

Tabled Items from October 7th 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

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 LA Express Parking 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.

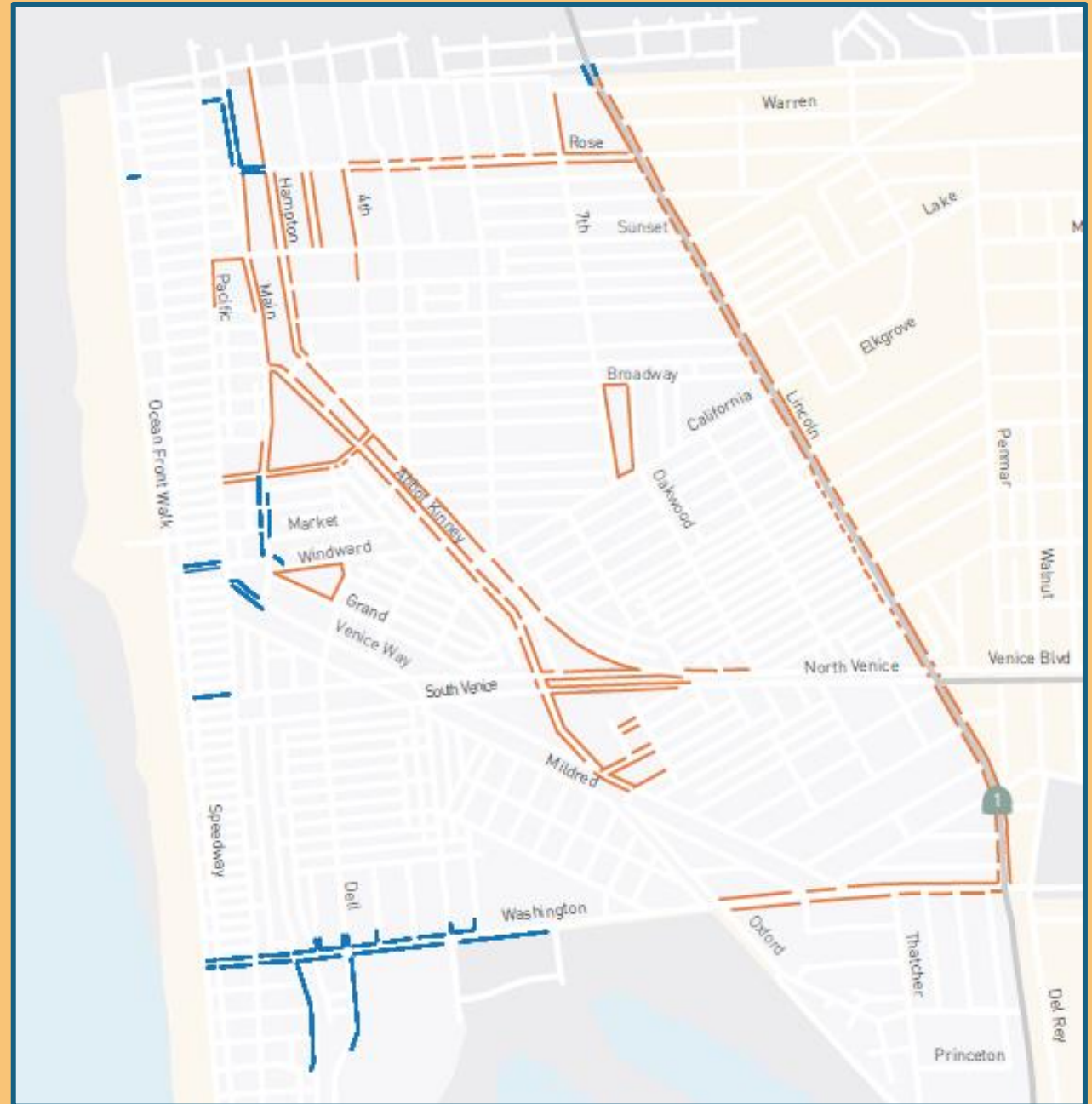
The primary recommendation on October 7th was to work toward establishing a Venice Parking Benefit District so that the revenues generated within the Venice Coastal Zone would stay here to improve parking, etc.

1. Proposed Recommendation: Install More Parking Meters:

- Provide LA Express Park 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.

Report's Recommended Locations for Parking Meters in Venice Coastal Zone.

Recommendation to Committee is that **no** initial locations for parking 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 four 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.
- 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 \geq 40' lot 3 spaces

- Multi-Family Dwelling < 40' lot 2 spaces/du
- Multi-Family Dwelling \geq 40' lot 2 spaces/du + $\frac{1}{4}$ space/du

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

Parking Utilization Parking Report Comparison:

- Report 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 >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:

- Report also compares parking space requirements for various commercial uses. Charts in its Report are reproduced in handout.
- Generally, the VLUP and VSP require more parking spaces than other coastal communities require.
- Using this information and the City's new Zoning Code, the Report suggests fewer parking spaces.

Public Utility Facility Parking Space Requirements:

- Not in Fehr & Peers Report.
- For facilities not having offices on premises:
 - Existing 2 spaces + 1 space/500 SF of floor space
 - Suggest 2 spaces only.
- Avoids Lagoon Pumping Station “issue” where unneeded/unwanted parking spaces were added to project.

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 up-date the Venice Community Plan and Local Coastal Program. Public Utility Facilities be limited to 2 spaces.