

VENICE PARKING STUDY



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Executive Summary

The Hollywood Community Housing Corporation (“HCH”) and Venice Community Housing (“VCH”) – jointly, “Developer” - have partnered to propose the development of a mixed-use affordable housing project, named the *Reese Davidson Community Project* (“Project”). The City of Los Angeles Department of Transportation (“LADOT”) retained Tierra West Advisors, Inc. (“Tierra West”) to conduct a Parking Needs Study and Parking Rate Study (“Venice Parking Study”) of the Project area and examine the needs of the community within one quarter (1/4) linear mile and walking distance to Municipal Lot 731, the anticipated future site of the Reese Davidson Community Project.

- Intent of the Project is to develop affordable and supportive housing on a City-owned parking lot
- The parking lot is located at 200 N. Venice Boulevard and anchored by Municipal Lot 731, and extends to the east with frontage along 204-208 E. North Venice Boulevard (“Parking Study Area and/or “Project Site”)
- Project Site Area Boundaries: located between North and South Venice Boulevards, and Dell and Pacific Avenues (excluding 3 private properties on the northeast corner of the site)

The Project Site is currently developed with surface parking, City of Los Angeles Municipal Lot 731.

- Lot 731 currently contains 196 vehicular parking spaces and a two-story, 2,072 square-foot residential building consisting of four dwelling units
- The Venice Canal system bifurcates the Project Site creating two portions also known as 200 N. Venice Boulevard and 204-208 E. North Venice Boulevard, respectively
- City to retain ownership of Project Site and enter into a ground lease with development team

The Reese Davidson Community Project proposes a new mixed-use development on approximately 115,674 square-feet located in the Venice Community Plan Area of the City of Los Angeles.

- The Project to provide 140 residential units (including 4 units for management staff)
 - West Site to include three-story building (with five-story campanile at NW corner of North Venice Blvd. and Pacific Ave.) with 63 residential units, restaurant and retail uses, and above-ground parking structure for resident’s parking
 - East Site to include three-story building with 77 residential units, art studio, and above-ground parking structure containing LADOT-managed Public Parking
- Project currently designed to provide approximately 360-401 total parking spaces and 136 bicycle parking spaces
 - East Site garage, where the designated Public Parking spaces will be located, is currently designed to provide 252 – 301 parking spaces, according to the Developer’s projections
 - The Developer needs to provide a minimum of 8 additional replacement parking spaces due to the discrepancy between their count of 188 spaces and the actual number of 196 spaces
 - In the Project’s architectural plans, the Developer estimates that between 41-82 Additional Parking Spaces can be accommodated in the East Site Garage, in addition to the 196 Replacement Parking Spaces
 - Tierra West’s report will assume 196 replacement parking spaces, and 260-301 proposed parking spaces in the East Site garage for this study
 - 196 (replacement parking spaces) + 41 (minimum Additional Parking Spaces in East Site Garage per Developer’s architectural plans) + 23 (Beach Impact Parking Spaces per Developer’s architectural plans) = 260 minimum East Site Garage spaces

- 196 (replacement parking spaces) + 82 (maximum Additional Parking Spaces in East Site Garage per Developer's architectural plans) + 23 (Beach Impact Parking Spaces per Developer's architectural plans) = 301 maximum East Site Garage spaces
- Project will be constructed in two phases:
 - Phase 1 (approximately 20 months) with an estimated start date of January 2022 and completion in September 2023.
 - Phase 2 (approximately 18 months) with an estimated start date of December 2022 and completion in June 2024
 - Total time period for both phases is approximately 30 months

Tierra West's enclosed Venice Parking Study includes analysis of:

1. Both on-street and off-street parking supply (public and private lots and structures);
2. Calculation of existing parking demand;
3. Occupancy counts impact of planned and proposed new developments;
4. Prediction of future parking needs;
5. Recommendations for mechanisms to increase parking supply where warranted;
6. Studies alternatives for relocating parking and/or offsetting parking revenue during construction of the Reese Davidson Housing Development;
7. And provides a parking rate survey of all public and private parking lots and structures as well as street parking in Venice within one quarter (1/4) linear mile and walking distance to Municipal Lot 731. Survey includes daily and monthly rates as well as daily parking maximums.

Conclusions

From the Parking Needs Study (Part 1) and Parking Rate Survey (Part 2), the consultant team has derived the following conclusions regarding the Parking Study Area:

- Overall, the parking supply in the Parking Study Area is sufficient and meets local parking demand during the observed parking times:
 - Weekday Midday
 - Weekday PM
 - Weekend Midday
 - Weekend PM
 - Holiday AM
- However, the parking supply in the Parking Study Area is unmet or at capacity (street parking and public lots are 85% filled or more, per ITE manual) during the observed parking times:
 - Holiday Midday
- Of the twenty-one (21) future proposed development projects on file with City of Los Angeles Department of City Planning, the consultant team has determined four (4) projects to have the most relevant parking impact on the Reese Davidson Community Project
 - 1033 S Abbott Kinney (Mixed Use) – 0.5 miles walking distance from project area
 - 825 S Hampton Drive (Mixed Use) – 0.6 miles walking distance from project area
 - 595 Venice Boulevard (New 3 story manufacturing and retail) – 0.5 miles walking distance from project area

- 320 E Sunset Avenue (Bakery with retail and restaurant) – 0.75 miles walking distance from project area
- If the future proposed development projects provide a number of parking spaces based on City Municipal Code, the parking demand should be lower than parking spaces required, based on current demand that was observed
 - However, the parking demand that was observed in this Parking Study may not be the same in the future
 - Public parking spaces will become effectively “frozen” for the next 50+ years after completion of the Project; the area is fully built out
 - There is no best-practice tool to accurately forecast parking demand 50+ years into the future with reliable precision
 - Therefore, it is possible that in the future new developments or other outside factors could cause the area’s parking demand to increase, and the current proposed public parking inventory could be insufficient in the future.
- The consultant team surveyors encountered numerous homeless encampments that often blocked access to legal street parking spaces
 - Tents, shopping carts, trash, and other items were observed to block the public right-of-way, obstructing an estimated thirteen (13) public parking spaces
- The removal of Municipal Lot 731 from the public parking supply during the Project’s construction would result in a loss of \$1,020,821.60 average annual revenue for the City
 - Over the estimated 30 (thirty) month timetable for Phase 1 and Phase 2 of construction, the City would sustain an estimated loss of \$2,552,054.00 in Lot 731 parking revenue
- The current Developer’s architectural plans will move LADOT’s public parking lot approximately 500 feet further east (away from the beach), relative to Lot 731’s current public parking lot location
 - One concern is that the Project’s proposed East Site garage public parking area will be less competitive and lose parking to lots that are closer to the beach
 - Our analysis based on the Scope of Work is inconclusive on this topic, but future studies could be undertaken to assess if the Developer’s public parking lot placement could potentially result in additional public parking revenue loss for LADOT
- Changing the number of access points for public parking from 5 (at the current Lot 731) to 2 (proposed in the new Reese Davidson Community Project) could lead to queuing, but would have no direct measurable effect on parking demand at the East Site public parking garage
 - The change in access points for public parking could potentially impact roadway operations and traffic queuing impacts, which are not in the Scope of this particular Study
 - In transportation literature, garage queuing has been linked to “cruising for parking”, where drivers will search for available curbside parking spaces to avoid garage prices
 - However, its direct impact on LADOT’s public parking demand is not measurable
 - Could potentially result in additional parking revenue loss, but inconclusive per the Scope of this Parking Study

Recommendations

Recommendations for mechanisms to increase parking supply where warranted

There are two common approaches to increase the availability of parking that are applicable to the Parking Study Area in Venice: 1) addition of new parking spaces, and 2) new parking management techniques

- For potentially increasing the number of parking spaces available at the Reese Davidson Community Project, LADOT could consider installing mechanized means to increase supply, as deemed necessary by future developments and changing parking demand
 - The Developer estimates that an additional 41 parking spaces can be added with the installation of an automated parking system
- The current architectural plans provided by the Developer feature above-ground parking structures on the East Site and West Site; to potentially add new public parking spaces, the Developer could consider exploring the impact of extending the parking structure to ½ floor below ground
 - This could potentially add another parking floor to the parking structure
 - The Developer should consider exploring this solution to increase the number of public parking spaces within the East Site garage in order to meet future unknown demand
 - Without the certainty of knowing whether or not the current design of the East Garage will adequately meet the parking demands in the next 50+ years, compounded by limited land for development outside the Project Site, the current architectural plan may not adequately address the need for parking expansion
- Regarding new management techniques that could increase the parking supply, the consultant team recommends that LADOT consider opportunities for valet parking, adjusted competitive parking rates, or additional signage to direct users to LADOT parking lots
 - Incentives, such as rate discounts, could also be an effective strategy in encouraging additional parking.
 - Implementing rate discounts would require additional cost considerations on LADOT's behalf, requiring additional vetting to determine return on investment and impact on LADOT parking revenue projections
 - Improving wayfinding and information systems to ensure that customers are aware of LADOT's parking lot location and competitive prices

Alternatives for relocating parking and/or offsetting parking revenue during construction of the Reese Davidson Housing Development

The removal of Municipal Lot 731 from the public parking supply during the Project's construction would result in a loss of \$1,020,821.60 average annual revenue for the City, as well as the temporary loss of 196 public parking spaces. Over the estimated 30 (thirty) month timetable for Phase 1 and Phase 2 of construction, the City would sustain an estimated loss of \$2,552,054.00 in Lot 731 parking revenue.

Our consultant team recommends that the City help offset the lost revenue by promoting parking at Lot 701 more actively, offering competitive parking rates and clearer signage that directs traffic towards its 150 available spaces. The 150 spaces in Lot 701 would provide available replacement parking during the construction of the Reese Davidson Community Project. 150 spaces represent 76.5% of the 196 spaces that will be lost when construction begins. If Lot 701 can be used to replace 76.5% of Lot 731's parking, then the City could potentially offset some of the estimate lost Lot 731 parking revenue.

- $(\$2,552,054.00) \times (.765) = \$1,951,556.31$ potential replacement parking revenue gained by using Lot 701 as replacement parking
- $\$2,552,054.00 - \$1,951,556.31 = \$600,497.69$ in estimated lost Lot 731 parking revenue if Lot 701 is used for replacement parking during construction

The consultant team does not recommend that LADOT allow the Developer to use Lot 701 for a laydown site during construction of the Reese Davidson Community Project, in order to provide the most temporary replacement public parking spaces as possible to the community after Lot 731 is closed. LADOT has stated that its main goal is to preserve as many public parking spaces as possible during the Project's construction.

From the parking analysis of the Reese Davidson Community Project and surrounding parking lots, there is no current significant shortage in parking that needs to be addressed. As such, there does not appear to be an area-wide need for the provision of additional public parking at this moment.

Another concern is the Reese Davidson Community Project effectively "freezing" public parking supply for the next 50+ years, and constricting the City's flexibility to add additional public parking to accommodate future parking demands. There is no best practice instrument to accurately forecast future parking demand for 50+ years; if LADOT's top priority is maintaining flexibility for an unpredictable future, then it should select a public parking alternative within the Reese Davidson Community East Site that maximizes the amount of public parking spaces. The current architectural design for the East Site garage does not allow the City to provide more than 301 spaces for public parking.

Project Background

In December 2016, the City approved the Venice-Dell-Pacific site to be included in its Affordable Housing Opportunity Sites Program, and selected VCH/HCH (“Developer”) to pursue an affordable and permanent supportive housing development on the site. The City’s program also requires that any development proposal include the provision of public parking spaces in an amount equal to the current public spaces provided on the surface lots. In January 2017, the City and VCH/HCH entered into an Exclusive Negotiating Agreement (“ENA”) for the site. On December 18, 2018 the Developers received signed notices from the City of Los Angeles regarding the Notice of Preparation of Environmental Impact Report and Public Scoping Meeting. The full application for Reese Davidson Community Project has been filed with the City of Los Angeles as of December 12, 2018.



1 - Project Site for Reese Davidson Community Project

Existing Conditions

The Project site is currently developed with surface parking containing 196 vehicular parking spaces and a two-story, 2,072 square-foot residential building containing four dwelling units, located on the northern portion of the Site. LADOT staff counted 196 available parking spaces in Lot 731 in March 2020, updating previous recorded counts such as 188 (reported by the Developer's architectural firm) and 177 (previously recorded by City of Los Angeles).

The Project Site is located within the planning boundaries of the Venice Community Plan ("Community Plan") of the City of Los Angeles; adopted in September 2000. The Project Site has a General Plan land use designation of Open Space and is zoned OS-1XL-O (Open Space, Height District 1XL, Oil Drilling District). The Project Site is also located within the Los Angeles Coastal Transportation Corridor Specific Plan, the Venice Coastal Zone Specific Plan, as well as within a Transit Priority Area ("TPA") pursuant to Senate Bill SB 743.



2 - City of LA Municipal Lot 731

PART 1: PARKING NEEDS STUDY



PART 1 - PARKING NEEDS STUDY

METHODOLOGY

Parking data collection was gathered during peak summer months (July 2019 – September 2019), as requested by the City. To determine existing on-street and off-street parking demand, the consultant team conducted windshield and walking surveys within the Parking Study Area to estimate the parking utilization on a block-by-block basis. Windshield surveys are systematic parking observations made from a moving vehicle; walking surveys are systematic parking observations made on foot by the surveyor. Surveyors used manual clickers to count the on-street and off-street parking demand at a given time, and recorded the parking data onto Microsoft Excel spreadsheets. The spreadsheets were later grouped into Microsoft Excel workbooks for further analysis by the expert team. These workbooks can be found in the Appendices section of this report.

The weekend parking study was completed during typical Saturday Midday and PM/Evening periods. At hot spots (where parking demand is at or near 100 percent), the consultant team estimated the additional parking demand that was not being accommodated in the respective study area. This is typically done through observations of illegal parking (such as within red zones, blocked crosswalks, double parking or spillover parking into residential neighborhoods) as well as vehicular circulation patterns when visitors circle a specific area in search for parking.

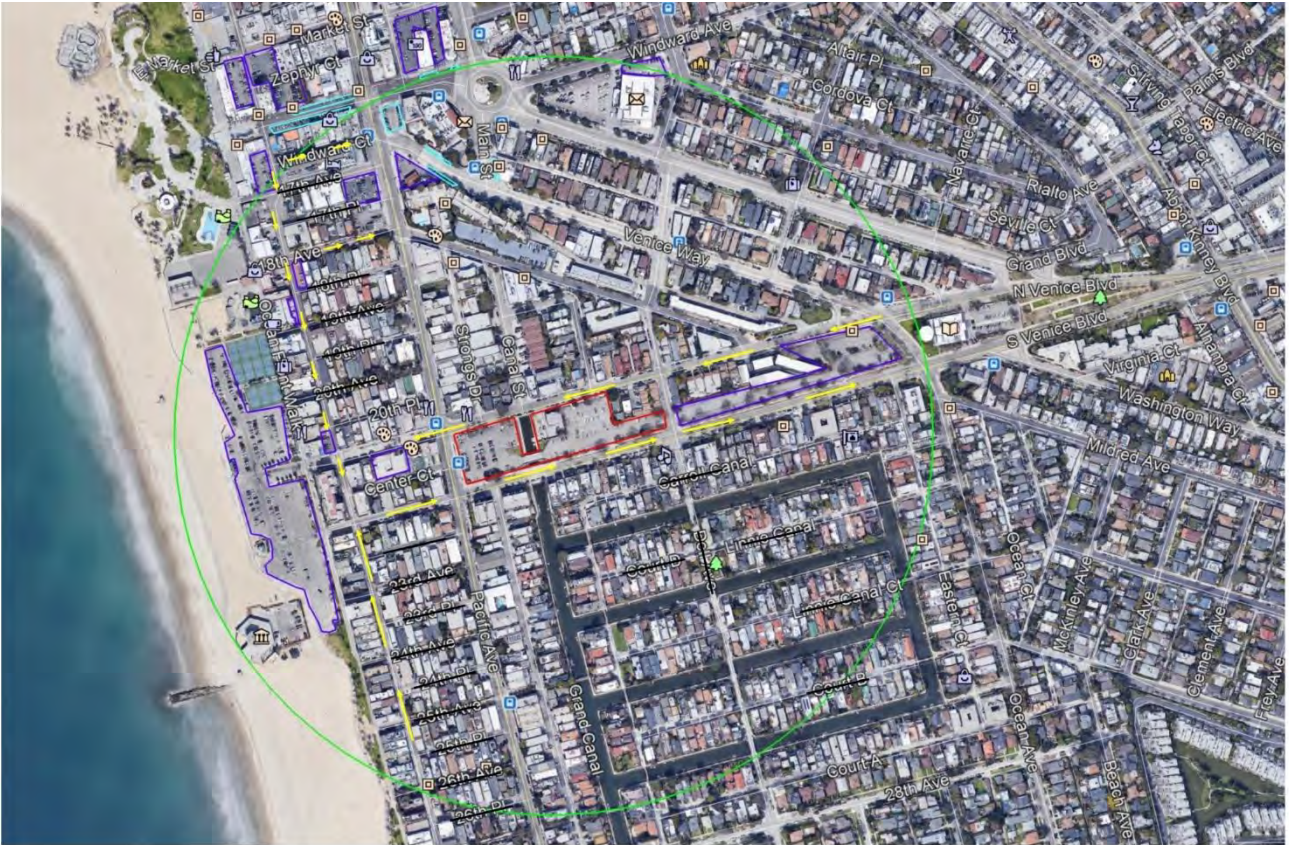
Overall, the consultant team of surveyors conducted windshield and walking surveys on sixteen (16) separate occasions to collect parking data. The surveys were collected during Weekday Midday, Weekday PM, Weekend Midday, and Weekend PM times. Additional data was also collected for Holiday AM, and Holiday Midday times during Labor Day Weekend (8/31/19 – 9/2/19).

Parking data were collected during these periods to capture different levels of demand:

- Data collected during the Weekday Midday and PM periods reflect the peak parking demand of typical weekday conditions.
- Data collected during Weekend Midday and PM periods shows the parking needs of a typical weekend with the impact of visitors to the area.
- Data collected during Holiday AM and Holiday Midday periods are expected to reflect the busiest days of parking during the year with a high volume of visitors.

Our consultant team was also comprised of transportation experts Kittelson and Associates, Inc. (“Kittelson”). The Portland, Oregon-based firm has twenty-six (26) regional offices across the U.S., and provides comprehensive transportation engineering, planning, and research services to government and private organizations. Kittelson’s staff have developed expertise in all aspects of mobility/transportation studies, including traffic operations (using advanced operations and micro-simulation software packages), multimodal analysis, travel demand forecasting, safety analysis, active transportation planning, goods movements, access management, and policy development.

Based on planned and proposed future development (anticipated within the next five years) provided by the City, the Kittelson team has estimated the peak parking demand for the Parking Study Area. The demand will be based on information from the Institute Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. In addition, the team will document the parking supply proposed for each development site (or an estimation of supply based on the City’s parking requirements).



3 - Parking Study Area Map, with ¼ radius shown in Green, Project Site in Red, and public lots shown in Purple

Parking Needs Survey Data & Analysis

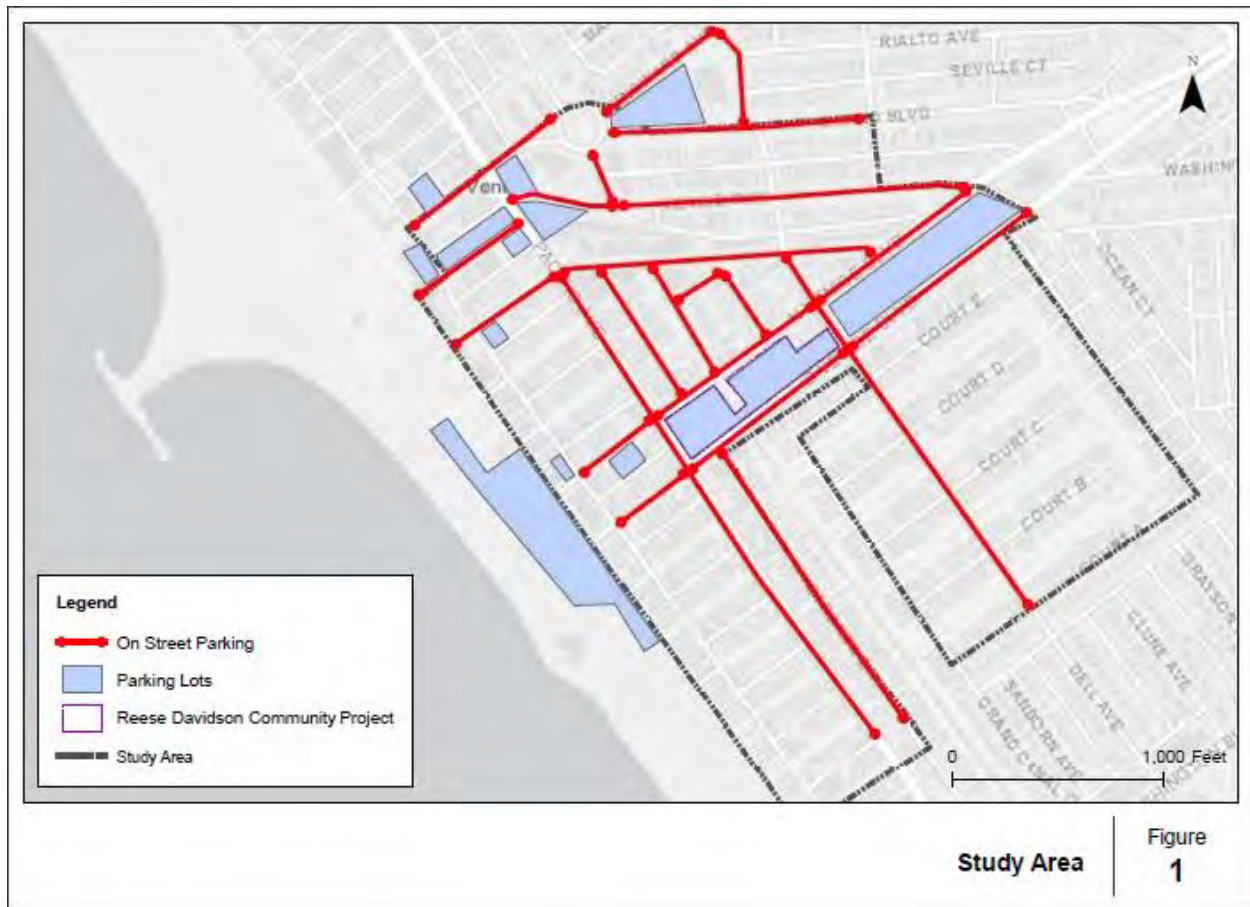


Figure 1 Study Area

- The Parking Study Area includes the areas within a $\frac{1}{4}$ mile radius surrounding Municipal Lot 731, the Project Site where the Reese Davidson Community Project is proposed.
- There are **13** public parking lots within the Parking Study Area.
- On-street parking is allowed on **18** streets.



Figure 2 Parking Supply

- Within the Parking Study Area, there are total **1,960** parking spaces available.
- Total parking spaces in the public parking lots are **1,202**.
- Total on-street parking spaces are **758**, inclusive of 261 spaces on the diagonal streets, 231 spaces on north-south streets, and 266 spaces on west-east streets.

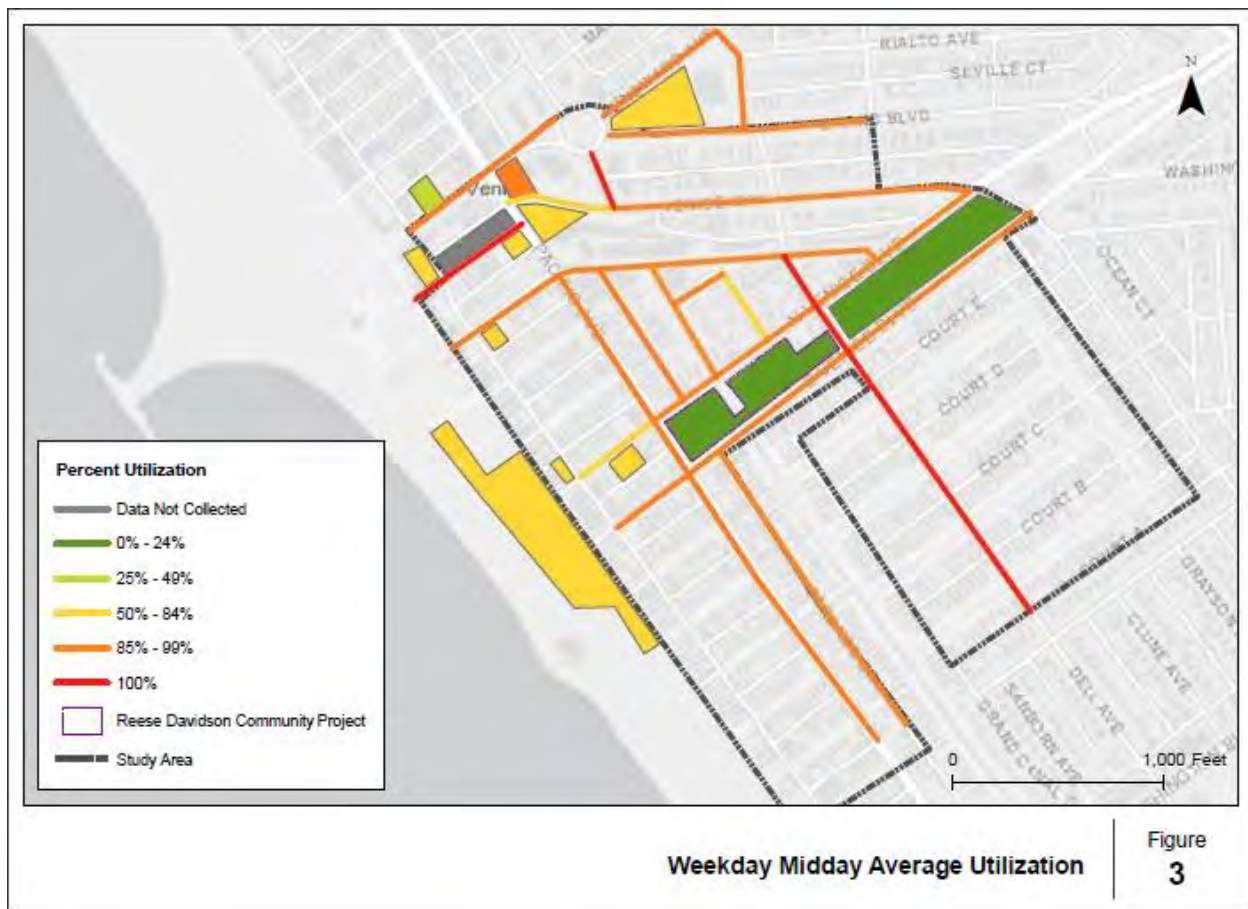


Figure 3 Weekday Midday Average Utilization

- The utilization of all on-street parking were surveyed as being higher than 49% during the Weekday Midday time-frame.
- The utilization of on-street parking is 100% on Dell Avenue, 17th Avenue and Main Street.
- The utilization of all parking lots is less than 85%, with the exception of Los Angeles City lot 761 at 1608 S. Pacific Avenue, with a utilization rate between 85% and 99%

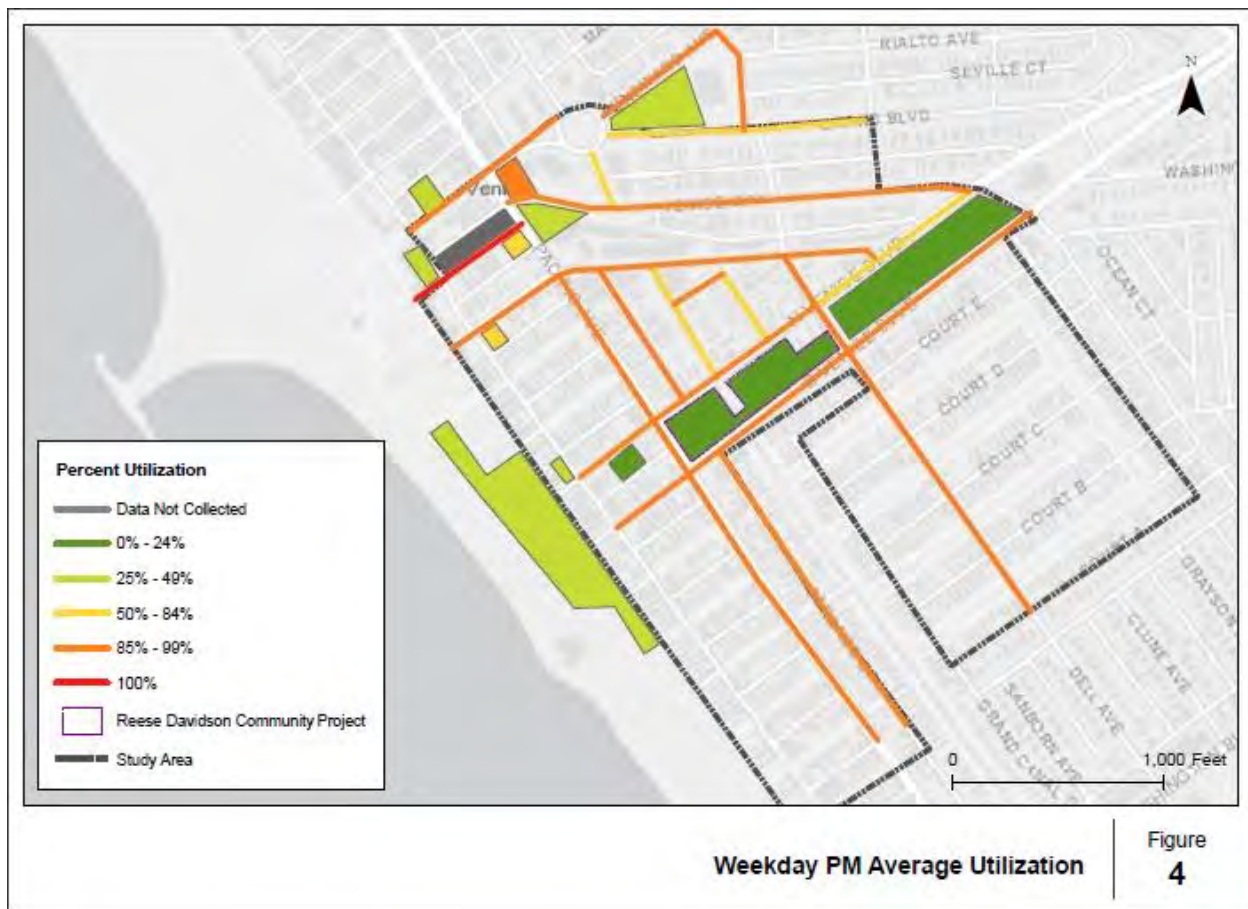


Figure 4 Weekday PM Average Utilization

- The utilization of all on-street parking is higher than 49% when surveyed during Weekday PM times.
- The utilization of 17th Avenue on-street parking is 100%.
- The utilization of all parking lots is lower than 50% with the exception of parking lots on the southeast corner of 17th Avenue and Pacific Avenue, and Muscle Beach on Speedway (between 18th Avenue and 18th Place) with a utilization between 50% and 84%.

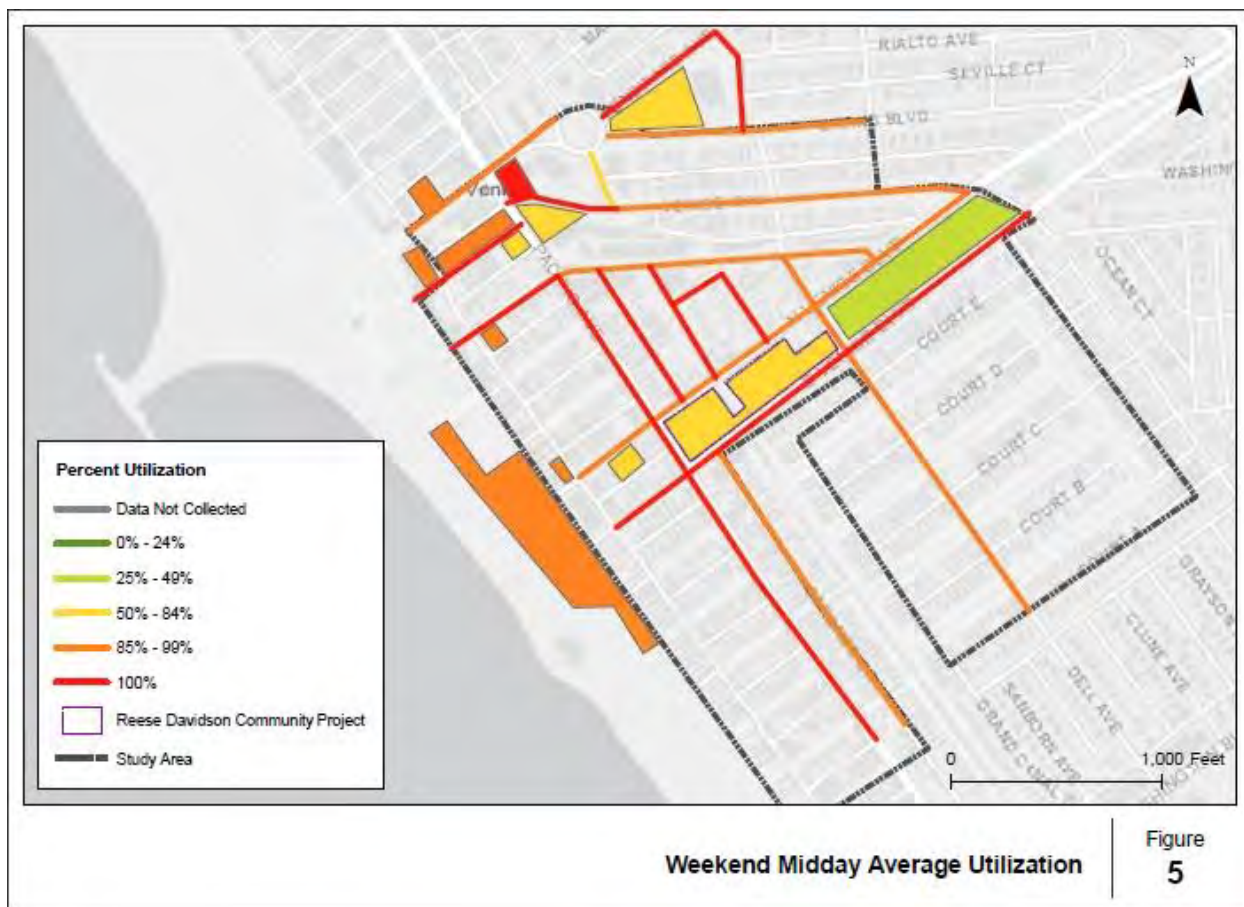


Figure 5 Weekend Midday Average Utilization

- The utilization of all on-street parking is higher than 85% when surveyed during the Weekend Midday times, with the exception of Main Street with a utilized rate between 50% and 84%.
- The utilization rate of on-street parking is 100% on the following key streets: 17th Avenue, 18th Avenue, Pacific Avenue, Venice Way between Pacific Avenue and Main Street, S. Venice Blvd, Pacific Avenue, Strongs Drive, Canal Street, Grand Canal, Alberta Avenue, Windward Avenue between Windward Circle and Riviera Avenue, and Riviera Avenue.
- The utilization rate of all parking lots is higher than 49%, with the exception of Los Angeles City Lot 701 at 2150 Dell Ave/S. Venice Boulevard, with a lower utilization rate ranging between 25% and 49%.
- Los Angeles City Lot 761 at 1608 S. Pacific Avenue has a utilization rate of 100%.

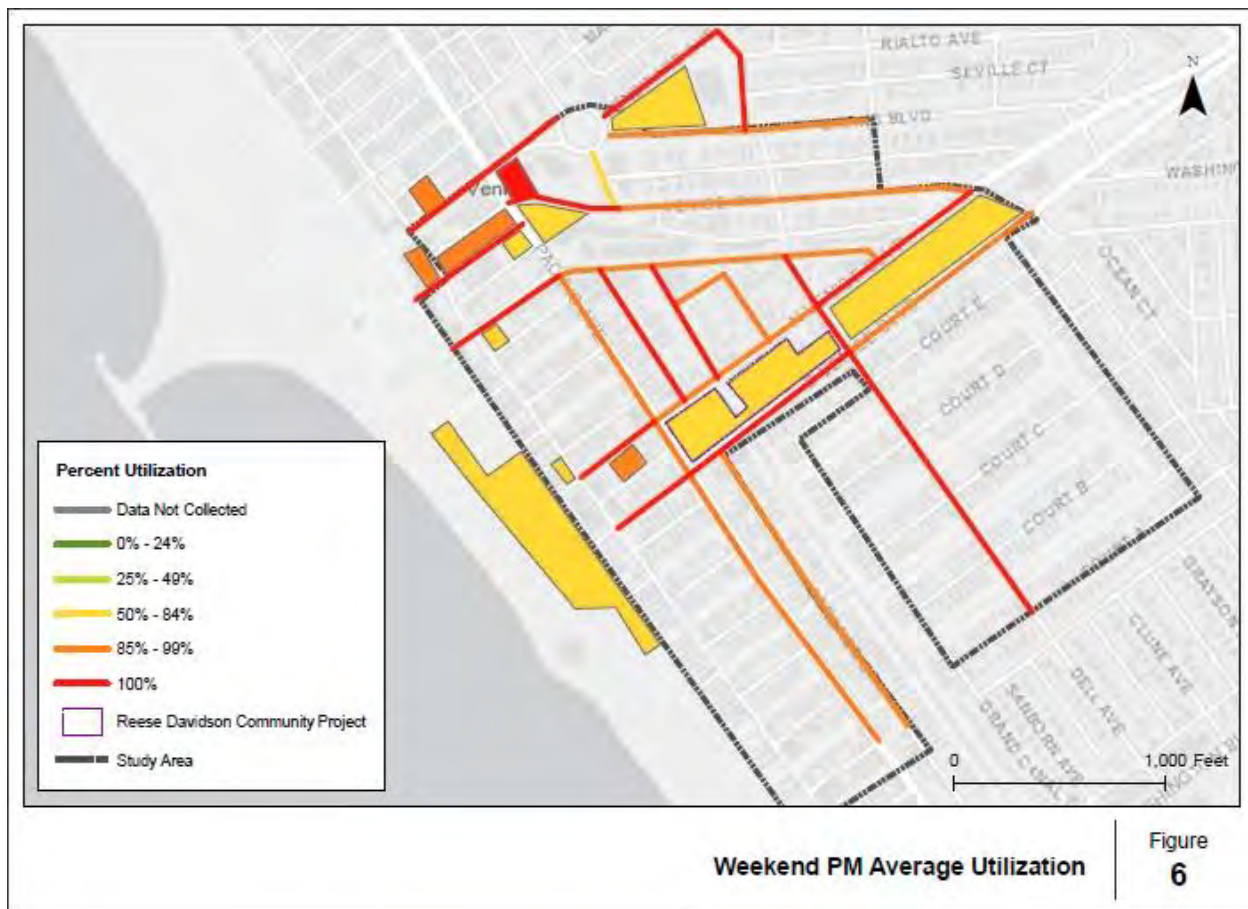


Figure 6 Weekend PM Average Utilization

- The utilization of all on-street parking is higher than 85% when surveyed during the Weekend PM times, with the exception of Main Street with a utilization rate between 50% and 84%.
- The utilization of on-street parking is 100% on the following key streets; Windward Avenue, Riviera Avenue, 17th Avenue, 18th Avenue, Venice Way between Pacific Avenue and Main Street, Strongs Drive, Canal Street, Dell Avenue, S. Venice Boulevard between Speedway and Dell Avenue, N. Venice Boulevard between Dell Avenue and Venice Way, and N. Venice Boulevard between Pacific Avenue and Speedway.
- The utilization of all parking lots is higher than 50%.
- Los Angeles City Lot 761 at 1608 S. Pacific Avenue was observed to have substantially higher utilization rate of 100%, compared to other lots.

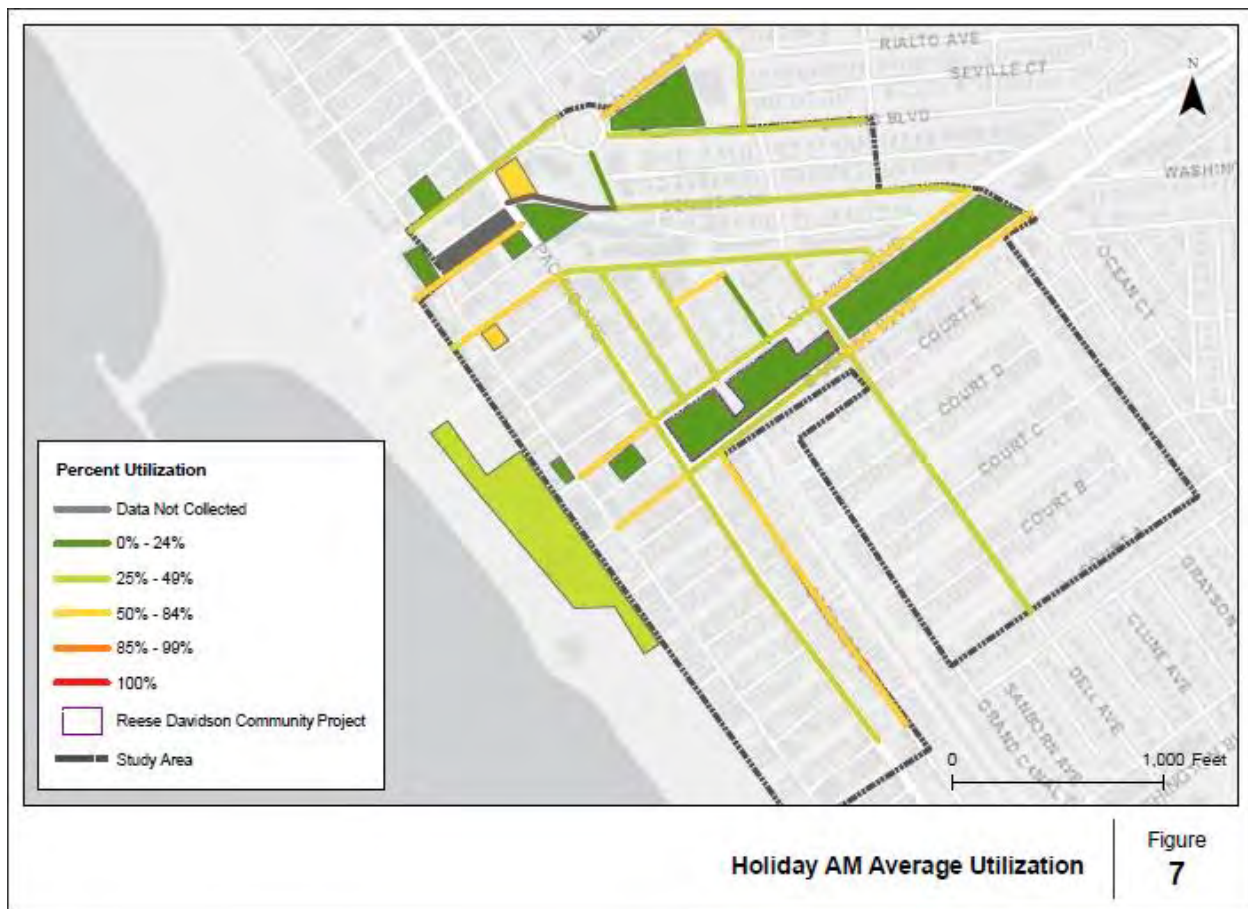


Figure 7 Holiday AM Average Utilization

- The utilization of all on-street parking is lower than 85% when surveyed during the Holiday AM times throughout Labor Day Weekend 2019.
- The utilization rate of most parking lots was less than 50%. The utilization rate of Los Angeles City lot 761 at 1608 S. Pacific Avenue and Muscle Beach parking lot on Speedway between 18th Avenue and 18th Place ranged between 50% and 84%.

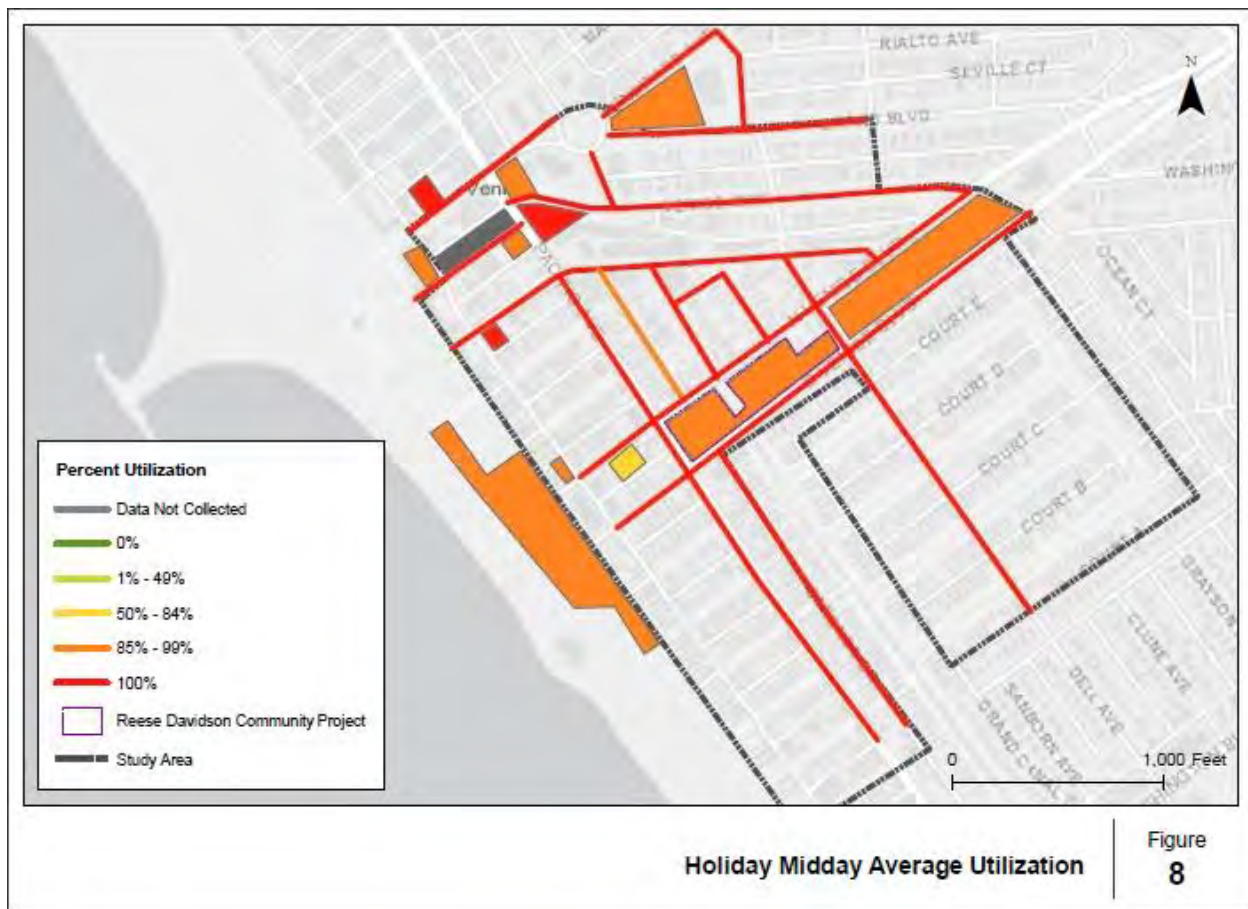


Figure 8 Holiday Midday Average Utilization

- The utilization rate of all on-street parking was 100% when surveyed during the Holiday Midday times, with the exception that the utilization of Strongs Drive was between 85% and 99%.
- The utilization rate of all parking lots was higher than 85% (considered as “full” by ITE manual), with the exception that the utilization of the parking lot at 42 N. Venice Boulevard was between 50% and 84%.

Overview of Required & Proposed Parking at Reese Davidson Community Project

The parking structure west of the canal will be for the residents of the affordable housing and the commercial/retail uses; it is not pertinent to this Parking Study, which aims to measure the demand for replacement Public Parking within the East Site garage.

Table 1 below highlights the Automobile Parking Summary at the Reese Davidson Community Project's East Garage, provided by Eric Owen Moss Architects.

Table 1 – Architect's Automobile Parking Summary, East Garage

EAST GARAGE	TYPE	REQUIRED	PROVIDED
	New Parking (Beach Impact)	23	23
	Replacement Parking (Public)	188	188
	New Parking (Non-Required)	-	41
	East Garage Subtotal	211	252

There is a key discrepancy in the number of Replacement Parking (Public) spaces, with the Developer assuming 188 replacement parking spaces in the most recent Architectural plans that are listed in above Table 1.

LADOT staff counted 196 replacement parking spaces in March 2020, requiring that eight (8) additional Replacement Parking (Public) spaces be added to the East Garage total.

Table 2, below, is a revised table showing that the Developer needs to add the additional replacement parking spaces.

Table 2 – Architect's Revised Automobile Parking Summary, East Garage

TYPE	REQUIRED	PROVIDED	IF AUTOMATED
New Parking (Beach Impact)	23	23	23
Replacement Parking (Public)	188 196	188 196	188 196
New Parking (Non-Required)	-	41	82
East Garage Subtotal	219	260	301

In summary, the Developer's current architectural plans state that a minimum of 252 parking spaces will be provided in the East Garage; this needs to be revised in order to accommodate eight (8) extra Replacement Parking (Public) spaces, for a new total of 260 spaces minimum in the East Garage.

LADOT will later decide on the specifications for the Public Parking Structure located on the East Site. If LADOT chooses an automated structure (i.e. mechanical / lift style) then there could be increase in the number of public parking spaces, compared to the 252 spaces in the Architect's latest design (should be revised to 260 spaces as described above).

The Consultant's understanding is that the City will determine if the East Garage Public Parking Structure will be conventional (an alternative where the Developer estimates 260 spaces) or fully automated (an alternative where the Developer estimates 41 additional new spaces, for a total of 301 spaces).

Table 2 - Reese Davidson Community Project Proposed Parking Analysis (also included in Appendices)

Project	Location	Land use	Size	Units	ITE Weekday Parking Demand ¹	ITE Weekend Parking Demand ¹	Required Parking Spaces ²	Spaces Provided (East) ²	Total Parking Spaces Provided	Parking Space Shortage ³
Reese Davidson	204-208 ENorth Venice Boulevard	Affordable Housing	140	d.u	139	134	61	0	61	-78
		Art Studio	3.155	k.s.f.	7	13	6	0	6	-7
		Retail	2.255	k.s.f.	4	7	10	0	10	3
		Restaurant	1.310	k.s.f.	12	16	26	0	26	10
		Beech Impact Parking	22.970	k.s.f.	NA	NA	23	23	23	NA
		Replacement Parking			NA	NA	196	188	188	-8
		Additional Parking Spaces			NA	NA	NA	41-82	46-87	NA
		Total			162	170	322	252-293	360-401	190 - 231

1. Parking demand rates are from Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. If both Sunday and Saturday parking rates are available, the higher rate has been used for conservative consideration
2. The "Required Parking Spaces" and "Parking Spaces Provided" are provided by the Architectural Plan (Eric Owen Moss Architects). The required parking spaces for "Replacement Parking" has been updated with 196 existing parking spaces counted by LADOT staff at Lot 731
3. The "Parking Space Shortage" is the difference between total parking spaces provided and the maximum ITE parking demand

Reese Davidson Proposed Project Site Parking Conclusions

- 1. The Developer's designated parking spaces for "affordable housing" and "art studio" are lower than the parking demand estimated from ITE.**
- 2. By deducting the ITE maximum parking demand of 170 (weekend) from total 260 - 301 spaces proposed at the East Site garage, our analysis estimates that there will be 90-131 spaces available for other parking usage in the East Site garage under the current architectural plans**
- 3. There is a shortage of 8 replacement parking spaces in the Architectural Plan. This is due to the Developer counting 188 replacement parking spaces from Lot 731, and LADOT counting 196 replacement parking spaces.**
- 4. Overall, the proposed parking supply is higher than the observed demand, but more parking spaces need to be assigned for affordable housing unit uses and art studio uses to meet ITE standards.**
- 5. The current architectural design for the East Site garage does not allow the City to provide more than 301 spaces for public parking. If future parking demands increase, it is possible that the maximum public parking spaces provided in this design will not meet future demand.**

Prediction of Future Parking Needs

The City of Los Angeles Department of City Planning provided information pertaining to future proposed development projects within the Venice planning area shared by the Reese Davidson Community Project. In total, there are twenty-one (21) proposed projects in the surrounding area that the Department of City Planning conservatively forecasts to be built out by 2023. The future proposed development projects can be seen on the map below from the Developer's TIA study.



4 - Map of Future Proposed Development Projects (Source: KOA Draft Traffic Impact Study, November 2019)

Of the twenty-one (21) future proposed development projects on file with City Planning, our traffic engineering expert, Kittleson, has determined four (4) projects to have a relevant parking impact on the Reese Davidson Community Project. The following future proposed development projects are in within a 0.5-0.75 mile proximity of the Project Site:

- 1033 S Abbott Kinney (Mixed Use) – 0.5 miles walking distance from project area
- 825 S Hampton Drive (Mixed Use) – 0.6 miles walking distance from project area
- 595 Venice Boulevard (New 3 story manufacturing and retail) – 0.5 miles walking distance from project area
- 320 E Sunset Avenue (Bakery with retail and restaurant) – 0.75 miles walking distance from project area

Table 3 – Future Proposed Development Projects Parking Analysis

Project	Location	Land use	Size	Units	ITE Land Use Code	ITE Weekday Parking Demand ¹	ITE Weekend Parking Demand ²	City of LA Municipal Code Parking Spaces Requirement ³	Parking Space Shortage
Bakery with Retail & Restaurant	320 E Sunset Ave	Retail / Restaurant	4,675	k.s.f.	939	37	46	47	1
		Total				37	46	47	
New 3-Story Manufacturing & Retail	595 Venice Blvd	Office	25,150	k.s.f.	710	60	7	50	
		Retail	5,028	k.s.f.	820	10	15	20	
		Total				70	22	70	0
		Condominium	8	d.u.	220	10	13	16	
Mixed-Use	825 S Hampton Dr	Retail	2,430	k.s.f.	820	5	7	10	
		Restaurant	4,100	k.s.f.	932	39	50	41	
		Gym	2,780	k.s.f.	492	13	9	28	
		Total				66	80	95	15
Mixed-Use	1033 S. Abbot Kinney	Hotel	78	Rooms	310	58	90	156	
		Multifamily Housing (Mid-Rise)	4,000	d.u.	221	5	8	8	
		Shopping Center	4,670	k.s.f.	820	9	14	19	
		Quality Restaurant	3,810	k.s.f.	931	40	65	38	
		General Office Building	2,0270	k.s.f.	710	5	1	4	
		Total				117	177	225	17
1. Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition									
2. If both Sunday and Saturday parking rates are available, the higher rate has been used for conservative consideration									
3. City of LA Municipal Code Article 2 section 12.21									

Findings:

- 1. If the future proposed development projects provide a number of parking spaces based on City Municipal Code, the parking demand should be lower than parking spaces provided, so there will be no parking spaces shortage.**
- 2. There is no best practice instrument to accurately forecast future parking demand for the next 50+ years; if maintaining flexibility for an unpredictable future is a top priority, then a public parking alternative within the Reese Davidson Community East Site garage that maximizes the amount of public parking spaces should be pursued.**
- 3. The current architectural design for the East Site garage does not allow the City to provide more than 301 spaces for public parking. If additional studies or new parking demand projections are conducted by the City in the future, it remains a possibility that the current Project design will not provide adequate public parking spaces to meet future demand.**

PART 2: PARKING RATE SURVEY



PART 2 – PARKING RATE SURVEY

METHODOLOGY

As stated earlier in this document, there are **13** public parking lots within the Parking Study Area. Within those 13 public parking lots, there are **1,202** total parking spaces. Figure 2 below, “Parking Supply” (referenced earlier in the Parking Needs Study), maps the public parking lots in Blue.



In this second section of our report, the consultant team has compiled a Parking Rate Survey to document the parking rates for all public and private parking structures within ¼ (0.25) linear mile and walking distance of Municipal Lot 731. Parking lot rates were compiled from windshield and walking surveys during the sixteen (16) separate occasions the consultant team visited the Parking Study Area, as well as rate data collected from Parkopedia.com.

Parkopedia is an online and mobile parking resource that allows drivers to find the closest parking to their destination, tells them how much it will cost and whether the space is available. Parkopedia provides detailed information on 70 million parking spaces in over 15,000 cities globally, including real-time parking space availability information in over 4,000 cities (including the City of Los Angeles). Parkopedia information includes:

- Address with entrance and exit coordinates
- Area Shape
- Opening Hours
- Full price list
- Total number of parking spaces
- Operator contact details
- Security information (CCTV, light, gate)
- Payment information (cash, credit cards, phone)
- Height restrictions
- EV charging, etc.



5 - Lot 731, observed during a Weekday Midday time

Parking Rate Survey Data

The following Parking Rate Survey (see on Table 4 on following page) includes daily rates for Winter (October to April) and Summer (May to September). The Parking Rate Survey also lists Weekday/Weekend rates, as well as the respective lot's hours of operation. All rates are subject to weather and demand, as lot operators have the option to adjust the listed rates at their own discretion. In instances where the rate on the Parkopedia website was inconsistent with the rates provided by the lot attendant, the lot attendant's stated rate is listed.

Table 4– Parking Rate Survey

				Winter Rates				Summer Rates			
PARKING LOTS		Managing Company	Available Spaces	Weekday Hours	Mon-Fri	Weekend Hours	Sat & Sun & Holiday	Weekday Hours	Mon-Fri	Weekend Hours	Sat & Sun & Holiday
1	29 Windward Ave Windward Ave & Speedway	Safety Parking Valet	65	9am-8pm	\$10/2 hrs \$20/All Day SUV \$25-\$30	9am-8pm	\$10/2 hrs \$20/All Day \$30 Max & SUV	9am-8pm	\$15/2 hrs \$20/All Day	9am-8pm	\$15/2 hr \$30/All Day up to \$40
2	LA CITY LOT 761 1608 S Pacific Ave (Windward Ave)	City - metered 1 hr	14	8am-6pm	\$1/hr	8am-6pm	\$1/hr	8am-6pm	\$1/hr	8am-6pm	\$1/hr
3	100 Venice Way - Venice Way & Pacific Ave	Safety Parking Valet	35	9am-8pm	\$10/2 hrs \$20/All Day	9am-8pm	\$35 Flat Rate	9am-8pm	\$35 Flat Rate	9am-8pm	\$45 Flat Rate
4	32 17th Ave - 17th Ave/17th Place & Pacific Ave	Pacific Parking	36	9am-12am	\$10/2hrs \$15/3hrs \$20/All Day	9am-12am	\$15/2hrs, \$20/3hrs, \$30/All Day	9am-12am	\$15/3 hrs \$25/All Day	9am-12am	\$15/2 hrs \$25/4 hrs \$40/All Day
5	15 17th Ave - 17th Ave & Speedway	Sidewalk Enterprises	51	9am-12am	\$10/3 hrs \$20/All Day	9am-12am	\$10/3 hrs \$20/All Day	9am-12am	\$10/2 hrs \$15-\$20/All Day	9am-12am	\$15/2 hrs \$20-30/All Day
6	Muscle Beach Parking - Speedway/20th PL & 19th Ave	Cash Only, could not find attendant	15								
7	9 N Venice Blvd & Speedway	Safety Parking Valet	12	9am-8pm	\$10/2 hrs \$20/All Day	9am-8pm	\$10/2 hrs \$20/All Day	9am-8pm	\$15/2 hrs \$30/All Day	9am-8pm	\$15/2 hrs \$40/All Day
8	42 N Venice Blvd - Between Speedway &	Imperial Parking Solutions	125		Mon-Wed, Sun		Thu-Sat		Mon-Wed, Sun		Thu-Sat
				7am-12am	\$10	7am-2am	\$10	7am-12am	\$10	7am-2am	\$10
9	Hotel Erwin	2 lots, 30-40 cars each, not able to tell difference between hotel guest car & beach goer car	60-80 Hotel & beach guests		\$10/2 hrs \$15/ All Day		\$15/2 hrs \$20 All Day		\$15/2 hrs \$20-\$30/All Day		\$20/2 hrs \$30/All Day
10	LA CITY LOT 731 - 200 N Venice Blvd/S Venice Blvd	Modern Parking	196	October-April				May-September			
				7am-9am	\$4	7am-9am	\$4	7am-9am 4pm-8pm	\$5	9am-4pm	\$20, \$30 (60%) Max \$45 per Attendant
				9am-5pm 5pm-11pm	\$7-15 \$2	9am-5pm 5pm-11pm	\$7-15 \$3(Fri-Sun)	9am-4pm	\$10, \$20 (60%), \$30 (80%)		
11	LA CITY LOT 701 - 2150 Dell Ave/S Venice Blvd/Way	Modern Parking	150	October-April				May-September			
				7am-9am	\$4	7am-9am	\$4	7am-9am 4pm-8pm	\$5	7am-9am 4pm-8pm	\$5
				9am-5pm	\$7-\$12	9am-5pm	\$7-\$12	9am-5pm	\$10, \$20 (60%), \$30 (80%)	9am-5pm	\$20, \$30 (60%) Max \$45 per Attendant
12	Post Office - Windward Ave & Riviera Ave	Valet not consistant, rate unknown	14								
13	County Parking Lot -339	Modern Parking	339	Day after last Sun in Sept-last Fri before Memorial				Sat before Memorial-last Sun in Sept			
				6am-9am	\$5	6am-8am	\$5	6am-9am	\$5	6am-8am	\$9
				9am-5pm	\$7	8am-6pm	\$9	9am-5pm	\$9	8am-6pm	\$18
				5pm-12am	\$5	6pm-12am	\$5	5pm-12am	\$5	6pm-12am	\$9
All rates subject to weather & demand. Rates on website inconsistent with rates told by attendant.											
*(%) indicates the rate charged upon reaching that percentage of capacity, at the discretion of the attendant											
https://en.parkopedia.com/parking/garage/42_n_venice_blvd/90291/los_angeles/?arriving=201909031600&leaving=201909031800											

- All rates subject to weather and demand, as determined by the lot attendant.
- When inconsistent on Parkopedia's database, the rate provided by the lot attendant at the time of the survey is displayed.

Parking Revenue Overview for City-owned Lots 701 and 731

The City of Los Angeles provided revenue summaries for the 2017/2018 and 2018/2019 fiscal years (July to June) for City-owned Municipal Lots 701 and 731. The complete revenue summaries can be found in the Appendices section of this report.

Lot 701

- Not typically used to accommodate public parking during Winter (October to April)
- 10,105.5 average annual parking receipts
- 842.1 average monthly parking receipts
- \$195,843.18 average annual net parking revenue
- \$16,320.27 average monthly net parking revenue
- Top 3 Busiest months
 - July
 - August
 - June

Lot 731

- Open to public all year
- 71,021.5 average annual parking receipts
- 5,918.5 average monthly parking receipts
- \$1,020,821.60 average annual net parking revenue
- \$85,068.47 average monthly net parking revenue
- Top 3 Busiest months
 - July
 - August
 - June

Parking Revenue Implications of Reese Davidson Community Project

The removal of Municipal Lot 731 from the public parking supply during the Project's construction would result in a loss of \$1,020,821.60 average annual revenue for the City, as well as the temporary loss of 196 public parking spaces. Over the estimated 30 (thirty) month timetable for Phase 1 and Phase 2 of construction, the City would sustain an estimated loss of \$2,552,054.00 in Lot 731 parking revenue.

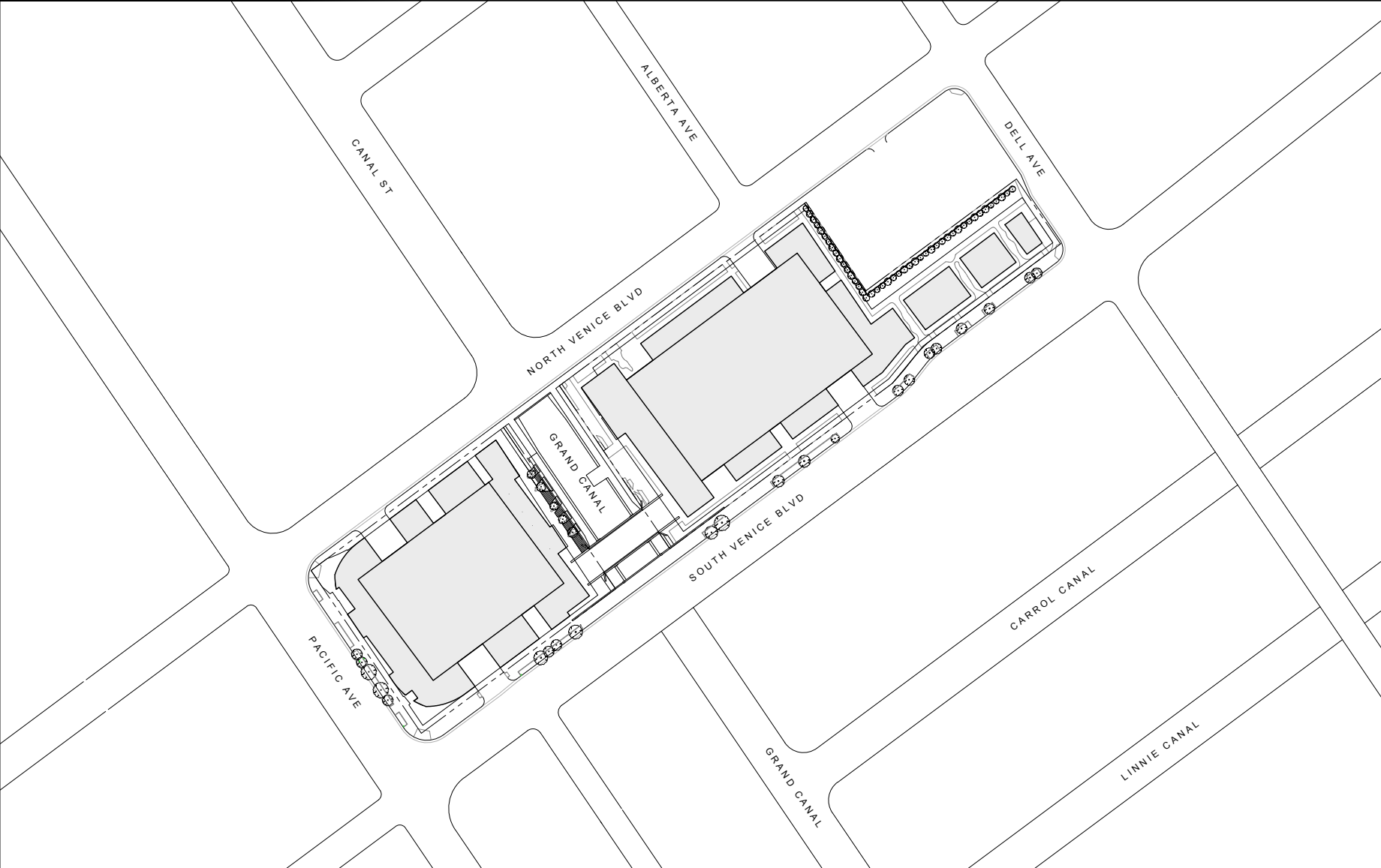
APPENDICES





This is a detailed street map of Venice, California. The map shows the coastline on the left, with the Pacific Ocean. Major roads like Wilton Place, Wilshire Boulevard, and Wilton Place are visible. A red-outlined building is located at 1100 Wilton Place. The map also shows the Marina Del Rey area on the right. A scale bar at the bottom indicates distances in feet.

CONTEXT MAP



CENTER LINE		ROOMNAME/NUMBER		NORTH ARROW	
PROPERTY LINE		DOOR NUMBER		ELEVATION	
HIDDEN/CONCEALED LINE		WINDOW NUMBER		BUILDING SECTION	
ELEVATION CONTROL		WALL TYPE		DETAIL/WALL SECTION	
WORK POINT		CSI NUMBER		DETAIL ENLARGEMENT	
SPOT ELEVATION		EXISTING CONSTRUCTION		INTERIOR ELEVATION	
DIMENSIONS		NEW CONSTRUCTION			
GRIDLINES		1 HOUR CONSTRUCTION			
		2 HOUR CONSTRUCTION			
	EXISTING				
	NEW				

● AT	CONT. CONTINUOUS	F.L. FLOW LINE	LAM. LAMINATED	PLAST. PLASTER / PLASTIC	S.S. STAINLESS STEEL	W/P WATER PROOF / ING
ABV. ABOVE	CONN. COORDINATE	F.L.G. FLANGE	L.G. LONG	PL. PANEL	S.D.D. SEE STRUCTURAL DRAWINGS	W.R. WATER RESISTENT
A.C. ASPHALTIC CONCRETE	CP CORR. CORRIDOR	R.R. FLOOR	L.T./LT. LIGHT WEIGHT	P.O.C. POINT OF CONNECTION	STAG. STAGGERED	W.S. WALL SECTION
A.D. AREA DRAIN	CP CEMENT PLASTER	F.O.B. FACE OF BLOCK		P.P. PIPE-PAINTED	STD. STANDARD	W.W. F. WELDED WIRE FABRIC
ADJ. ADJUNCT / ADJUST		F.O.F. FACE OF FINISH	M. MEN	P.T. PRESSURE TREATED	STL. STEEL	# AND
ALUM. ALUMINUM	DBL. DOUBLE	F.O.S. FACE OF STUD	P.T. POINT	PUB. PUBLIC	STR. STRAIGHT	# NUMBER / POUND
ALLOW. ALLOWABLE	DEMOL. DEMOLISH	FOUNT. FOUNTAIN	MAX. MAXIMUM	M.S. MACHINE BOLT	STRUCT. STRUCTURAL	CL CENTER LINE
ALT. ALTERNATE	DET. DETAIL	F.O.W. FACE OF WALL	MBR. MEMBRANE	R. RISER	SUPP. SUPPORT	
ANOD. ANODIZED	DRM. FRAMING		MECH. MECHANICAL	R. RADIUS	SYMT. SYMMETRICAL	
APPROX. APPROXIMATE	DIW. DIMENSION	F.S. FAR SIDE	MEMB. MEMBRANE	R. RISER		
ARCH. ARCHITECTURAL	DN. DOWN	FTG. FOOTING	MEZZ. MEZZANINE	R.B. RIDGE BEAM	T. THREAD	
ARCHT. ARCHITECT	DO. DRIVE	FURRING, FURRING	MFR. MANUFACTURER	RD. ROAD	T & B TOP AND BOTTOM	
ASST. ASSEMBLY	DWG. DRAWING		MTD. MOUNTED	REC.P. RECEPTACLE / RECEPTION	T.D. TOP OF DRAIN	
	D.W. DRYWALL	GA. GAUGE	GL. GALVANIZED	RD. ROOF DRAIN	TEL. TELEPHONE	
BEL. BELOW	(D) DEMOLISH	GL. GALVANIZED IRON	GL. GLASS	REG. REGULAR	TEMP. TEMPERED / TEMPORARY	
BIT. BITUMINOUS	E. EAST	G.L.B. GLUE LAMINATED BEAM	N. NORTH	REIN. REINFORCED	THK. THICK	
BLDG. BUILDING	E.F. EACH FACE	G.S.M. GALVANIZED SHEET METAL	N.I.C. NOT IN CONTRACT	REOF. REQUIRED	T.H.B. TOP OF BLOCK	
BK. BLOCK	E.J. EXPANSION JOINT	GRD. GRADE	N. NUMBER	RE. ROOF	T.O.C. TOP OF CURB	
BKLG. BLOOKING	EA. EACH	GYP.BD. GYPSUM BOARD	N.T.S. NOT TO SCALE	R.A.R. RETURN AIR REGISTER	T.O.P. TOP OF PARAPET	
BM BEAM	EA. EACH WAY			RM ROOM	T.O.R. TOP OF ROOF	
BOT. BOTTOM	E.L. ELEV. ELEVATION	H.B. HOSE BIB	O. OVER	ROOF. ROOFING	T.O.S. TOP OF SHEATHING / TOP OF STEEL	
B.O.C. BOTTOM OF COLUMN	ELECT. ELECTRICAL	HD. HEAD	O.A. OUTSIDE AIR	R.R. ROOF RAFTER	T.O.W. TOP OF WINDOW / TOP OF WALL	
B.S. BOTH SIDES	EQU. EQUAL	HR. HEADER	O.C. ON CENTER	S. SOUTH	U.A.O. UNLESS OTHERWISE NOTED	
BET. BETWEEN	EQU. EQUIP. EQUIPMENT	H.M. HOLLOW METAL	O.D. OUTSIDE DIAMETER / OVERFLOW DRAIN	S.A. SUPPLY AIR	VERT. VERTICAL	
B/T BOTTOM OF TRUSS	EXH. EXHAUST	HORIZ. HORIZONTAL	OP. OFFICE	S.A.R. SUPPLY AIR REGISTER	V.C.P. VITRIFIED CLAY PIPE	
	(E) EXIST. EXISTING	H.P. HOSE POINT	O.F.S. OUTSIDE FACE OF STUD	SECT. SCHEDULE	V.F. VERIFY IN FIELD	
CEM. CEMENT	EXP. EXPANSION	H.R. HAND RAIL	O.H. OVERHEAD / OVERHANG	SECT. SECTION	V.P. VENT THROUGH ROOF	
C.J. CEILING JOIST	EXT. EXTERIOR		O.O. OPPOSITE HAND			
CLG. CEILING	F.D. FLOOR DRAIN	I.D. INSIDE DIAMETER	OPP. OPPOSITE	SHT. SHEET	W. WEST / WOMEN	
CLR. CLEAR	F.D.N. FOUNDATION	INDIC. INDICATOR	OPNG. OPENING	SHTG. SHEATHING	WO. WOOD	
C.M.U. CONCRETE MASONRY UNIT	F.F. FINISH FLOOR	INSUL. INSULATION	PERF. PERFORATED	SKL. SKYLIGHT	WIND. WINDOW	
CTNSRK. COUNTERSINK	F.H.W.S. FLAT HEAD WOOD SCREW	INT. INTERIOR	PERIM. PERIMETER	SQ. SQUARE	W/TH. WITH	
COL. COLUMN	FIN. FINISH	JST. JOINT	P.L. PLATE	SPRK. SPRINKLER	W.F. WIDE FLANGE	
CONC. CONCRETE	FIXT. FIXTURE	JNT. JOINT	P.L. PROPERTY LINE	SP. SHEAR PANEL	W.O. WITHOUT	
CONN. CONNECTION					W.P. WORKING POINT	
CONST. CONSTRUCTION						

DWG. NO.	TITLE	ISSUE DATE	1	2							
	<ul style="list-style-type: none"> ■ NEW DRAWING ▣ RE-ISSUED DRAWING ○ DELETED DRAWING 		ENTITLEMENT DRAWINGS	ENTITLEMENT DRAWINGS REV. 2							
			12/12/2018	01/07/2020							

G0	Cover & Sheet Index	■	□							
G0.01	Project Information	■	□							
G0.10	3D Views	■	□							

SV1.10	Survey	■	□								
SV1.11	Survey	■	□								

A1.10	Existing Plot Plan	■	□						
A1.11	Plot Plan	■	□						
A2.10	Floor Plans - West	■	□						
A2.11	Floor Plans - West	■	□						
A2.12	Roof Plan - West	■	□						
A2.20	Floor Plans - East	■	□						
A2.21	Floor Plans - East	■	□						
A2.22	Floor Plans - East	■	□						
A2.23	Roof Plan - East	■	□						
A3.10	Elevations - West	■	□						
A3.11	Elevations - East	■	□						
A3.20	Sections - West	■	□						
A3.21	Sections - East	■	□						

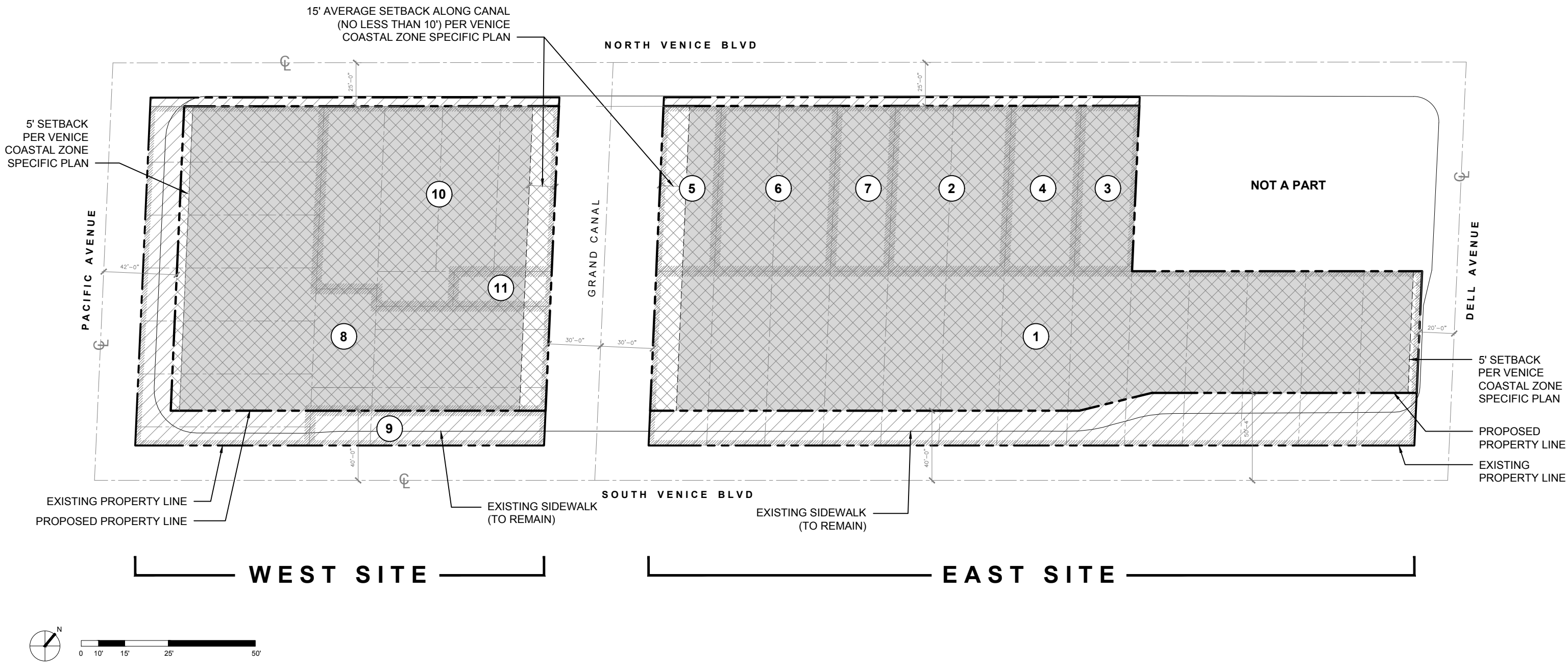
L1.10	Landscape Plan - West	■	□								
L1.11	Landscape Plan - East	■	□								



NOT FOR CONSTRUCTION

PRINT RECORD						PROJECT TITLE REESE DAVIDSON COMMUNITY		SHEET NUMBER G0	
DATE	DESCRIPTION	REV	DATE	DESCRIPTION	REV	SHEET TITLE COVER & SHEET INDEX		DATE: 01/07/20	REVISION: 2
12/12/18	ENTITLEMENT DRAWINGS	1							
01/07/20	ENTITLEMENT DRAWINGS	2							

LOT AREA DIAGRAM



PARCEL AREA		
PARCEL	APN	AREA (SQ.FT.)
Parcel 1	4238-024-907	43,996.0
Parcel 2	4238-024-905	6,332.7
Parcel 3	4238-024-906	3,166.4
Parcel 4	4238-024-907	3,800.0
Parcel 5	4238-024-908	3,166.4
Parcel 6	4238-024-903	6,332.7
Parcel 7	4238-024-910	3,166.4
Parcel 8	4238-024-900	27,839.5
Parcel 9	4238-024-911	2,700.0
Parcel 10	4238-024-902	14,054.1
Parcel 11	4238-024-909	1,120.0
Total		115,674.2

Source: County of Los Angeles, Office of the Assessor

	Gross Lot Area (Existing property line)
	Net Lot Area (Gross Lot Area excluding dedications)
	Buildable Area (Net Lot Area excluding setbacks required by Venice Coastal Zone Specific Plan)

PROJECT DATA

Project Name:	Reese Davidson Community	Gross Lot Area:	115,674 sq.ft. (Existing property line per County of Los Angeles, Office of the Assessor)
Community Plan Area:	Venice	Net Lot Area:	97,050 sq.ft. (Gross Lot Area excluding dedications)
Area Planning Commission:	West Lost Angeles	Buildable Area:	90,573 sq.ft. (Net Lot Area excluding setbacks required by Venice Coastal Zone Specific Plan)
Neighborhood Council:	Venice	Floor-Area Ratio:	Option B: 1.15:1 (Based on Buildable Area)
Council District:	CD 11 - Mike Bonin	Allowable Dwelling Units:	144 (115,674 sq.ft. at 800 sq.ft. per dwelling unit) (per LAMC 12.14.C.3 and 12.21.C.6)
LADBS District Office:	West Los Angeles	Dwelling Units:	West Building: 56 East Building: 84 Total: 140
500-Foot School Zone:	No	Number of Floors:	West Building: 3 (With 5-story architectural campanile at NW corner of North Venice Blvd. and Pacific Ave.) East Building: 3
General Plan Land Use:	Current: Open Space Proposed: Neighborhood Commercial	Provided Setbacks:	Front: 5'-0" Side: 5'-0" Canal: 15'-0" average, no less than 10'-0" (per Venice Specific Plan 10.E.3.a)
Zoning:	Current: OS-1XL Proposed: C2-1L	Maximum Building Height:	The building would not exceed 35 feet in height except for a 59-foot in height community room at the corner of Venice Boulevard and Pacific Avenue. Roof railing, elevator, and a roof access structure would extend 12 feet above the community room.
Specific Plan Area:	Venice Coastal Zone Los Angeles Coastal Transportation Corridor	Applicable Codes:	2004 Venice Coastal Zone Specific Plan 2018 Los Angeles Building Code 2018 Los Angeles Municipal Code 2018 California Building Code
Zoning Information (ZI):	ZI-2452 Transit Priority Area in the City of Los Angeles ZI-2471 Coastal Zone ZI-2406 Director's Interpretation of the Venice SP for Small Lot Subdivisions		

AREA TABULATION

AREA PROVIDED BY OCCUPANCY																			
		LIVE / WORK		STUDIO		1 BEDROOM		2 BEDROOM		COMMON AREA	SUPPORTING OFFICE	RETAIL	RESTAURANT	ART STUDIO	EXTERIOR WALKWAYS	COVERED ALCOVES	AREA UNDER BUILDING OVERHANGS	TOTAL	
		#	Area	#	Area	#	Area	#	Area									#	Area
WEST SITE	Ground Floor	13	4,810	4	1,405	-	-	-	-	1,150	260	2,255	810	-	-	950	685	17	12,325
	2nd Floor	-	-	29	8,605	3	1,525	-	-	195	-	-	-	-	3,860	1,310	-	32	15,495
	3rd Floor	-	-	10	2,870	2	1,025	2	1,530	215	-	-	-	-	2,390	-	-	14	8,030
	4th Floor	-	-	-	-	-	-	-	-	205	-	-	-	-	-	-	-	-	205
	5th Floor	-	-	-	-	-	-	-	-	285	-	-	-	-	-	-	-	-	285
	West Site Subtotal	13	4,810	43	12,880	5	2,550	2	1,530	2,050	260	2,255	810	-	6,250	2,260	685	63	36,340
EAST SITE	Ground Floor	21	8,830	-	-	-	-	2	1,640	1,555	425	-	-	3155	-	2,550	8,045	23	26,200
	2nd Floor	-	-	7	2,220	12	6,660	11	8,855	1,760	-	-	-	-	3,945	235	0	30	23,675
	3rd Floor	-	-	5	1,575	8	4,165	11	8,565	-	-	-	-	-	3,620	-	0	24	17,925
	East Site Subtotal	21	8,830	12	3,795	20	10,825	24	19,060	3,315	425	-	-	3,155	7,565	2,785	8,045	77	67,800
Total		34	13,640	55	16,675	25	13,375	26	20,590	5,365	685	2,255	810	3,155	13,815	5,045	8,730	140	104,140

Common area includes lobbies, enclosed bike storage, laundry facilities, and community rooms.

Supporting office areas include office space for tenant supportive services and on-site storage. Intended for use by internal staff and tenants only.

AB 744 Special Needs Residential Units defined by California Health and Safety Code 51312.B.1.:

"For purposes of this chapter, "special needs housing" means any housing, including supportive housing, intended to benefit, in whole or in part, persons identified as having special needs relating to any of the following: (A) Mental health. (B) Physical Disabilities. (C) Developmental disabilities, including, but not limited to, intellectual disability, cerebral palsy, epilepsy, and autism. (D) The risk of homelessness."

RESIDENTIAL UNIT TYPES

OCCUPANCY	SPEC. NEEDS	AFFORDABLE	MANAGER	TOTAL
Live / Work	17	17	0	34
Studio	28	27	0	55
1 Bedroom	12	13	0	25
2 Bedroom	11	11	4	26
Total	68	68	4	140

RESIDENTIAL UNIT SIZES

OCCUPANCY	SIZE RANGE (SQ.FT.)	AVG. SIZE (SQ.FT.)
Live / Work	350-480	400
Studio	281-350	301
1 Bedroom	512-687	542
2 Bedroom	757-903	788

BICYCLE PARKING TABULATION

BICYCLE PARKING REQUIRED

TYPE	RATIO	WEST SITE		EAST SITE		TOTAL
		UNITS	TOTAL	UNITS	TOTAL	
Long Term Residential	1 /1 units (1-25)	25	25	25	25	50
	1 /1.5 units (26-100)	31	21	59	40	61
	1 /2 units (101-200)	-	-	-	-	-
	1 /4 units (201+)	-	-	-	-	-
Long Term Retail	1 /2,000 sq.ft. (2 min.)	4,065	2	-	-	2
Long Term Restaurant	2 /restaurant < 1,000 sq.ft.	1	2	-	-	2
Long Term Commercial	1 /10,000 sq.ft. (2 min.)	-	-	3,155	2	2
Long Term Subtotal			50		67	117
Short Term Residential	1 /10 units (1-25)	25	3	25	3	6
	1 /15 units (26-100)	31	3	59	4	7
	1 /20 units (101-200)	-	-	-	-	-
	1 /40 units (201+)	-	-	-	-	-
Short Term Retail	1 /2,000 sq.ft. (2 min.)	4,065	2	-	-	2
Short Term Restaurant	2 /restaurant < 1,000 sq.ft.	1	2	-	-	2
Short Term Commercial	1 /10,000 sq.ft. (2 min.)	-	-	3,155	2	2
Short Term Subtotal			10		9	19
Total			60		76	136

Calculation per Ordinance no. 185480

BICYCLE PARKING PROVIDED (BY SITE)

TYPE	WEST SITE	EAST SITE	TOTAL
Long Term	50	67	117
Short Term	10	9	19
Total	60	76	136

OPEN SPACE TABULATION

OPEN SPACE REQUIRED

TYPE	RATIO	UNITS	TOTAL (SQ.FT.)
Live / Work	100 /unit	34	3,400
Studio	100 /unit	55	5,500
1 Bedroom	100 /unit	25	2,500
2 Bedroom	125.0 /unit	26	3,250
Total open space required			14,650

Landscaped space required	25%	14,650	3,663
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OPEN SPACE PROVIDED (BY SITE)

TYPE	WEST SITE	EAST SITE	TOTAL (SQ.FT.)
Common Open Space	7,615	8,635	16,250
Private Open Space	0	0	0
Total	7,615	8,635	16,250

Landscaped Space	0	4,930	4,930
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AUTOMOBILE PARKING TABULATION

AUTOMOBILE PARKING SUMMARY			
	TYPE	REQUIRED	PROVIDED
WEST GARAGE	New Parking (Residential)	61	61
	New Parking (Commercial)	42	42
	New Parking (Guest)	-	-
	New Parking (Non-Required)	-	5
	West Garage Subtotal	103	108
EAST GARAGE	New Parking (Beach Impact)	23	23
	Replacement Parking (Public)	188	188
	New Parking (Non-Required)	-	41
	East Garage Subtotal	211	252
	Total	314	360

AB 744 Special Needs Residential Unit parking requirements defined by California Government Code 65915.O.3.C.:

"If the development is a special needs housing development, as defined in Section 51312 of the Health and Safety Code, the ratio shall not exceed 0.3 spaces per unit. The development shall have either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day."

AUTOMOBILE PARKING REQUIRED

TYPE	RATIO	UNITS	TOTAL	SOURCE
Manager Residential Unit	1.5 /unit	4	6	per Venice Specific Plan 13.D
Special Needs Residential Unit	0.3 /unit	68	21	parking reduction per AB744
Affordable Residential Unit	0.5 /unit	68	34	parking reduction per AB744
Residential Subtotal			61	
Art Studio	1.0 /500 sq.ft.	3,155	6	per Venice Specific Plan 13.D
	1.0 /225 sq.ft.	2,255	10	per Venice Specific Plan 13.D
	1.0 /50 sq.ft.	810	16	per Venice Specific Plan 13.D
	1.0 /50 sq.ft.	500	10	per Venice Specific Plan 13.D
Commercial Subtotal			42	
Guest Parking	Not Required		-	parking reduction per AB744
Beach Impact Parking	1.0 /1,000 sq.ft. ground floor	22,970	23	per Venice Specific Plan 13.E.2
Subtotal Parking Required by Project			126	
Replacement Parking			188	required by AHOS program
Total Parking Required			314	

AUTOMOBILE PARKING PROVIDED (BY SITE)

TYPE	WEST GARAGE	EAST GARAGE	TOTAL PROVIDED
Manager Residential Unit	6	-	6
Special Needs Residential Unit	21	-	21
Affordable Residential Unit	34	-	34
Residential Subtotal	61	-	61
Art Studio	6	-	6
	10	-	10
	16	-	16
	10	-	10
Commercial Subtotal	42	-	42
Guest Parking	-	-	-
Beach Impact Parking	-	23	23
Replacement Parking	-	188	188
Non-Required Parking (surplus)	5	41	46
Total Parking Provided	108	252	360

ARCHITECT ERIC OWEN MOSS ARCHITECTS 8557 HIGUERA STREET CULVER CITY, CA 90232 310-839-1199	CLIENT VENICE COMMUNITY HOUSING CORP. 720 ROSE AVENUE VENICE, CA 90291 310-399-1130	HOLLYWOOD COMMUNITY HOUSING CORP. 5020 SANTA MONICA BOULEVARD LOS ANGELES, CA 90029 323-469-0710	This and all other project documents and all ideas, aesthetics and designs incorporated therein are instruments of service. All project documents are the registered property of Eric Owen Moss Architects (EOMA) and cannot be lawfully used in whole or in part for any project or purpose except as described in the contractual agreement between EOMA and Client. EOMA hereby gives formal notice that any such project document use, reproduction or modification (misuse) is not only unlawful but also automatically binds all parties involved with misuse to fully indemnify and defend EOMA and EOMA's Consultants to the maximum legal extent against all losses, demands, claims or liabilities arising directly or indirectly from project document misuse. Project documents describe design intent of work and are not a representation of as built or existing conditions. EOMA and EOMA's consultants make no representations concerning the accuracy of documents and are not responsible for any discrepancies between project documents and the existing conditions.
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PRINT RECORD					
DATE	DESCRIPTION	REV	DATE	DESCRIPTION	REV
12/12/18	ENTITLEMENT DRAWINGS	1			
01/07/20	ENTITLEMENT DRAWINGS	2			
PROJECT TITLE REESE DAVIDSON COMMUNITY					
SHEET TITLE PROJECT INFORMATION					
G0.01					
DATE: 01/07/20 REVISION: 2					



Perspective Looking North from Pacific Ave.



Perspective Looking West Along South Venice Blvd.



Perspective Looking West Along Dell Avenue.



Perspective Looking Southeast Along Grand Canal



Perspective Looking East Along Grand Canal



Perspective Looking South Along North Venice Blvd.

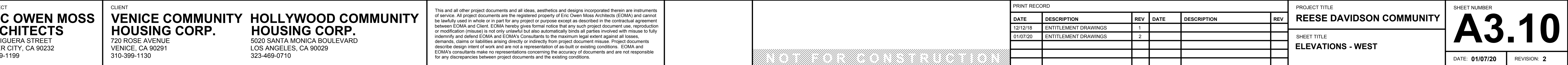
C3



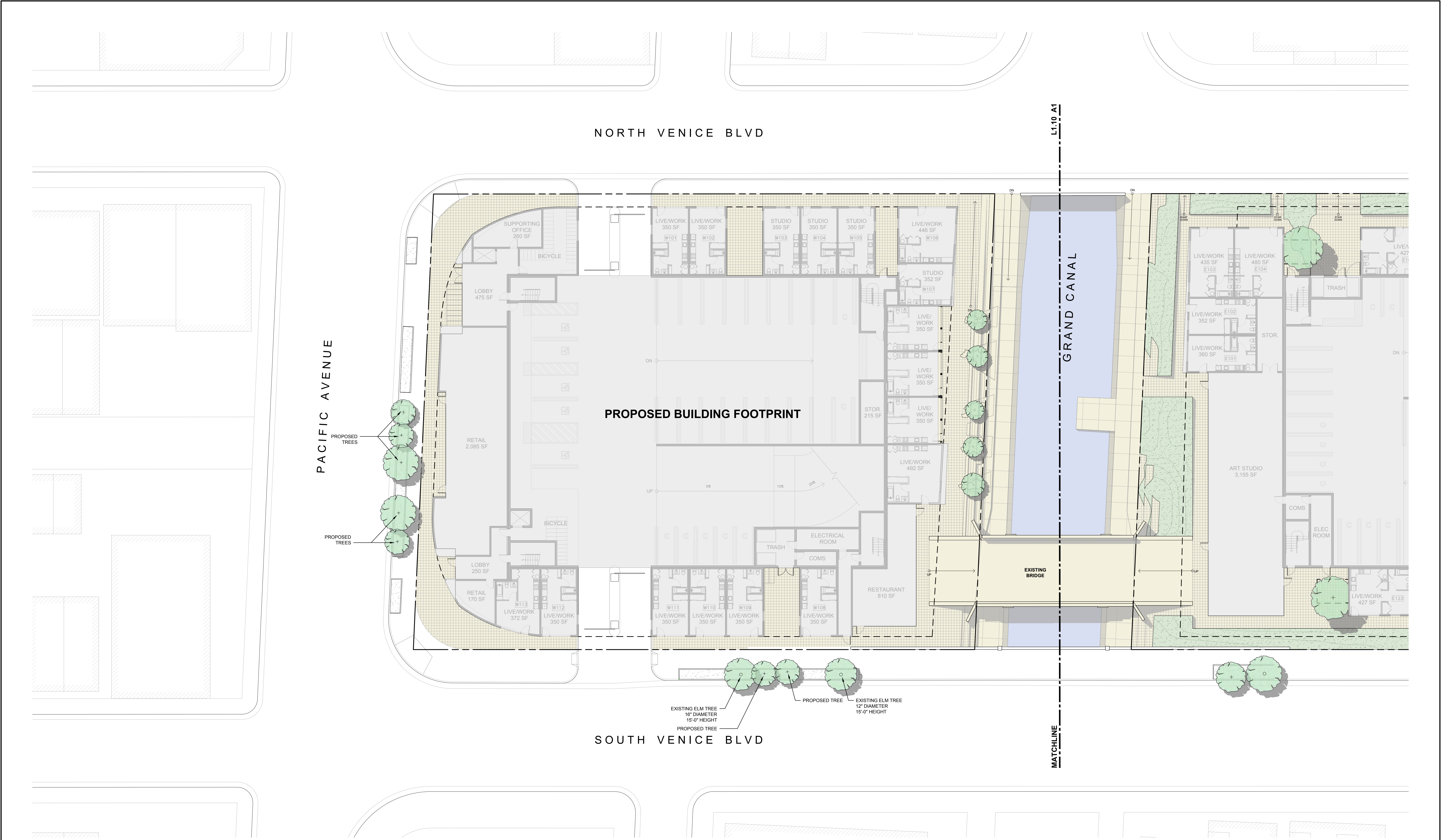
A3

C1

A1

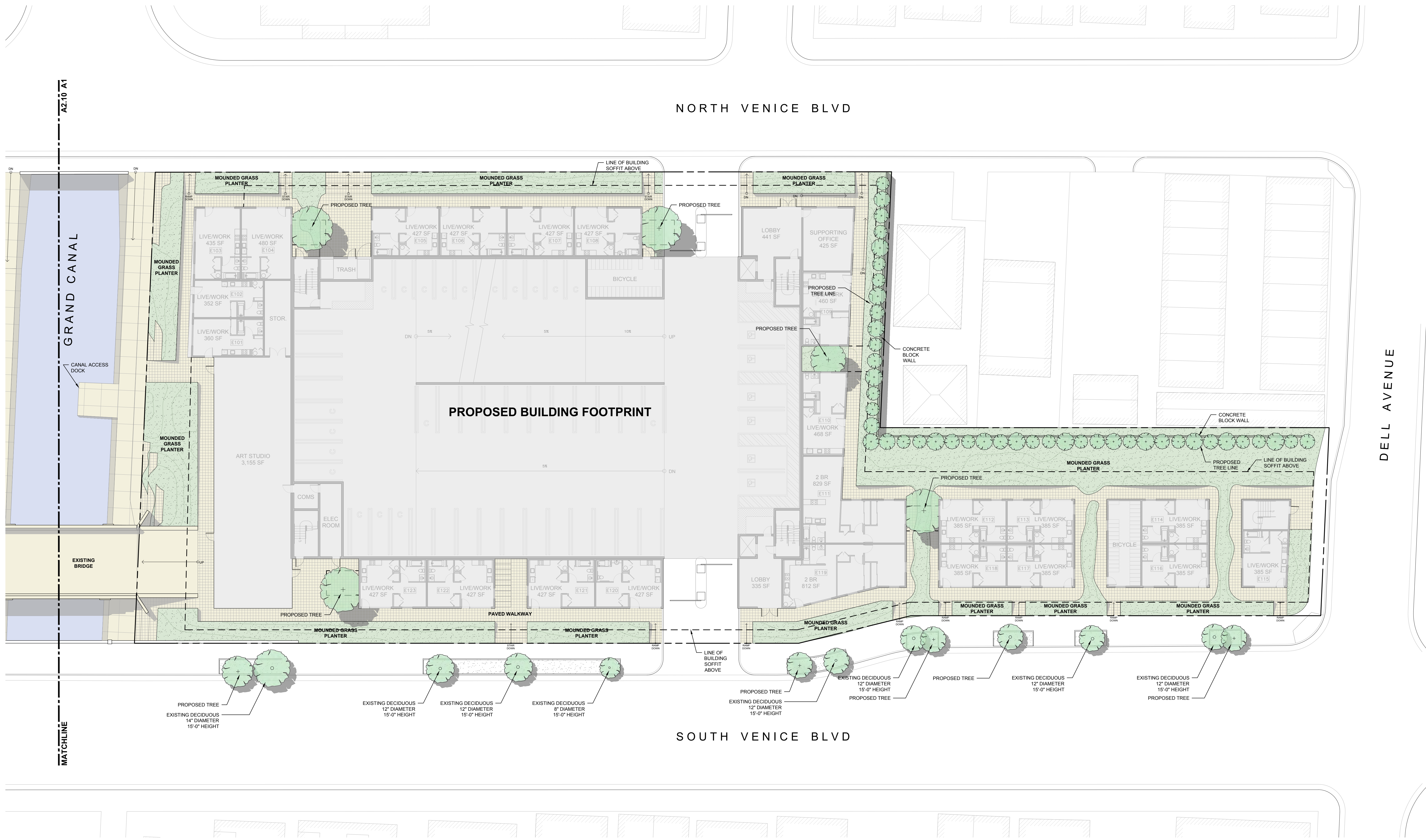






LANDSCAPE PLAN
SCALE: 1/16" = 1'-0"

A1



LANDSCAPE PLAN
SCALE: 1/16" = 1'-0"

A1

ARCHITECT
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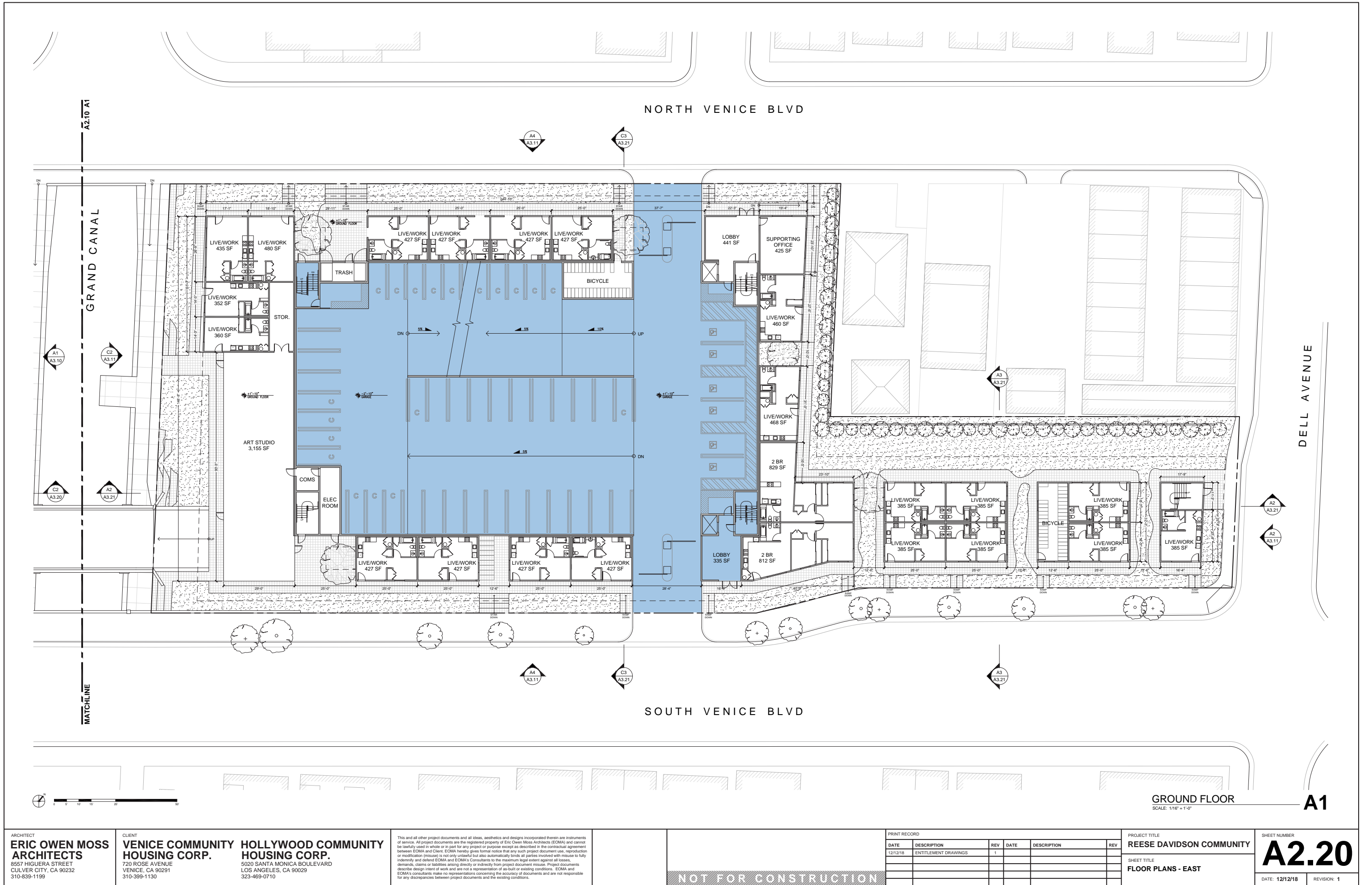
HOLLYWOOD COMMUNITY HOUSING CORP.
5020 SANTA MONICA BOULEVARD
LOS ANGELES, CA 90029
323-469-0710

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12/12/18	ENTITLEMENT DRAWINGS	1			
01/07/20	ENTITLEMENT DRAWINGS	2			

PROJECT TITLE		SHEET NUMBER	
REESE DAVIDSON COMMUNITY		L1.11	
SHEET TITLE		DATE: 01/07/20	REVISION: 2
LANDSCAPE PLAN - EAST			



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12/12/18	ENTITLEMENT DRAWINGS	1			

PROJECT TITLE
REESE DAVIDSON COMMUNITY

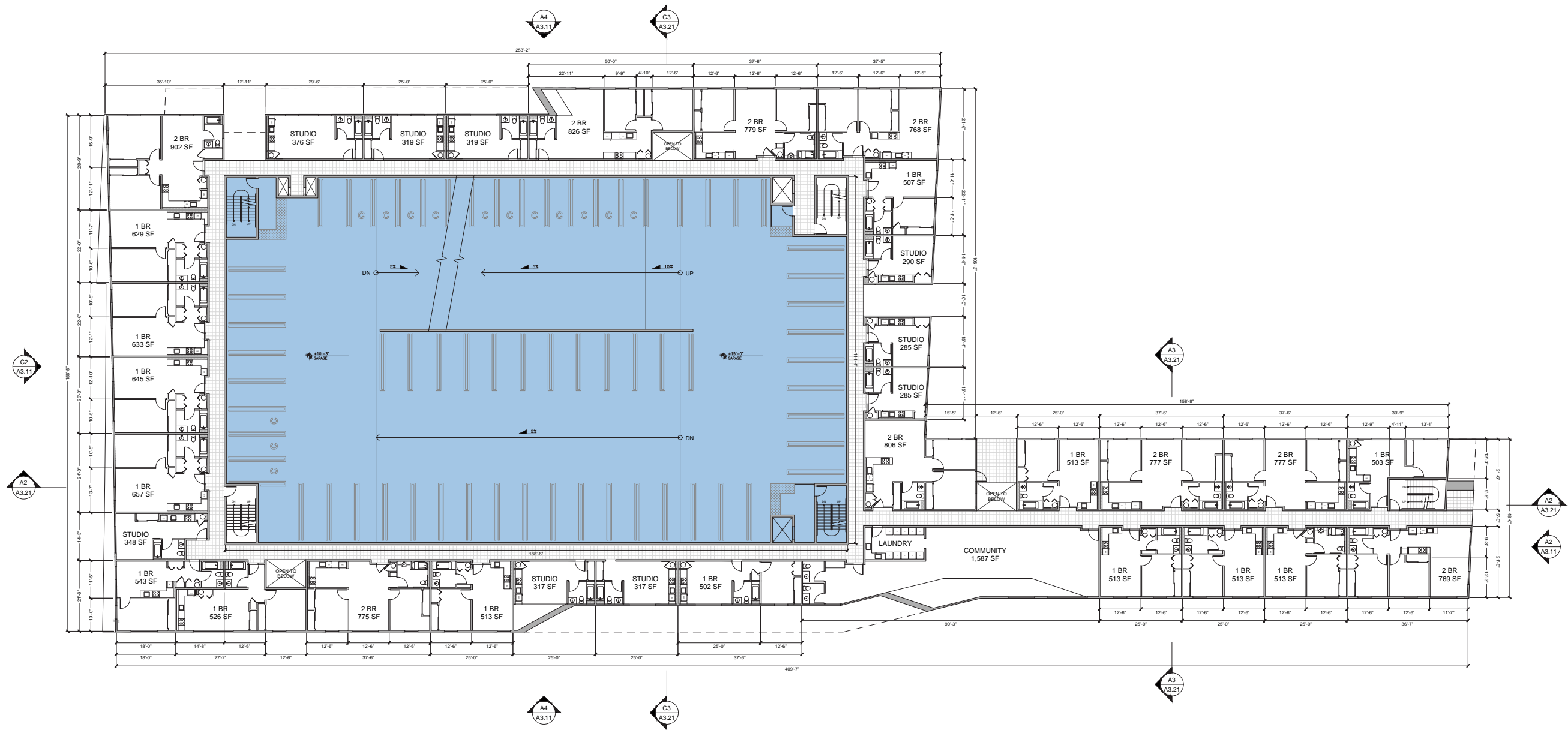
SHEET TITLE
FLOOR PLANS - EAST

SHEET NUMBER
A2.20

DATE: 12/12/18 REVISION: 1

A2.11 A1

MATCHLINE



SECOND FLOOR
SCALE: 1/16" = 1'-0"

A1

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PROJECT TITLE
REESE DAVIDSON COMMUNITY

SHEET TITLE
FLOOR PLANS - EAST

SHEET NUMBER
A2.21

DATE: 12/12/18 REVISION: 1

A2.11 C1

MATCHLINE



THIRD FLOOR
SCALE: 1/16" = 1'-0"

A1

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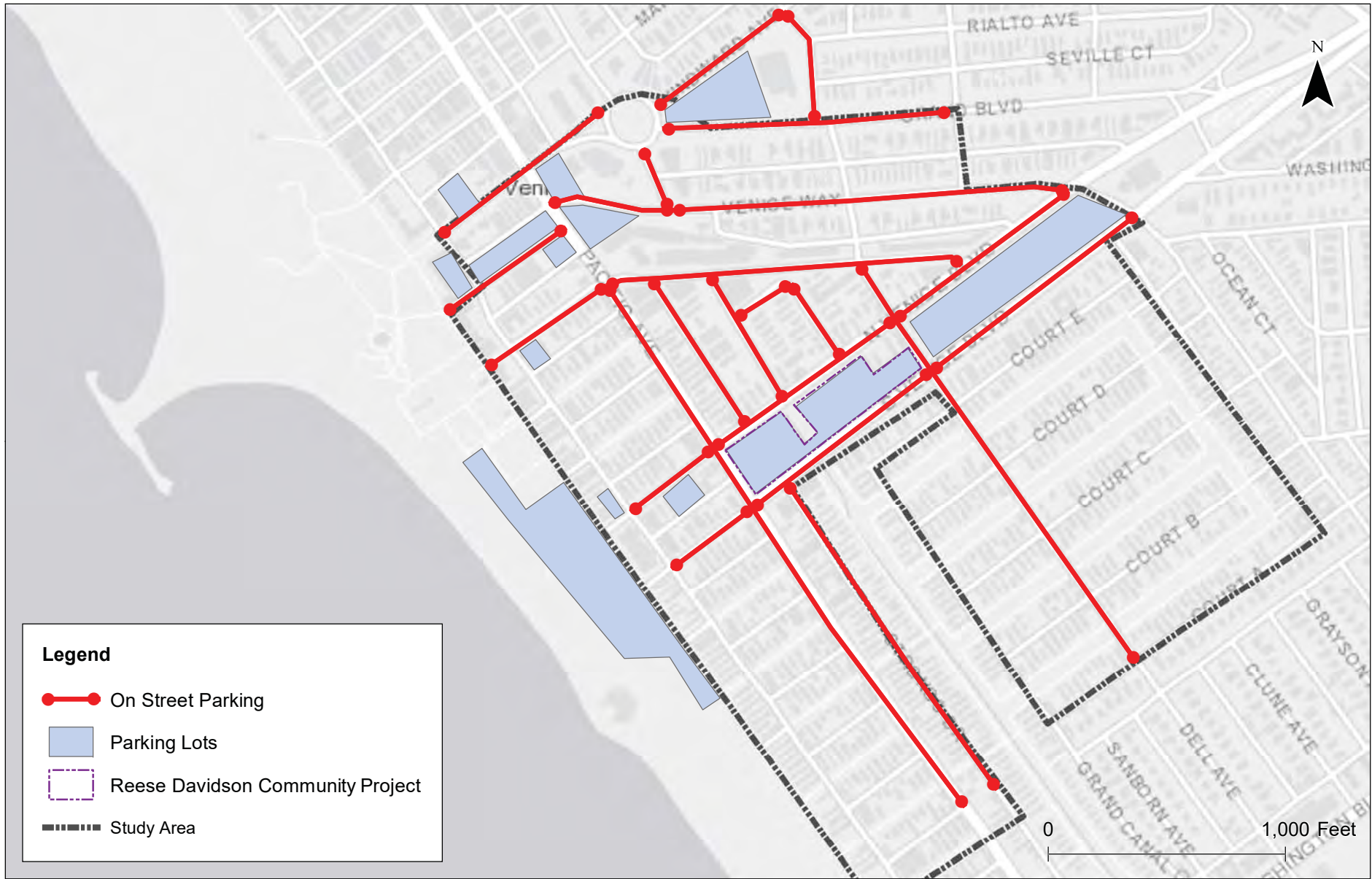
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PROJECT TITLE
REESE DAVIDSON COMMUNITY

SHEET TITLE
FLOOR PLANS - EAST

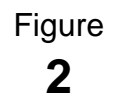
SHEET NUMBER
A2.22

DATE: 12/12/18 REVISION: 1



Study Area

Figure 1





Weekday Midday Average Utilization

Figure 3



Weekday PM Average Utilization

Figure
4



Weekend Midday Average Utilization

Figure 5



Weekend PM Average Utilization

Figure 6



Holiday AM Average Utilization

**Figure
7**



Holiday Midday Average Utilization

Figure 8

Project	Location	Land use	Size	Units	ITE Land Use Code	ITE Weekday Parking Demand ¹	ITE Weekend Parking Demand ²	City of LA Municipal Code Parking Spaces Requirement ³	Parking Space Shortage
Bakery with Retail & Restaurant	320 E Sunset Ave	Retail /Restaurant	4.675	k.s.f.	939	37	46	47	
		Total				37	46	47	1
New 3-Story Manufacturing & Retail	595 Venice Blvd	Office	25.150	k.s.f.	710	60	7	50	
		Retail	5.028	k.s.f.	820	10	15	20	
		Total				70	22	70	0
Mixed-Use	825 S Hampton Dr	Condominium	8	d.u.	220	10	13	16	
		Retail	2.430	k.s.f.	820	5	7	10	
		Restaurant	4.100	k.s.f.	932	39	50	41	
		Gym	2.780	k.s.f.	492	13	9	28	
		Total				66	80	95	15
Mixed-Use	1033 S. Abbot Kinney	Hotel	78	Rooms	310	58	90	156	
		Multifamily Housing (Mid-Rise)	4.000	d.u.	221	5	8	8	
		Shopping Center	4.670	k.s.f.	820	9	14	19	
		Quality Restaurant	3.810	k.s.f.	931	40	65	38	
		General Office Building	2.0270	k.s.f.	710	5	1	4	
		Total				117	177	225	17

1. Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition

2. If both Sunday and Saturday parking rates are available, the higher rate has been used for conservative consideration

3. City of LA Municipal Code Article 2 section 12.21

Findings:

1. If the future proposed development projects provide a number of parking spaces based on City Municipal Code, the parking demand should be lower than parking spaces provided, so there will be no parking spaces shortage.

2. There is no best practice instrument to accurately forecast future parking demand for the next 50-100 years; if LADOT's top priority is maintaining flexibility for an unpredictable future, then it should select a public parking alternative within the Reese Davidson Community East Site garage that maximizes the amount of public parking spaces.

3. The current architectural design for the East Site garage does not allow the City to provide more than 301 spaces for public parking. If additional studies or new parking demand projections are conducted by the City in the future, it remains a possibility that the current Project design will not provide adequate public parking spaces to meet future demand.

Project	Location	Land use	Size	Units	ITE Weekday Parking Demand ¹	ITE Weekend Parking Demand ¹	Required Parking Spaces ²	Parking Spaces Provided (East Garage) ²	Total Parking Spaces Provided	Parking Space Shortage ³
Reese Davidson	204-208 E North Venice Boulevard	Affordable Housing	140	d.u	139	134	61	0	61	-78
		Art Studio	3,155	k.s.f.	7	13	6	0	6	-7
		Retail	2,255	k.s.f.	4	7	10	0	10	3
		Restaurant	1,310	k.s.f.	12	16	26	0	26	10
		Beach Impact Parking	22,970	k.s.f.	NA	NA	23	23	23	NA
		Replacement Parking			NA	NA	196	188	188	-8
		Additional Parking Spaces			NA	NA	NA	41 - 82	46 - 87	NA
		Total			162	170	322	252 - 293	360 - 401	190 - 231

1. Parking demand rates are from Institute of Transportation Engineers (ITE) Parking Generation Manual, 5th Edition. If both Sunday and Saturday parking rates are available, the higher rate has been used for conservative consideration

2. The "Required Parking Spaces" and "Parking Spaces Provided" are provided by the Architectural Plan (Eric Owen Moss Architects). The required parking spaces for "Replacement Parking" has been updated with 196 existing parking spaces counted by LADOT staff at Lot 731

3. The "Parking Space Shortage" is the difference between total parking spaces provided and the maximum ITE parking demand

Findings:

1. The designated parking spaces for "affordable housing" and "art studio" are lower than the parking demand estimated from ITE.

2. By deducting the ITE maximum parking demand of 170 (weekend) from total 260 - 301 spaces proposed at the East Site garage, our analysis estimates that there will be 90-131 spaces available for other parking usage in the East Site garage under the current architectural plans

3. There is a shortage of 8 replacement parking spaces in the Architectural Plan. This is due to the Developer counting 188 replacement parking spaces from Lot 731, and LADOT counting 196 replacement parking spaces

4. Overall, the proposed parking supply is higher than the demand, but more parking spaces need to be assigned for affordable housing unit uses and art studio uses to meet ITE standards.

5. The current architectural design for the East Site garage does not allow the City to provide more than 301 spaces for public parking. If future parking demands increase, it is possible that the maximum public parking spaces provided in this design will not meet future demand.

PARKING LOTS

LADOT

	Date, Day and Time			Saturday 9/3/2019 7am-10 AM	Sunday 9/2/2019 2pm-3 PM	Monday 9/2/2019 12pm-2 pm	Wednesday 9/4/2019 6:30pm-8pm	Thursday 9/5/2019 3-5 PM	Friday 9/6/2019 6:30-7:45	Saturday 9/7/2019 2-3:30	Sunday 9/8/2019 3-4:30 PM	Monday 9/9/2019 6:30-8:00 PM	Tuesday 9/10/2019 12pm-2pm	Wednesday 9/11/2019 6pm-8pm	Friday 9/13/2019 5:30-7	Saturday 9/14/2019 2-3:30 PM	Sunday 9/15/2019 3-4:30	Monday 9/16/2019 1 pm-3 pm	Tuesday 9/17/2019 6pm - 8pm
PARKING LOTS			Available Spaces																
1	29 Windward Ave - Windward Ave & Speedway	Safety Parking Valet	65	65	0	0	46	35	10	4	5	42	43	31	8	3	4	23	44
2	LA CITY LOT 761 1608 S Pacific Ave (Windward Ave)	City - metered 1 hr	14	0	2	0	2	1	0	0	0	4	2	3	0	0	0	0	0
	100 Venice Way - Venice Way & Pacific Ave	Safety Parking Valet	35	30	0	0	30	22	16	10	4	35	7	16	15	6	7	10	19
1	Hotel Erwin - 1697 Pacific Ave		150								4 denied					3			
2	32 17th Ave - 17th Ave/17th Place & Pacific Ave	Pacific Parking	36	33	2	2	22	22	15	0	6	25	8	4	15	13	10	15	12
3	15 17th Ave - 17th Ave & Speedway	Sidewalk Enterprises	51	48	2	5	30	30	14	4	3	32	25	47	40	0	5		27
4	Muscle Beach Parking - Speedway between 20th PL & 19th Ave		15	0	0	0	10	5	6	2	0	11	9	4	8	1	10	5	5
5	9 N Venice Blvd & Speedway	Safety Parking Valet	12	12	1	2	12	6	8	0	4	5	5	3	8	1	0	2	4
6	42 N Venice Blvd - Between Speedway & Pacific Ave	Imperial Parking Solutions	125	115	1	60	110	100	denied	denied	1 denied	denied	denied	denied	denied	42	denied	44	denied
7	LA CITY LOT 731 - 200 N Venice Blvd/S Venice Blvd		196	184	34	29	169	139	136	107	61	186	139	165	139	90	119	169	168
8	LA CITY LOT 701 - 2150 Dell Ave/S Venice Blvd/Way	No car entry after 6pm	150	145	20	20	145	135	147	100	30 closed		150	150	139	closed for swap meet	50	105	150
9	Post Office - Windward Ave & Riviera Ave	Had Valet on certain Sat./Sun. 23 max Valet 9/1, 9/8,	14	14	0	4	14	0	10	3	2	7	4	3	9	3	12	P.O. use only	10
10	County Parking Lot -339		339	170	10	5	250	170		0	85	251	157	232	224	35	40	180	223

DIAGONAL STREETS

1	Grand Blvd	Main St to Andalusia Ave	67	32	0	0	7	2	5	1	2	11	1	15	18	0	15	15	10
2	Venice Way	Pacific Ave to Main St	6	6	0	0	0	4	0	0	0	1	1	0	0	0	0	1	0
3	Venice Way	Main St to N Venice Blvd	103	39	0	0	0	10	6	1	1	24	2	13	11	1	4	16	23
4	Mildred Ave	Pacific Ave to N Venice Blvd	85	29	0	0	3	2	14	2	0	22	4	15		1	1	21	14

NORTH SOUTH STREETS

1	Pacific Ave	Windward Ave to Mildred Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2	Pacific Ave	Mildred to 27th Pl	118	12	0	0	3	6	0	0	0	11	9	4	12	1	2	14	6
3	Stronggs Drive	Mildred Ave to N Venice Blvd	16	3	0	1	1	1	1	0	0	2	0	0	0	0	0	1	0
4	Stronggs Drive	S Venice Blvd to 27th Pl	16	0	0	0	1	0	0	0	0	1	0	0	1	3	3	4	2
5	Main St	Windward Ave to Venice Way	3	2	0	0	3	3	0	0	1	0	0	0	3	1	0	4	0
6	Canal St	Mildred Ave to N Venice Blvd	21	3	0	0	8	6	5	0	0	3	0	2	0	0	0	1	2
7	Grand Canal	Court E to Court A	0	7	0	0	0	0	0	0	0	0			0	0	0	0	
8	Alberta Ave	Grand Canal to N Venice Blvd	13	7	0	0	1	1	0	0	0	7	1	5	0	0	1	5	9
9	Riviera Ave	Windward Ave to Mildred Ave	33	16	0	0	2	1	0	0	0	2	0	4	0	0	0	7	6
10	Dell Ave	Mildred Ave to Court A	11	1	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2

EAST WEST STREETS

1	Windward Ave	Speedway to Main St	44	12	0	0	1	3	0	2	0	0	6	4	0	0	0	7	8
2	Windward Ave	Main St to Riviera Ave	42	0	0	0	2	7	1	0	0	1	0	1	0	0	0	9	2
3	Windward Ct	Speedway to Pacific Ave	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4	17 Ave	Boardwalk to Pacific Ave	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	17 Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0	0	0		
6	18th Ave	Boardwalk to Pacific Ave	29	0	0	0	0	0	1	0	0	0	3	3	0	0	0	1	11
7	18th Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0					0	0		
8	19th Ave (WALK WAY ONLY)	Boardwalk to Pacific Ave	0	0	0	0	n/a	0	0	0	0				0		0		
9	19th Place	Boardwalk to Pacific Ave	0	0	0	0	1	0	0	0	0				0		0		
10	20th Ave (WALK WAY ONLY)	Boardwalk to Pacific Ave	0	0	0	0	n/a	0	0	0	0				0		0		
11	20th Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0		0		
12	N. Venice Blvd	Speedway to Pacific Ave	7	0	0	0	0	0	0	0	0	1	2	1	0	1	0	1	1
13	N. Venice Blvd	Pacific Ave to Dell Ave	29	9	0	0	1	4	1	1	0	10	1	7	0	0	1	0	4
14	N. Venice Blvd	Dell Ave to Venice Way/Mildred Ave	33	0	0	0	9	6	4	1	0	11	2	12	11	0	0	3	7
15	Center Court	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0		0		
16	S. Venice Blvd	Speedway to Pacific Ave	12	0	0	0	0	0	2	0	0	2	1	0	0	0	0	0	3
17	S. Venice Blvd	Pacific Ave to Dell Ave	21	1	0	0	0	1	0	0	0	4	1	1	0	0	0	0	1
18	S. Venice Blvd	Dell Ave to Venice Way/Mildred Ave	29	0	0	0	4	2	5	0	0	6	1	5	4	0	2	3	4
19	Virginia Court	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0					0	0		
20	23rd Ave (WALK WAY ONLY)	Boardwalk to Pacific Ave	0	0	0	0	n/a	0	0	0	0				0		0		
21	23rd Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0		0		
16	24th Ave (WALK WAY ONLY)	Boardwalk to Pacific Ave	0	0	0	0	n/a	0	0	0	0				0		0		
17	24th Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0		0		
18	25th Ave (WALK WAY ONLY)	Boardwalk to Pacific Ave	0	0	0	0	n/a	0	0	0	0				0		0		
19	25th Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0		0		
20	26th Ave (WALK WAY ONLY)	Boardwalk to Pacific Ave	0	0	0	0	n/a	0	0	0	0				0		0		
21	26th Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0		0		
22	27th Ave (WALK WAY ONLY)	Boardwalk to Pacific Ave	0	0	0	0	n/a	0	0	0	0				0		0		
23	27th Place	Boardwalk to Pacific Ave	0	0	0	0	0	0	0	0	0				0		0		
24	Court E (ALLEY WAY)	Grand Canal to Eastern Ct	0	0	0	0	n/a	0	0	0	0					0	0		
25	Court D (ALLEY WAY)	Grand Canal to Eastern Ct	0	0	0	0	n/a	0	0	0	0				0		0		
26	Court C/Howland Canal/Linnie Canal (Alley Way)	Grand Canal to Eastern Ct	0	0	0	0	n/a	0	0	0	0				0		0		
27	Court B/Howland Canal/Sherman Canal (Alley Way)	Grand Canal to Eastern Ct	0	0	0	0	n/a	0	0	0	0				0		0		
28	Grand Canal	Canal St and Alberta Ave	17	0	0	0	0	2	0	0	0	0	4	0	0	2	2		1
TOTAL																			

LABOR DAY WEEKEND

FIRST
FRIDAY

PARKING LOTS
LADOT

				Winter Rates				Summer Rates			
PARKING LOTS		Managing Company	Available Spaces	Weekday Hours	Mon-Fri	Weekend Hours	Sat & Sun & Holiday	Weekday Hours	Mon-Fri	Weekend Hours	Sat & Sun & Holiday
1	29 Windward Ave - Windward Ave & Speedway	Safety Parking Valet	65	9am-8pm	\$10/2 hrs \$20/All Day SUV \$25-\$30	9am-8pm	\$10/2 hrs \$20/All Day \$30 Max & SUV	9am-8pm	\$15/2 hrs \$20/All Day	9am-8pm	\$15/2 hr \$30/All Day up to \$40
2	LA CITY LOT 761 1608 S Pacific Ave (Windward Ave)	City - metered 1 hr	14	8am-6pm	\$1/hr	8am-6pm	\$1/hr	8am-6pm	\$1/hr	8am-6pm	\$1/hr
3	100 Venice Way - Venice Way & Pacific Ave	Safety Parking Valet	35	9am-8pm	\$10/2 hrs \$20/All Day	9am-8pm	\$35 Flat Rate	9am-8pm	\$35 Flat Rate	9am-8pm	\$45 Flat Rate
4	32 17th Ave - 17th Ave/17th Place & Pacific Ave	Pacific Parking	36	9am-12am	\$10/2hrs \$15/3hrs \$20/All Day	9am-12am	\$15/2hrs, \$20/3hrs, \$30/All Day	9am-12am	\$15/3 hrs \$25/All Day	9am-12am	\$15/2 hrs \$25/4 hrs \$40/All Day
5	15 17th Ave - 17th Ave & Speedway	Sidewalk Enterprises	51	9am-12am	\$10/3 hrs \$20/All Day	9am-12am	\$10/3 hrs \$20/All Day	9am-12am	\$10/2 hrs \$15-\$20/All Day	9am-12am	\$15/2 hrs \$20-30/All Day
6	Muscle Beach Parking - Speedway/20th PL & 19th Ave	Cash Only, could not find attendant	15								
7	9 N Venice Blvd & Speedway	Safety Parking Valet	12	9am-8pm	\$10/2 hrs \$20/All Day	9am-8pm	\$10/2 hrs \$20/All Day	9am-8pm	\$15/2 hrs \$30/All Day	9am-8pm	\$15/2 hrs \$40/All Day
8	42 N Venice Blvd - Between Speedway & Pacific	Imperial Parking Solutions	125	Mon-Wed, Sun 7am-12am \$10		Thu-Sat 7am-2am \$10		Mon-Wed, Sun 7am-12am \$10		Thu-Sat 7am-2am \$10	
9	Hotel Erwin	2 lots, 30-40 cars each, not able to tell difference between hotel guest car & beach goer car	60-80 Hotel & beach guests	\$10/2 hrs \$15/ All Day		\$15/2 hrs \$20 All Day		\$15/2 hrs \$20-\$30/All Day		\$20/2 hrs \$30/All Day	
10	LA CITY LOT 731 - 200 N Venice Blvd/S Venice Blvd	Modern Parking	196	October-April				May-September			
				7am-9am	\$4	7am-9am	\$4	7am-9am 4pm-8pm	\$5	9am-4pm \$20, \$30 (60%) Max \$45 per Attendant	
				9am-5pm 5pm-11pm	\$7-15 \$2	9am-5pm 5pm-11pm	\$7-15 \$3(Fri-Sun)	9am-4pm	\$10, \$20 (60%), \$30 (80%)		
11	LA CITY LOT 701 - 2150 Dell Ave/S Venice Blvd/Way	Modern Parking	150	October-April				May-September			
				7am-9am	\$4	7am-9am	\$4	7am-9am 4pm-8pm	\$5	7am-9am 4pm-8pm	\$5
				9am-5pm	\$7-\$12	9am-5pm	\$7-\$12	9am-5pm	\$10, \$20 (60%), \$30 (80%)	9am-5pm	\$20, \$30 (60%) Max \$45 per Attendant
12	Post Office - Windward Ave & Riviera Ave	Valet not consistant, rate unknown	14								
13	County Parking Lot - 339	Modern Parking	339	Day after last Sun in Sept-last Fri before Memorial				Sat before Memorial-last Sun in Sept			
				6am-9am	\$5	6am-8am	\$5	6am-9am	\$5	6am-8am	\$9
				9am-5pm	\$7	8am-6pm	\$9	9am-5pm	\$9	8am-6pm	\$18
				5pm-12am	\$5	6pm-12am	\$5	5pm-12am	\$5	6pm-12am	\$9

All rates subject to weather & demand. Rates on website inconsistent with rates told by attendant.

*(%) indicates the rate charged upon reaching that percentage of capacity, at the discretion of the attendant

https://en.parkopedia.com/parking/garage/42_n_venice_blvd/90291/los_angeles/?arriving=201909031600&leaving=201909031800

2017/2018 REVENUE SUMMARY
LOT 701 (2150 Dell Avenue, Venice)

Contract No.

Month	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Daily/Trans #	3,436	2,184	1,498	0	0	0	0	0	0	0	661	1,845	\$9,624
Gross Receipts	\$65,415.00	\$35,455.00	\$23,280.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$14,250.00	\$34,600.00	\$173,000
Monthly #	1	1	1	1	1	1	1	1	1	1	1	1	\$12
Gross Receipts	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$25.00	\$25.00	\$25.00	\$25.00	\$220
Gross Film Comp Rec's:	\$0.00	\$1,200.00	\$6,150.00	\$420.00	\$1,400.00	\$400.00	\$4,720.00	\$1,000.00	\$8,860.00	\$0.00	\$2,400.00	\$1,100.00	\$27,650
Valet:	0	0	0	0	0	0	0	0	0	0	0	0	\$0
Gross Receipts	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0
Others:													
Gross Receipts	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0
GROSS RECEIPTS	\$65,430.00	\$36,670.00	\$29,445.00	\$435.00	\$1,415.00	\$415.00	\$4,735.00	\$1,015.00	\$8,885.00	\$25.00	\$16,675.00	\$35,725.00	\$200,870.00
GROSS NET RECEIPTS	\$59,481.82	\$33,336.36	\$26,768.18	\$395.45	\$1,286.36	\$377.27	\$4,304.55	\$922.73	\$8,077.27	\$22.73	\$15,159.09	\$32,477.27	\$182,609.09
PARK OCC TAX DUE	\$5,948.18	\$3,333.64	\$2,676.82	\$39.55	\$128.64	\$37.73	\$430.45	\$92.27	\$807.73	\$2.27	\$1,515.91	\$3,247.73	\$18,260.91
TOTAL NET REVENUE	\$59,481.82	\$33,336.36	\$26,768.18	\$395.45	\$1,286.36	\$377.27	\$4,304.55	\$922.73	\$8,077.27	\$22.73	\$15,159.09	\$32,477.27	\$182,609.09
Paystation/Meter Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FINAL NET REVENUE	\$59,481.82	\$33,336.36	\$26,768.18	\$395.45	\$1,286.36	\$377.27	\$4,304.55	\$922.73	\$8,077.27	\$22.73	\$15,159.09	\$32,477.27	\$182,609.09
Contract Compensation due Operator	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$39,108.00
Bonus Compensation	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Contract Comp Pd	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$39,108.00
Suppl Services Pd	\$0.00	\$0.00	\$0.00	\$375.00	\$0.00	\$242.25	\$0.00	\$180.00	\$0.00	\$0.00	\$0.00	\$0.00	\$797.25
TOTAL PAID TO OPERATOR	\$3,259.00	\$3,259.00	\$3,259.00	\$3,634.00	\$3,259.00	\$3,501.25	\$3,259.00	\$3,439.00	\$3,259.00	\$3,259.00	\$3,259.00	\$3,259.00	\$39,905.25
PFD Maintenance Expenses (Acct 0030)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PROFIT/(DEFICIT) TO SPRF	\$56,222.82	\$30,077.36	\$23,509.18	(\$3,238.55)	(\$1,972.64)	(\$3,123.98)	\$1,045.55	(\$2,516.27)	\$4,818.27	(\$3,236.27)	\$11,900.09	\$29,218.27	\$142,703.84

2018/2019 REVENUE SUMMARY
LOT 701 (2150 Dell Avenue, Venice)

Contract No.

Month	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	TOTAL
Daily/Trans #	3,376	2,548	1,970	0	0	0	0	0	0	0	475	2,218	\$10,587
Gross Receipts	\$69,735.00	\$45,990.00	\$29,355.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$9,440.00	\$39,555.00	\$194,075
Monthly #	1	1	1	1	1	1	1	1	1	1	1	1	\$12
Gross Receipts	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$300
Gross Film Comp Rec's:	\$0.00	\$3,300.00	\$11,250.00	\$0.00	\$4,400.00	\$0.00	\$1,700.00	\$11,980.00	\$2,980.00	\$0.00	\$0.00	\$0.00	\$35,610
Valet:													\$0
Gross Receipts													\$0
Others:													
Gross Receipts													\$0
GROSS RECEIPTS	\$69,760.00	\$49,315.00	\$40,630.00	\$25.00	\$4,425.00	\$25.00	\$1,725.00	\$12,005.00	\$3,005.00	\$25.00	\$9,465.00	\$39,580.00	\$229,985.00
GROSS NET RECEIPTS	\$63,418.18	\$44,831.82	\$36,936.36	\$22.73	\$4,022.73	\$22.73	\$1,568.18	\$10,913.64	\$2,731.82	\$22.73	\$8,604.55	\$35,981.82	\$209,077.27
PARK OCC TAX DUE	\$6,341.82	\$4,483.18	\$3,693.64	\$2.27	\$402.27	\$2.27	\$156.82	\$1,091.36	\$273.18	\$2.27	\$860.45	\$3,598.18	\$20,907.73
TOTAL NET REVENUE	\$63,418.18	\$44,831.82	\$36,936.36	\$22.73	\$4,022.73	\$22.73	\$1,568.18	\$10,913.64	\$2,731.82	\$22.73	\$8,604.55	\$35,981.82	\$209,077.27
Paystation/Meter Revenue	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
FINAL NET REVENUE	\$63,418.18	\$44,831.82	\$36,936.36	\$22.73	\$4,022.73	\$22.73	\$1,568.18	\$10,913.64	\$2,731.82	\$22.73	\$8,604.55	\$35,981.82	\$209,077.27
Contract Compensation due Operator	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$40,404.00
Bonus Compensation													\$0.00
Total Contract Comp Pd	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$3,367.00	\$40,404.00
Suppl Services Pd	\$0.00	\$0.00	\$230.00	\$0.00	\$0.00	\$65.00	\$27.44	\$0.00	\$565.00	\$755.24	\$2,203.48	\$2,287.40	\$6,133.56
TOTAL PAID TO OPERATOR	\$3,367.00	\$3,367.00	\$3,597.00	\$3,367.00	\$3,367.00	\$3,432.00	\$3,394.44	\$3,367.00	\$3,932.00	\$4,122.24	\$5,570.48	\$5,654.40	\$46,537.56
PFD Maintenance Expenses (Acct 0030)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
NET PROFIT/(DEFICIT) TO SPRF	\$60,051.18	\$41,464.82	\$33,339.36	(\$3,344.27)	\$655.73	(\$3,409.27)	(\$1,826.26)	\$7,546.64	(\$1,200.18)	(\$4,099.51)	\$3,034.07	\$30,327.42	\$162,539.71

JB671191 - Venice Dell Pacific Affordable Housing EIR
Related Projects - Trip Generation

Project		Location	Land use	Size	Units	Weekday Daily Total	Weekday AM Peak			Weekday PM Peak			Saturday Mid-Day			
							Total	In	Out	Total	In	Out	Daily	Total	In	Out
City of Los Angeles																
1	MDR-LCP Admendment	1 Marina Expressway	Residential	2,044	d.u.	21,050	1,707	622	1,085	2,503	1,378	1,125	9,259	736	405	331
			Senior Housing - Attached	129,000	d.u.								0	35	16	19
			Hotel	505,000	rooms								4,136	364	204	160
			Shopping Center	273,741	k.s.f.								12,625	1,232	641	591
			Turnover Sit-Down Restaurant (Seating)	1323,000	seats								7,409	701	372	329
			General Office Building	26,000	k.s.f.								57	14	7	7
			Library	3,000	k.s.f.								240	38	20	18
			Dry Stack Spaces	0.375	k.s.f.								0	0	0	0
2	House Pies	1020 E Venice Blvd	High-Turnover Restaurant	8,895	k.s.f.	396	33	18	15	33	20	13	50	5	2	3
3	Bakery with Retail & Restaurant	320 E Sunset Ave	Retail /Restaruant	4,675	k.s.f.	861	46	21	25	81	56	25	830	48	25	23
4	Mixed-Use	4040 S Del Rey Ave	Apartments	195	d.u.	1,839	88	-50	139	121	149	-28	957	86	42	44
			Mini-Warehouse	80,000	k.s.f.								156	25	15	10
5	New 3-Story Manufacturing & Retail	595 Venice Blvd	Office	25,150	k.s.f.	556	56	50	6	85	15	70	56	13	7	6
			Retail	5,028	k.s.f.								232	23	12	11
6	Mixed-Use (Inclave)	4065 S Glencoe Ave	Office	35,206	k.s.f.	-191	105	67	38	101	2	99	78	19	10	9
			Retail	1,500	k.s.f.								69	7	4	3
			Apartments	49,000	d.u.								399	34	17	17
			Condominium	8	d.u.								65	6	3	3
7	Mixed-Use	825 S Hampton Dr	Retail	2,430	k.s.f.	493	34	18	16	49	28	21	112	11	6	5
			Restaurant	4,100	k.s.f.								502	46	23	23
			Gym	2,780	k.s.f.								25	9	4	5
			Hotel	78	Rooms								639	56	31	25
8	Mixed-Use	1033 S. Abbot Kinney	Multifamily Housing (Mid-Rise)	4,000	d.u.	23	2	0	2	3	2	1	20	2	1	1
			Shopping Center	4,670	k.s.f.	160	4	2	2	11	5	6	215	21	11	10
			Quality Restaurant	3,810	k.s.f.	238	3	2	1	15	12	3	343	41	24	17
			General Office Building	2,0270	k.s.f.	9	3	0	7	2	5	4	1	1	0	
9	Apartments	1015 E. Venice	Multifamily Housing (Mid-Rise)	56	d.u.	305	20	5	15	25	15	10	275	25	12	13
10	Apartments	13488 W. Maxella	Mid-Rise Residential with 1st-Floor Commercial	65	d.u	224	20	6	14	23	16	7	319	56	28	28
11	Mixed-Use	13400 W Maxella Ave	Shopping Center	27,300	k.s.f.	1,031	26	16	10	104	50	54	1,259	123	64	59
			Multifamily Housing (High-Rise)	592	d.u	2,634	184	44	140	213	130	83	2,682	213	117	96
			Affordable Housing	66	d.u	269	33	13	20	22	12	10	537	46	23	23
12	Apartments	718 E. Rose	Affordable Housing	35	d.u	143	18	7	11	12	7	5	285	25	13	12
13	MTA Lot	Pacific/Main Ave, s/o Sunset Ave	Assisted Living	154	Beds	400	29	18	11	52	23	29	451	42	19	23
14	Thatcher Yard	3233 Thatcher Ave	Affordable Housing	98	d.u.	400	49	20	29	33	18	15	798	69	35	34
County of Los Angeles																
15	Rsidiential	Via Marina and Marquesas Way	Multifamily Housing (Mid-Rise)	526	d.u.	2,861	189	49	140	231	141	90	2,583	231	113	118
16	Mixed-Use	13443 Bali Street	Shopping Center	6.30	k.s.f.	238	6	4	2	24	12	12	291	28	15	13
			Quality Restaurant	7.50	k.s.f.	629	5	-	-	59	40	19	675	80	47	33
			General Office Building	3.05	k.s.f.	30	4	3	1	4	1	3	7	2	1	1
17	Mixed-Use	13967 Marquesas Way	Multifamily Housing (Mid-Rise)	585.00	d.u.	3,182	211	55	156	257	157	100	2,872	257	126	131
			Shopping Center	8.00	k.s.f.	302	8	5	3	30	14	16	369	36	19	17
18	Commercial Building	13650 Mindanao Street	Shopping Center	83.00	k.s.f.	3,133	78	48	30	316	152	164	3,828	374	194	180
19	Hotel	Via Marina and Tahiti Way	Hotel	288.00	rooms	2,408	135	80	55	173	88	85	2,359	207	116	91
City of Santa Monica																
20	Commercial Building	3280 Lincoln Boulevard	Shopping Center	3,898	k.s.f.	147	4	2	2	15	7	8	180	18	9	9
21	2740 Main Street	2740 Main Street	Shopping Center	4,833	k.s.f	182	5	3	2	18	9	9	223	22	11	11
TOTAL						44,477	3,140	1,151	1,985	4,664	2,583	2,081	58,471	5,427	2,865	2,562

ATTACHMENT D

Related Projects Map



TIERRA WEST PARKING STUDY ADDENDUM

In June 2020, the Los Angeles Department of Transportation released the Venice Parking Study ("Parking Study"), prepared by Tierra West Advisors, Inc. The Parking Study analyzes the current use and capacity of the Municipal Parking Lot 731, and the proposed development of the site. Based on different versions of developer's architectural plans, the parking garage would provide over 250 proposed parking spaces in the East Site garage including the required 196 replacement parking spaces. The purpose of this addendum is to speak to the future parking demand that LADOT believes was inadequately addressed in the Parking Study.

20-Year Projected Growth

The Study states on multiple pages (4, 5, 6, 26, and in the Appendices) that there is no best-practice tool to accurately forecast parking demand 50 years or more into the future with reliable precision and considers that future development projects in the area could increase parking demand in the area. While a 50-year forecast is challenging to predict, a 20-year forecast is more consistent with long-term planning studies. As a proxy for parking demand growth, LADOT referenced the Los Angeles County Metropolitan Transit Authority's (Metro) 2010 *Congestion Management Program for Los Angeles County* (http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf) traffic volume growth factor for Santa Monica (closest beach community since Venice is not specifically identified in Exhibit D-1) and extrapolated the increase from 2020 to 2040 at 1.041. If this trend continues for the next 20 years, then the 196 spaces currently onsite should increase to 204 spaces to meet the forecasted growth without consideration to any other factors. 204 spaces is within the development's proposed number of replacement parking spaces.

Multi-Modal Policies and Infrastructure

To supplement the findings of the Parking Study, the Los Angeles City Planning Department conducted an additional assessment of existing multi-modal transportation policies, infrastructure, and improvement projects in the Venice Coastal Zone. The policies highlight a shift in transportation planning and funding from single occupancy vehicle infrastructure to more multi-modal with the intent to promote the growth and enhancement of pedestrian, bicycle, and transit networks as a means to decrease the volume of single-occupancy vehicle travel and reduce the need for more parking facilities in the Venice Coastal Zone.

Citywide Policy Updates

In September 2016, the Los Angeles City Council adopted *Mobility Plan 2035* (https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf), an update of the transportation element of the General Plan. The plan provides a vision and goals for a balanced mobility network that services the needs for all users and modes of travel including pedestrian, bicycle, transit, and motor vehicle, rather than a continued focus on single-occupancy vehicle travel. A list of programs is provided as Attachment A.

In April 2019, Mayor Eric Garcetti released the City's *Green New Deal* (https://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf), which set goals and targets for the City to be carbon neutral by 2050. Mobility and public transportation is a key factor in reducing carbon emissions.

In June 2019, the City Council adopted an amendment to the Coastal Transportation Corridor Specific Plan (Ordinance No. 186,104) (https://planning.lacity.org/odocument/f70a7b90-3613-49ce-a65c-2be4a98c6e8c/ordinance_168104_and_168105.pdf) to update the plan's fees, exemptions, credits, and list of transportation improvements. The Specific Plan provides a list of transportation improvements that target multiple modes of travel to reduce reliance on automobiles. The updated list of projects is provided as Attachment B.

Existing and Proposed Mobility Infrastructure

Mobility Plan 2035 designates several streets in the Venice Coastal Zone as part of its Pedestrian Enhanced Districts (PEDs), and Bicycle and Neighborhood Enhanced Networks (BENs and NENs). The area is served by a network of shared bicycle facilities. Metro alone manages 13 bike share docks in the Venice area with 5 of them within 1,000 feet of the project site. Dockless electric bike and scooter share companies, including Bird, Lime, and Spin, began operating in the Venice Coastal Zone in 2018. The dockless bikes and scooters are collected regularly and re-distributed in "drop zones" to rebalance the supply throughout Venice. In June 2019, almost 7,500 e-scooters were reported in Venice and its surrounding areas ("Dockless Bike/Scooter Share Pilot Program Update," Seleta Reynolds).

The Venice Coastal Zone is served by several fixed route transit services including LADOT Commuter Express, Big Blue Bus, Culver City Bus, and Metro, and the Metro Expo Light Rail Line terminates at the Downtown Santa Monica station. *Mobility Plan 2035* designates Venice Boulevard as a Comprehensive Transit Enhanced Street in the Transit Enhanced Network (TEN), which aims to provide reliable and frequent transit service; increase transit mode share; reduce single-occupancy vehicle trips; and integrate transit infrastructure investments with the identity of the surrounding street. On-demand shuttle services operate in Venice, providing on-demand transportation access to users via phone or app, including LADOT's LAnow.

Conclusion

As indicated by the City's mobility policies and capital infrastructure planning, increased access to popular visitor destinations, like Venice Beach, may be met through alternative modes of travel. Future parking demand may be further offset through increased efficiencies of existing resources.