

COMMUNITY IMPACT STATEMENT: LOSS OF PUBLIC PARKING IN VENICE

The Parking & Transportation Committee proposes that:

The Venice Neighborhood Council (VNC) requests that the following comments be attached to Council File 19-0072: "Venice Lot" as a Community Impact Statement.

The Venice Neighborhood Council is providing the following comments in acknowledgement of the need to not only maintain but massively increase public parking opportunities in Venice:

1. The VNC has previously passed a motion indicating its preference that Lot 731 be used for public parking with a multiple story structure east of the Venice Grand Canal and creating an open space park to the west. A traffic congestion consideration that would allow westbound vehicles to cross through the median to eastbound Venice Blvd. was also recommended.
2. The Venice community west of California Route #1 (Lincoln Blvd) is considered a California Coastal Zone and in June 2001 the City-prepared Venice Coastal Zone Land Use Plan was adopted and certified by the California Coastal Commission and one of the referenced documents within this plan was a Traffic and Parking Plan prepared by Kaku Associates from the Los Angeles City Planning Department that describes a deficit of parking in the North Venice area of over 1200 cars due to the fact that many of the existing buildings were historic and constructed before parking was considered a requirement.
3. In 2012, the City of Los Angeles prepared as part of the Westside Mobility Plan an In-Lieu Fee Report. This report addresses the shortfall of public parking in the Venice region and further documents that, should public parking structures be constructed, the fees the City has been collecting since the Venice Parking Trust Fund (described in the 1988 Venice ICO) was established could be used to offset the construction costs. Furthermore, this report identifies the City properties where such parking structures could be constructed and parking opportunities be expanded. The report was prepared by CDM Smith.
4. In February 2009, Venice residents voted in an official referendum of the Venice Neighborhood Council in favor of overnight restricted parking for residents. Venice is in a Coastal Zone and as such the California Coastal Commission has denied the City's prior two applications for a Coastal Development to allow permit parking. Although the residents, business operators and the City have expressed the desire to have permit zone parking, the Coastal Commission made it clear in their denials that there cannot be any reduction of on-street parking without a one-to-one replacement off-street. Parking structures similar to those found in the Venice neighboring cities such as Santa Monica and Manhattan Beach were suggested to provide off street parking.
5. The Venice Neighborhood Council in June 2017 requested the City prepare an inventory of the existing parking conditions in Venice and to include Beach Impact Parking and non-required parking spaces in commercially-zoned projects within the Venice Coastal Zone. In response to this request, the City described how such a study would be prepared as one of the elements of the upcoming Venice Coastal Zone Land Use Plan. To date no information has been published that describes the current inventory of parking conditions.

6. The community of Venice since its inception in 1905 has been a visitor destination which is often referred to as the number two tourist attraction in the entire state of California behind Disneyland. In this capacity, beach access is a priority and the number one means of transportation to this region is by single occupancy vehicles. There are no plans in the immediate or distant future to provide mass transit with remote park-and-ride lots outside the region. Autonomous self-driving automobiles might relieve some of the parking requirements but they are still many years away from wide scale adoption.

7. The commercially zoned property in the Venice Coastal Zone is underdeveloped when compared to any other growing community in Los Angeles City or neighboring communities. This is the result of conflicting conditions; on one hand, the parking demands are very high as described in both the City and State codes while on the other hand, the lot sizes are small and therefore parking consumes most, if not all, of the developable ground floor. This means historic structures that want to and should be preserved as described in the community plan can't comply to code with onsite parking. Additionally, most of the commercial lots in Venice are undersized by all standards, averaging 2700 SF. Attempting to utilize a lot of this size in a new commercial project requires most of the entire ground floor to be consumed by parking, which makes the usable commercial space too small to be economically feasible. The solution as described in the 2012 In-Lieu plan is to create large parking structures and allow property owners to buy into the ongoing cost of a local shuttle system.

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