

# **Tabled Items from October 7<sup>th</sup> Meeting on Evaluation of Venice Parking Utilization Study**

1. Increase Number of Parking Meters
2. Add Drop-Off Areas
3. Raise In-Lieu Parking Fees

VNC's Venice Community Plan and  
Local Coastal Program Ad Hoc Committee

## 1. Proposed Recommendation: Install More Smart Parking Meters:

- Provide LA Express Park (smart) parking meters on all street segments **not** along residential property frontages using unused in-lieu fees to help fund new meters. This system guides drivers to available parking meters with app.
- There are about 330 smart meters, but many more should be added, especially along AKB.

## Purpose of Parking Meters:

The primary purpose of parking meters is to increase availability of short-term parking spaces, reduce traffic congestion caused by drivers circling for parking spaces, and encourage alternative modes of transportation.

In serving this purpose, parking meters generate revenues. These revenues should be collected and reinvested in better management of parking assets, enforcement within the Venice Coastal Zone.

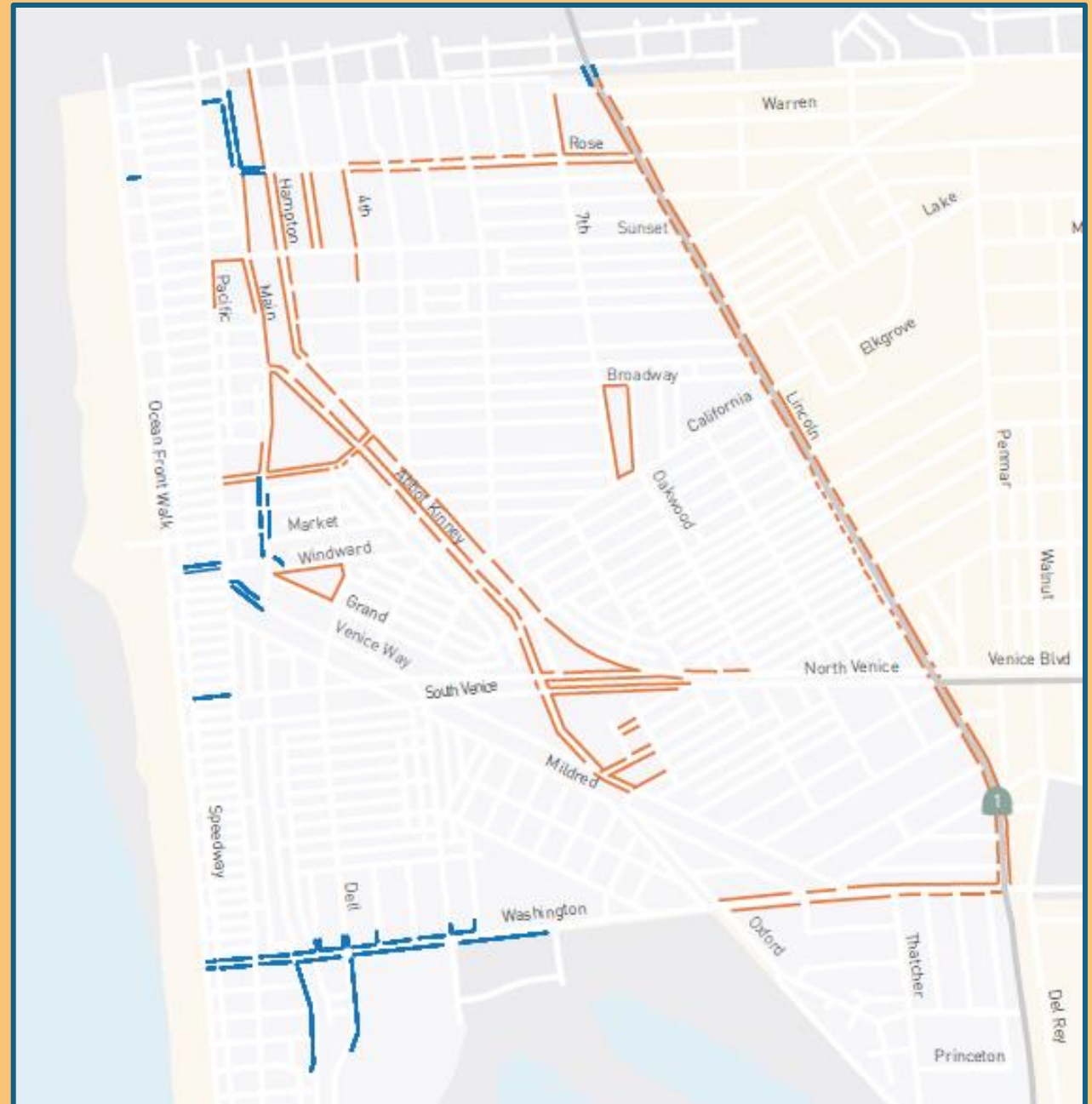
## What Smart Meters Do:

The City's LA Express Park system uses real-time data to better manage parking supply. Through its app it tells drivers the locations where parking is available and the associated prices. The latter can be changed by demand: peak-hour/off-peak, location, season, etc.

The primary recommendation on October 7<sup>th</sup> was to work toward establishing a Venice Parking Benefit District so that the revenues generated within the Venice Coastal Zone would stay here to improve parking, etc.

## Report's Recommended Locations for Smart Meters in Venice CZ

Recommendation to Committee is that **no** initial locations for smart meters be along residential streets nor around Oakwood Park.



2. Proposed Recommendation: Provide designated drop-off and pick-up locations along AKB and near the beach to lessen double-parking.

Report suggests these locations:

- Rose Avenue between main Street and Pacific
- N & S Venice Boulevard west of Pacific Avenue
- Washington Boulevard between Strongs Drive and Pacific Avenue
- Abbot Kinney Boulevard between Westminster and Venice.

## Parking In-Lieu Fee Program:

- Allows business owners to pay a fee rather than provide required parking spaces. Fee is used to provide better parking management, more parking meters, etc.
- Fee today is \$18,000/space (set in 1999), \$1.08M collected (2022), yet only \$0.386M spent. Added with fee: 116 spaces along Electric Ave. and 2 small parking lots on City-owned property.
- Fee should be raised to \$36,500 (2022). Because \$36,500 is too high for most businesses, Report recommends a Parking Credit fee of \$1,800/year per space based on a “credit pool.”

3. Proposed Recommendation: Raise in-lieu parking fees to reflect updated cost figures and modify program to lessen short-term financial impacts.



# **Parking Requirements**

PowerPoint prepared by Richard Stanger

VNC's Venice Community Plan and  
Local Coastal Program Ad Hoc Committee

## Existing Requirements in Venice LUP/CZSP:

- |                                     |                          |
|-------------------------------------|--------------------------|
| • Single-Family Dwelling* < 40' lot | 2 spaces                 |
| • Single-Family Dwelling ≥ 40' lot  | 3 spaces                 |
| • Multi-Family Dwelling < 40' lot   | 2 spaces/ dwelling unit  |
| • Multi-Family Dwelling ≥ 40' lot   | 2 spaces/du + ¼ space/du |

\* except Silver Strand and Venice Canals where 3 spaces required.

## Parking Utilization Parking Report Comparison:

- Fehr & Peers consultant compared Venice's requirements with those of other coastal communities.
- Charts in its Report are reproduced in handout.
- Recommendation modifies SFD and MFD requirements in several ways:
  - For SFD requires 3 spaces for lots above 40' (not 40' or above)
  - For MFD requires parking spaces based on # of habitable rooms
    - 1-2 rooms = 1 space/du
    - 3 rooms = 1.5 spaces/du
    - 4+ rooms = 2 spaces/du

## **Commercial Parking Space Requirements:**

- Fehr & Peers Report also compares parking space requirements for various commercial uses.
- Charts in its Report are reproduced in handout.
- Generally, the Venice Land Use Plan and Specific Plan require more parking spaces than required by other coastal communities.
- Using this information and the City's new Zoning Code, the Report suggests fewer parking spaces.

## Proposed Recommendation:

- Recommend that the parking requirements for the Venice Coastal Zone be changed to those proposed in Table 34 of the 2021 Fehr & Peers *Parking Utilization and Transportation Management Strategies Report, Venice Coastal Zone* as the City and Coastal Commission update the Venice Community Plan and Local Coastal Program.