestion, vehicle emissions, and other related mobility and sustainability issues

## **FISCAL ANALYSIS**

There is no fiscal impact related to this item at this time.

## **ATTACHMENTS**

- Presentation from October 25, 2022 Mobility, Traffic and Parking Subcommittee Meeting regarding Parking Maximums

## **RECOMMENDATIONS**

That the Mobility, Traffic and Parking Subcommittee receive and discuss a presentation summarizing prior parking maximum discussions and to provide direction to staff regarding next steps.