

Parking Maximums – Development Stakeholder Discussion

October 25, 2022



Background

The City has been engaged in various efforts to advance the objectives below, including updating Zoning Code parking requirements

- Increase mobility options & encourage use of alternative modes of transportation
- Reduce vehicle dependency and single-occupancy trips
- Maximize efficient use of parking supply
- Promote livability and sustainability
- Reduce parking demand and parking footprint
- Promote housing development
- Reduce project costs

What are Parking Maximums

- Establishing a cap or maximum allowable parking
- Different Approaches to Implementation
 - ❖ Can be applied to certain areas/zones only
 - ❖ Can be applied to specific uses
 - ❖ Can be applied to projects exceeding a certain size
 - ❖ Can be implemented with provisions for flexibility (e.g., exceeding cap through discretionary process, and/or subject to a fee)

Purpose of Discussion

- Gain further insight into parking maximums from a development perspective
- Understand full range of impacts on potential development
- Obtain feedback to present to City Council for further direction

Discussion Overview

- Finding the optimal/appropriate parking maximum
- Approach to implementation
- Potential impacts on new projects
- Influence on decision to develop new projects in Culver City
- Alternative measures for reducing parking demand

Discussion



Determining the appropriate parking maximum rate

- What is the appropriate rate?
- Current parking minimums become parking maximums?
- Parking maximums become a percentage increase above current minimums?

Current City Minimums

| LAND USE RESIDENTIAL | MIN. SPACES REQUIRED |
|---------------------------------|---|
| ADU or JADU | None |
| Live/work unit | <ul style="list-style-type: none"> • Up to 900 sq. ft.: 2 per unit • Greater than 900 up to 1500 sq ft: 3 per unit • Greater than 1500 sq ft: 4 per unit |
| Multi-family dwellings | <ul style="list-style-type: none"> • Studio micro-units: 0.5 • Studio & 1 bd, up to 900 sq ft: 1 • Studio & 1 bd, greater than 900 sq. ft: 2 • 2-3 bd units: 2 • 4 bd units: 3 • 1 for every additional bedroom over 4. • Guest: 1 space per 4 residential units |
| Single-family, duplex & triplex | 2 per unit. |
| SRO units | 0.5 per unit. |

| LAND USE NON-RESIDENTIAL | MIN. SPACES REQUIRED |
|--|---|
| Food Retail | 1 per 350 sq. ft. |
| Offices | 1 per 350 sq. ft. |
| Restaurants | 1 per 100 sq. ft. |
| Retail & Personal Services | 1 per 350 sq. ft. |
| Event Centers | 1 per 35 sq. ft. |
| General manufacturing, industrial, wholesale | 1 per 500 sq. ft. (w/ up to 20% ancillary office) |
| Media Production | 1 per 350 sq. ft. |
| Research & Development | 1 per 350 sq. ft. |

Parking Maximums – Example Scenarios

| Example Project | Current Code Standard (No Maximums) | Example Code Standard #1 (No Minimum) | Example Code Standard #2 (No Minimum) |
|--|---|--|--|
| New 100,000 sq. ft. Office Development | Minimum: 1/350 sq. ft. • 286 spaces minimum | Maximum: 1/350 sq. ft. • 286 spaces maximum | Maximum: 1/350 sq. ft. plus 10% • $286 + 29 = 329$ spaces maximum |
| New Mixed-Use Development: • Retail: 15,000 sq. ft. • Dwelling units: fifty 0-1bd <900 & fifty 2-3 bd) | Minimum: 1 /350 sq. ft. retail; 1 or 2 spaces per unit • $43 + 50 + 100 = 193$ spaces minimum | Maximum: 1/350 sq. ft. retail; 1 or 2 spaces per unit • 193 spaces maximum | Maximum: 1/350 sq. ft. plus 10% retail; 1 or 2 spaces per unit • $193 + 19 = 212$ spaces maximum |
| Existing 20,000 sq. ft. Warehouse Conversion to Office | Minimum: Net new (1/350 sq. ft. – 1/1,000 sq. ft.) • $57 - 20 = 37$ additional spaces minimum | Maximum: 1/350 sq. ft. • 57 spaces maximum | Maximum: 1/350 sq. ft. plus 10% • $57 + 6 = 63$ spaces maximum |

Determining the appropriate parking maximum rate

- What is the appropriate rate?
- Current parking minimums become parking maximums?
- Parking maximums become a percentage increase above current minimums?

Approaches to implementation

- Applicability of parking maximums
 - All projects citywide?
 - In certain areas/zones only? (e.g., within ½ mile of transit only)
 - For certain land use types only? (e.g., commercial uses only)
 - For projects exceeding a certain size threshold only? (e.g., projects greater than 25,000 gross sq. ft. and/or projects with more than 10 dwelling units)
- Project characteristic(s) on which to base maximum rates
 - Land use category?
 - Project size?
 - Project location?

Potential impact of parking maximums on different types of new developments

- Project financing and/or costs?
- Marketability (or lack thereof) of tenant spaces/dwelling units?
- Decision to develop certain types of uses or not
- Other?

To what extent might parking maximums influence your decision to develop new projects in Culver City?

- Impact on overall project feasibility in Culver City?
- Provisions for flexibility to exceed maximums?
 - Discretionary process?
 - Fees?



Alternative Strategies for Reducing Parking Demand

THANK YOU



