

November 23, 2024

To: Brian Averill
President, Venice Neighborhood Council

From: Naomi Nightingale
Chair, Community Planning/Local Coastal Plan Ad Hoc Committee

Subject: Recommendations from Committee Review of City Planning's
Parking Utilization and Transportation Management Strategies Report,
Venice Coastal Zone ("Report")

In January the VNC assigned my Committee to review the Report and make recommendations based on its review. Because the Committee had just embarked on a lengthy series of Community Planning meetings, the review was necessarily delayed. At its meetings on October 7th and November 4th, however, the Ad Hoc Committee did review the Report and did adopt recommendations for consideration by the VNC. The Report also includes discussions and recommendations on Transportation Management Strategies, but the Committee's review focuses on parking-related issues.

Overall Assessment:

The Report is an excellent, detailed survey and assessment of Venice's parking assets. These include general street parking, metered and not metered spaces, the City's public lots, and private parking facilities. The Report analyzed how those facilities are used during typical non-summer and summer days. It makes numerous suggested recommendations, really too many to deal with in the short-term. To be clear, major recommendations must first have to be proposed in the Venice Local Program (LCP), adopted by the City Council, and then certified by the California Coastal Commission before becoming effective. This review is but a first step in the process.

The overall sense one gets from reading the Report is that parking in the Venice Coastal Zone could benefit from much more focused and effective management. City parking lots could be better managed, more metered parking would increase the effectiveness of our parking assets, and visitors need more help in finding parking spaces to limit needless circulation.

The Committee's review is appended to this memo, and the Report itself can be found on the Ad Hoc Committee's website.

Recommendations:

1. Establish a Venice Coastal Zone Parking Benefit District:

- **Recommendation:** The VNC should work with Council District 11 to determine what is required to establish a Venice Coastal Zone Parking Benefit District.

The Report noted that the Venice Coastal Zone is an ideal location for a Parking Benefit District and the Committee agrees. Given its importance as a visitor destination, revenues from parking meters, parking lots, etc., should be kept and

used within the Venice Coastal Zone to improve the management of its parking assets and to improve parking options and availability.

2. Install Wayfinding Signage:

- **Recommendation:** Establish a wayfinding signage program within the Venice Coastal Zone.

Wayfinding signs guide visitors to off-street and beach parking. Venice needs these signs to help lessen visitors circulating to find parking lots. The signs should be consistent in style, branding and of adequate size. They can be funded initially through the in-lieu fee account.

3. Encourage City to Manage Its Parking Assets Better:

- **Recommendation:** The VNC should ask the City to better manage its parking lots by pricing parking spaces by hour rather than all-day and with more options, including possible valet parking at its main beach lots.

The Report found that the City's lots are not well-managed especially the ones between Venice Boulevard north and south (lots 701 and 731).

4. Increase the Number of Parking Meters:

- **Recommendation:** The VNC should encourage the City to add LA Express Meters on streets shown in Figure 20 of the Report except there shall be no meters along residential property frontages or Oakwood Park. In-lieu parking fees could initially be used to help fund the new meters.

With certain exceptions, parking in most of Venice is free with no time limits. This makes finding spaces on commercial streets difficult because parking space turnover is not encouraged. LA Express parking meters (with its associated app) let drivers know where metered on-street and off-street parking is available and at what prices. Adding parking meters is a basic recommendation of the Report.

5. Provide Designated Drop-Off And Pick-Up Locations Near the Beach and Along Abbot Kinney Boulevard:

- **Recommendation:** The VNC should encourage the City to add drop-off/pick-up locations near the beach near the western ends of Rose Avenue, N & S Venice Boulevard, and Washington Boulevard, as well as on Abbot Kinney Boulevard to provide visitors this option and to lessen double-parking.

The Report indicated that at certain locations having designated drop-off & pick-up locations would help visitor circulation and lessens traffic congestion from double parking. The Committee also felt this would help rideshare vehicles drop-off and pick-up their passengers.

6. Raise In-Lieu Parking Fees to Reflect Updated Cost Figures and to Modify This Program to Lessen Short-Term Financial Impacts.

- **Recommendation:** It is recommended that the VNC encourage the City to update in-lieu parking fees to 2024 costs to provide parking and to consider a “credit pool” system of annual in-lieu fee.

The current in-lieu parking fee of \$18,000 per space was established in 2004 and the Report recommends raising the fee to \$36,500 and thereafter indexed to the cost to provide a parking space. The Report also suggests changing the program to a more affordable, but more complicated, Parking Credits Program which requires just an annual fee. It is not yet clear exactly how an annual fee would be collected.

7. Change Parking Requirements Within the Venice Coastal Zone:

- **Recommendation:** It is recommended that the VNC work with City Planning to modify the Venice Coastal Zone parking requirements to be more in line with those of other coastal cities as evidenced in Table 34 of the Fehr & Peers Report and given the realities of AB2097 not included in its analysis. It is also recommended that:
 - Single-Family Residential on-site parking requirements shall be only 2 spaces for all lots 40 feet or less in width, and
 - Public Utility Facilities shall be limited to 2 spaces.

The Fehr & Peers Report compared parking requirements for several coastal cities and determined that the Venice Coastal Zone required more parking for most land uses. Venice’s requirements should be more in-line with other coastal zone areas. However, the Report was done while and before several state mandated parking requirements were enacted, specifically AB 2097. Given this reality, the VNC should work with City Planning on this issue.

The Committee also felt that the present requirement for parking on single-family residential lots – lots 40 feet wide and above must have three on-site parking spaces – was too much for the narrower lots and effectively eliminated useable back yard space. Only lots above 40 feet in width should be required to have 3 parking spaces. The present requirements for public utility facilities (2 spaces plus an additional space for each 500 SF of facility) was also deemed too much for this type of land use (e.g., electric substations, pumping stations).