Project Background

The proposed project at 657-659 E Sunset Ave is a residential development consisting of 25 for-rent units in 3 residential levels above an at-grade garage containing 11 automobile parking spaces. The project is consistent with the regulations of Density Bonus projects which permit developers who build covenanted affordable residential units to request incentives and waivers of development standards that support those units. The project requests include a) an Off-Menu reduction in the required front yard of 33% to provide a 10 ft front yard; b) and c) Off-menu reductions in the required side yards of 29% to provide 5 ft side yards ; d) a 100% reduction in the required amount of Usable Open Space to provide zero (0) square feet of required usable open space; e) and an 23'-7.5" increase in height to reach a maximum height of 48'-7.5"

The project is located in the Oakwood/Millwood/Southeast Venice subarea of the Venice Coastal Zone Specific Plan in an area identified by the Venice Land Use Plan (LUP) for multifamily residential housing. The proposed project is consistent with Policy I.A.13 because reduced parking is permitted for projects that include a certain percentage of deed-restricted affordable units. The proposed parking is also consistent with Policy I.A.14, which permits reduced parking for affordable units if the project is consistent with Policy I.A.13.

- The project site is currently improved with 2 duplexes, and the proposed development would remove both.

- The project site sits at the corner of Sunset Avenue and 7th Avenue, two Standard Local Streets, and is in the Venice Coastal Zone specific plan area.

- The project's proposed unit mix consists of eleven studio units, thirteen one-bedroom units, and one two-bedroom unit. Six of those units are reserved for Very Low Income households.

This report was completed in order to examine the parking needs of the proposed development and its potential impact on the neighborhood. The report explores the demand for and availability of street parking in the area and the options available to those who do not wish to own a car. It finds that:

- The area of the subject property exhibits much less demand for coastal access parking because of its distance from the coast.

- The project's parking garage and the availability of on-street parking are sufficient to accommodate any increased parking demand the project might create.

- Existing and planned infrastructure and amenities support resident and visitor alternatives to automobile transportation.

- Where demand for automobile transportation does exist, options such as on-site electric vehicle share, on-demand municipal ride services, and app-based rideshare can greatly reduce the need for car ownership

- Reducing car ownership and vehicle trips helps the city complete its greenhouse gas (GHG) emissions reductions and active transportation goals

Figure 1- Project site for the proposed residential development.

Existing Parking Conditions

The project site is located in the Oakwood-Milwood Southeast Venice subarea of the Venice Coastal Zone specific plan. It is currently developed by two duplexes, providing four tandem parking stalls, for a total of eight spaces–all accessible from the alley Flower Ct–to the northwest. The lot is irregularly shaped and is abutted by East Sunset Ave on the southeast and 7th Ave on the northeast.

Current photograph of the project site at 657-659 E Sunset Ave.

Parking Occupancy

The Parking Utilization and Transportation Management Strategies Report, prepared by Fehr and Peers for the City of Los Angeles Planning Department, provides data on parking and vehicle usage in the Venice Coastal Zone. The report divides the Venice Coastal Zone into several subareas and describes the availability of off- and on-street parking. The table below shows that on a Non-Summer Weekend, parking utilization in Oakwood-Milwood-Southeast Venice is moderate, ranging 67% to 74% occupancy throughout the day. This is in contrast to parking occupancy in the Beach Impact Zone (BIZ), which can reach up to 94% on a weekend mid-afternoon.

Table 16: Combined On-Street and Off-Street Parking Occupancy by Parking Analysis Zone in the Venice Coastal Zone (Non-Summer Weekend)

	Parking Analysis Zone	8 am - 10 am	10 am- 12 pm	12 pm - 2 pm	2 pm - 4 pm	4 pm - 6 pm	6 pm 8 pm
1	Beach Impact Zone	72%	83%	88%	94%	89%	72%
2	Venice Canals	-	-	-	-	-	-
3	Washington Commercial	51%	49%	52%	54%	61%	63%
4	Ballona Grand Canal	71%	78%	78%	77%	72%	64%
5	Rose Commercial	76%	78%	83%	74%	74%	73%
6	Oakwood-Milwood-SE Venice	67%	65%	71%	74%	70%	73%
7	Abbot Kinney Commercial	77%	86%	94%	92%	85%	77%
8	Oxford Triangle	61%	62%	64%	64%	61%	63%
9	Lincoln Commercial	58%	61%	59%	60%	62%	64%

Source: Fehr & Peers, 2019.

Current Parking Occupancy

The Parking Utilization and Transportation Management Strategies Report, prepared by Fehr & Peers for the City of Los Angeles Planning Department, provides data on parking and vehicle usage in the Venice Coastal Zone. The report divides the Venice Coastal Zone into several Parking Analysis Zones and describes the availability of off- and on-street parking. According to this study and seen in Figure 1, the proposed project at 657 Sunset Ave is within the Oakwood-Milwood-SE Venice Parking Analysis Zone, and directly adjacent to the Lincoln Commercial Parking Analysis Zone.

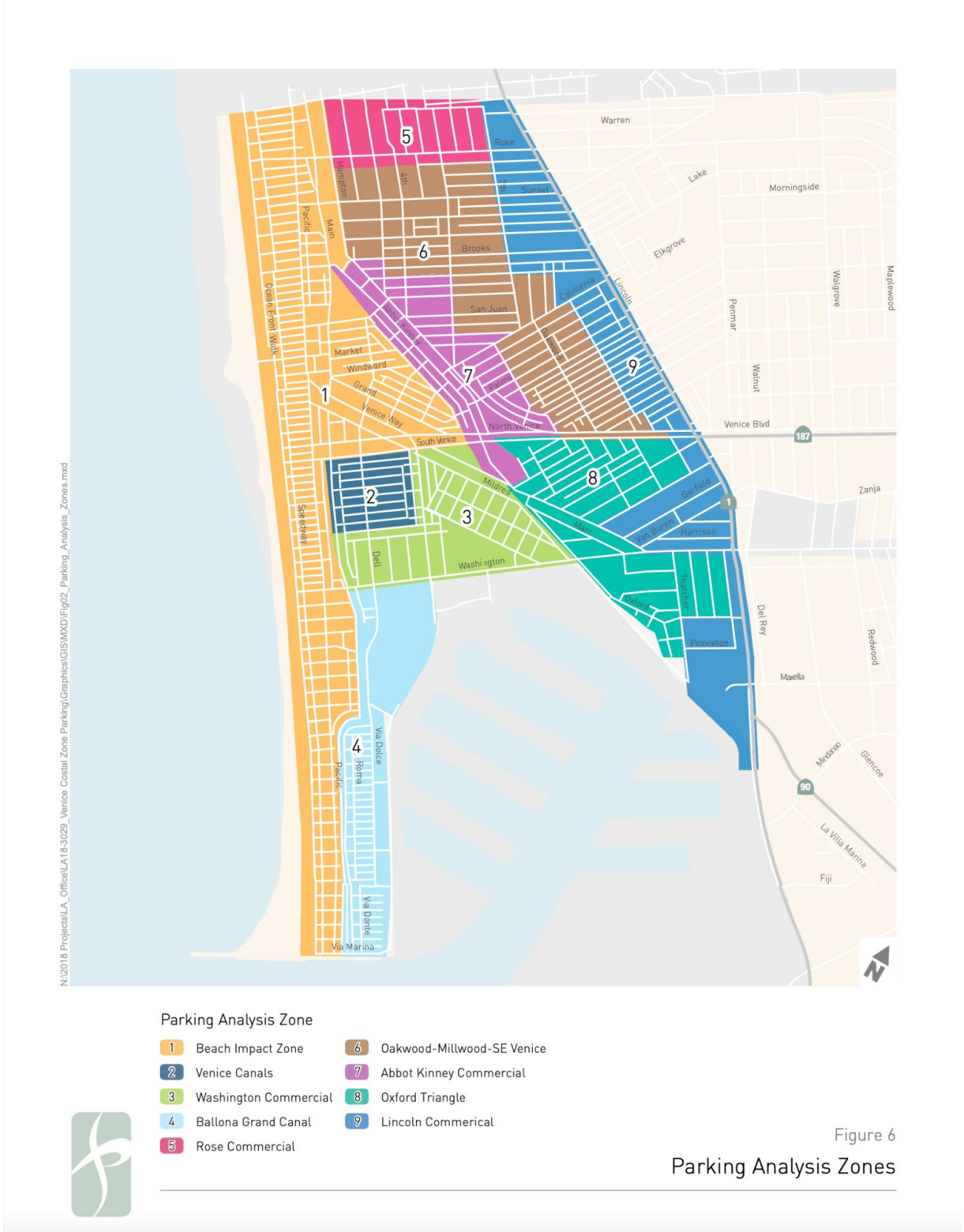


Figure 1: Parking Analysis Zones as determined by the 2021 Fehr & Peers Study

Figure 2, Table 9 in the Study, shows that on a Non-Summer Weekend, parking utilization in the Oakwood-Milwood-SE Venice Parking Analysis Zone is moderate, ranging from 68% to 73% occupancy throughout the day. To the northeast,and directly across the street from the subject property, is the Lincoln Commercial Parking Analysis Zone, which exhibits occupancy ranging from 58% to 64%. This is in contrast to parking occupancy in the Beach Impact Zone (BIZ), which can reach up to 106% (Occupancies over 100% are possible when vehicles are parked illegally or in unofficial spaces) on a non-summer weekend mid-afternoon.

Table 9: On-Street Parking Occupancy and Availability by Parking Analysis Zone in the Venice Coastal Zone (Non-Summer Weekend)

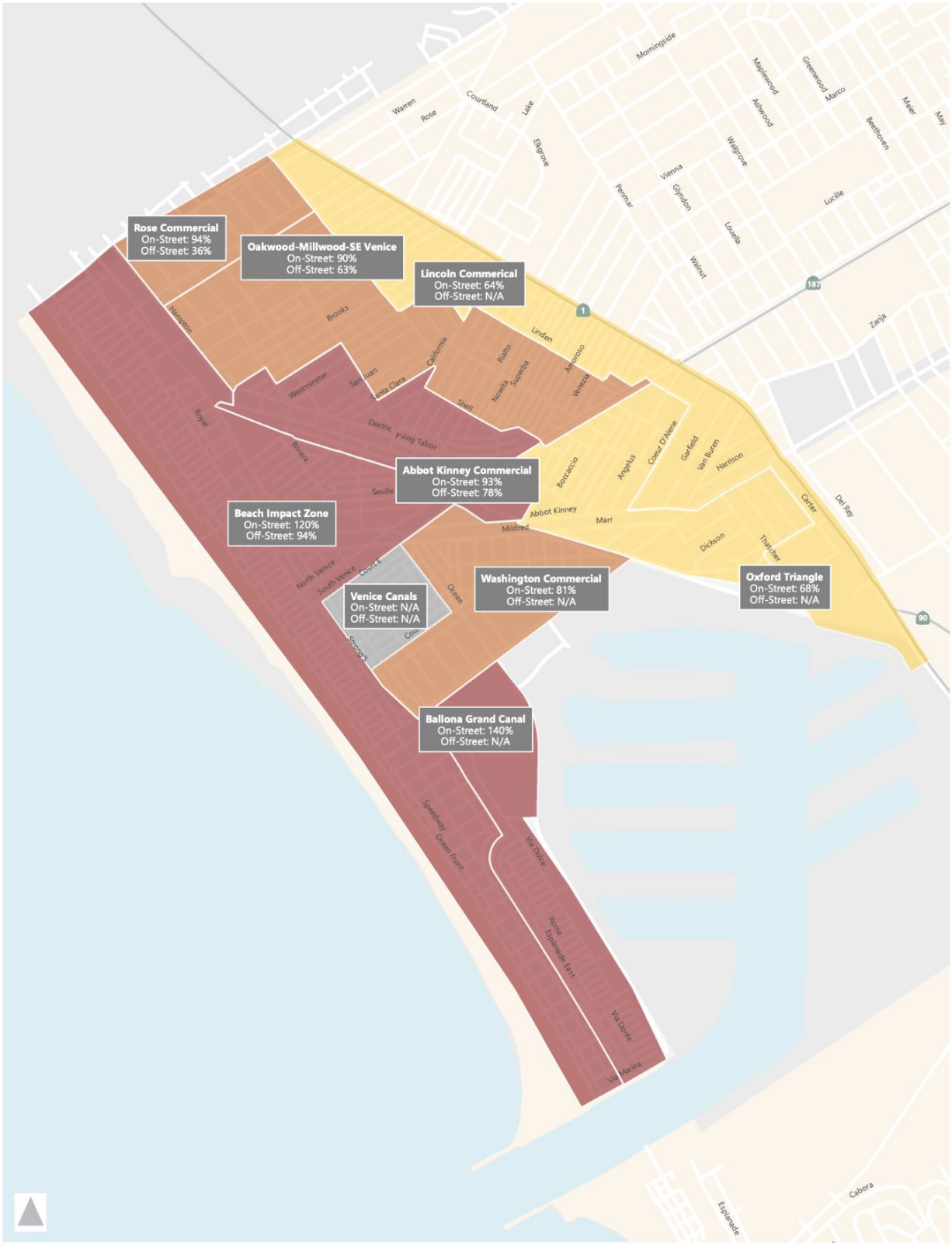
	Parking Analysis Zone	8-10 am	10 am-12 pm	12-2 pm	2-4 pm	4-6 pm	6-8 pm
1	Beach Impact Zone	101%	103%	105%	106%	105%	96%
2	Venice Canals	-	-	-	-	-	-
3	Washington Commercial	**51%**	**49%**	**52%**	**54%**	**61%**	**63%**
4	Ballona Grand Canal	**71%**	**78%**	**78%**	**77%**	**72%**	**64%**
5	Rose Commercial	82%	84%	83%	**79%**	**80%**	**79%**
6	Oakwood-Milwood-SE Venice	**68%**	**65%**	**71%**	**74%**	**70%**	**73%**
7	Abbot Kinney Commercial	81%	88%	96%	94%	89%	82%
8	Oxford Triangle	**61%**	**62%**	**64%**	**64%**	**61%**	**63%**
9	Lincoln Commercial	**58%**	**61%**	**59%**	**60%**	**62%**	**64%**

Source: Fehr & Peers, 2019.
Bold indicates occupancy less than or equal to 80%.

Figure 2: Table 9 from the 2021 Fehr & Peers Study, showing Non-Summer On-Street Parking Occupancy in the study's Parking Analysis Zones

Figure 3 is a map of *combined* on- and off-street parking occupancy on a *summer weekend*, the time and season the Fehr & Peers report concludes to have the highest demand for parking. The map shows on-street parking occupancy in the Oakwood-Milwood-SE Venice Parking Analysis Zone reaching 90% and off-street parking occupancy at 63%. Directly across the street, in the Lincoln Commercial Zone, where there are no off-street public parking options, on-street parking occupancy is approximately 64% during this time of peak occupancy.

Figure 4 shows that occupancy in the Oakwood-Milwood-SE Venice and Lincoln Commercial Parking Analysis Zones are among the lowest of all the zones, with Lincoln Commercial being the very lowest.



Percent Occupancy

- Less than 60%
- 61% - 70%
- 71% - 80%
- 81% - 90%
- 91% - 100%
- City Boundary

Summer Parking Occupancy
On-Street + Off-Street
Weekend : 2pm-4pm

Figure B-24

Figure 3: Summer Parking Occupancy Map from the 2021 Fehr & Peers Study, showing Summer On- and Off-Street Parking Occupancy in the study's Parking Analysis Zones

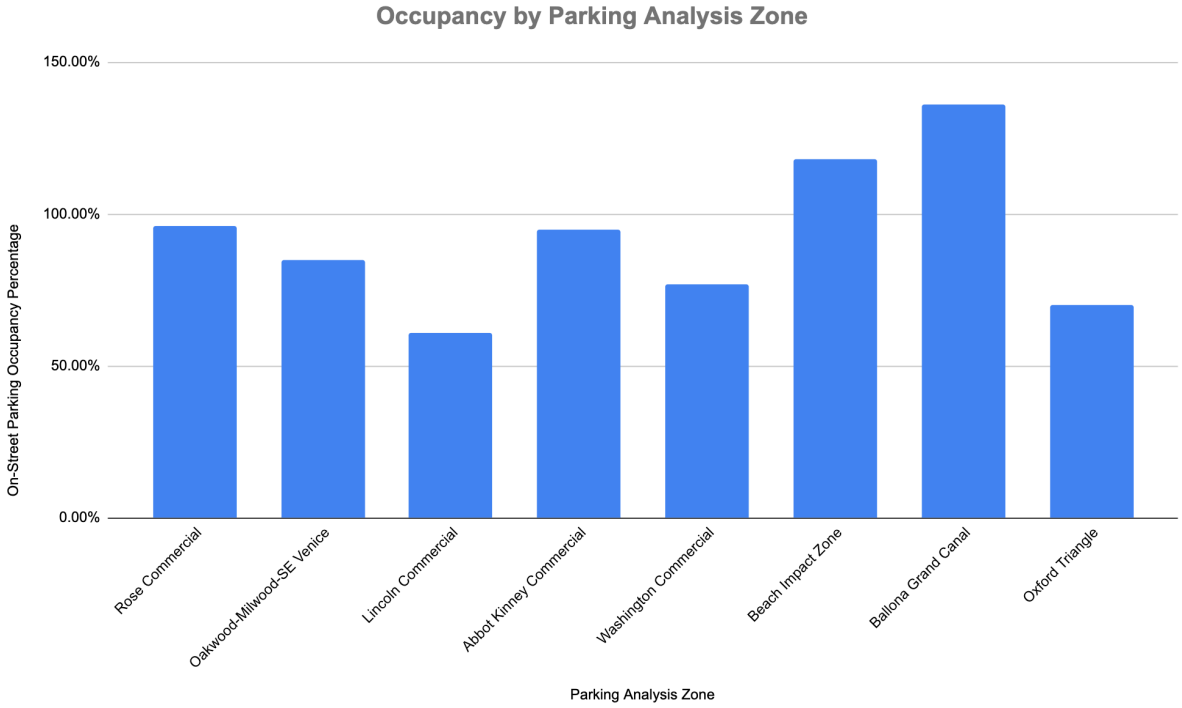


Figure 4: Summer Weekend Afternoon On-Street Parking Occupancy by Parking Analysis Zone, data provided by 2021 Fehr & Peers Study

Demand for Parking in the Coastal Zone

One of the policy goals of the California Coastal Commission in the Venice Coastal Zone is to ensure that the public has access to the beach, a goal that often prioritizes the provision of parking. The Fehr and Peers study demonstrates that metered street parking and publicly and privately owned lots near the beach, along with Transportation Management Strategies, can satisfy the demand the beach creates for parking.

However, although the project site at the corner of 7th Avenue and Sunset Avenue is in the Venice Coastal Zone, it is located in what amounts to the *very eastern fringe* of the Coastal Zone. Figure 5 below from the Fehr and Peers study shows the existing lots designed for beachgoers and other visitors, clearly demonstrating that the demand for parking is concentrated near the beach and near the Abbot Kinney commercial corridor, and not near the 700 block of Sunset Avenue. Therefore, the proposed project would not represent an impediment to access, use, or enjoyment of the coast.

Public Lot			Private Lot		
1	LADOT Lot 613	38	12	2 Rose Avenue	23
2	LADOT Lot 616	29	13	613 Speedway	52
3	LADOT Lot 617	26	14	801 Ocean Front Walk	52
4	LADOT Lot 759	66	15	1501 Ocean Front Walk	49
5	LADOT Lot 760	50	16	1601 Ocean Front Walk	61
6	LADOT Lot 740	40	17	49 Market Street	45
7	1 Rose Avenue	243	18	29 Windward Avenue	66
8	2100 Ocean Front Walk	343	19	46 Market Street	47
9	Washington Blvd Beach Lot	380	20	105 Rose Avenue	10
10	LADOT Lots 701 & 731*	334	21	1000 Electric Avenue	45
11	LADOT Lot 761	14	22	1418 Electric Avenue	44
			23	Windward Circle	77
Public Lot Subtotal		**1,563**	**Private Lot Subtotal**		**571+**
			Total Off-Street Supply		**2,134+**

Figure 5: From Fehr and Peers: Public and Private Parking Lots in the Venice Coastal Zone

Further, in Coastal Commission File A-5-VEN-20-0060 regarding apartments at 2467-2471 S Lincoln Blvd, a project that included zero parking spaces for residents, the Commission had the following findings:

> "... the project is located in an already built-out, primarily commercial, inland area of the Coastal Zone of Lincoln Boulevard. The locally approved project would have no adverse impacts to coastal resources…"

This finding further emphasizes the idea that residential developments with reduced parking that are situated a significant distance from the beach do not hinder public access to the coast.

Additionally, the proposed development at 657 Sunset Ave is located approximately 900 ft from Lincoln Boulevard, which as the Coastal Commision in the Lincoln Apartments project notes, is a busy, primary commercial corridor, with many transportation options, as will be discussed in detail later in this report.

Affordability and Public Access to the Coast

Another aspect of ensuring access to the coast must be in allowing for greater economic diversity among residents of the coastal zone. In fact, a historical focus on the provision of parking has often created barriers to developing affordable housing in the area to allow for such diversity. The Coastal Commission itself has acknowledged this issue, stating in its Environmental Justice Policy adopted in March 2019, "Statistics show a startling lack of diversity among those who live on the California coast, and yet millions of inland residents visit and work there every day without the means to access affordable accommodations." Again in the case of the Lincoln Apartments, members of the Coastal Commission fully acknowledged that coastal access for low income communities has not yet been achieved.

The inclusion of six units affordable to Very Low Income renters will present an opportunity for individuals and families who have been increasingly unable to live near the job and recreation opportunities the coast provides.

Parking Requirements

The proposed project is a mixed-income Density Bonus project that provides twenty-five (25) for-rent residential dwelling units (with six of them reserved for Very Low Income households) across 3 stories atop one ground floor with parking. Of the twenty-five (25) proposed residential units, eleven (11) of the units are planned as studios, thirteen (13) as one-bedroom units, and one (1) as a two-bedroom unit. The project provides eleven (11) residential automobile parking spaces, twenty-five (25) long term bicycle parking spaces, and six (6) short term bicycle parking spaces. Parking for the project is

consistent with LAMC 12.22. A.25. (d)(1) or Density Bonus Parking Option 1. According to LAMC 12.22. A.25. (d), which pertains only to Density Bonus projects, “Required parking spaces for a Housing Development Project that is for sale or for rent and qualifies for a Density Bonus and complies with this subdivision may be provided by complying with whichever of the following options requires the least amount of parking: applicable parking provisions of Section 12.21 A.4. of this Code, or Parking Option 1 or Parking Option 2.”

LAMC Section 12.21 A.4. is the standard LA City Parking code. LAMC 12.21 A.4. requires one off-street automobile parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. For the purposes of calculating parking requirements, kitchens are considered habitable rooms. The same section permits Density Bonus developments to replace up to 30% of their required automobile parking at a rate of one standard or compact automobile parking space for every four required or non-required bicycle parking spaces provided. This 30% bicycle replacement ratio, however, cannot be combined with Parking Options 1 or 2, which already provide parking relief for Density Bonus projects. Based on the provisions and requirements of LAMC 12.21. A.4., the proposed project would be required to provide sixteen off-street automobile parking spaces.

The same section of code permits residential Density Bonus developments to replace up to 10% of their required automobile parking at a rate of one standard or compact automobile parking space for every four required or non-required bicycle parking spaces provided *in conjunction with* Parking Options 1 or 2, available to Density Bonus projects. Parking Option 1, which the project is consistent with, requires one on-site automobile parking space for each residential unit of 0-1 bedroom. The proposed project contains twelve units with one bedroom each and four units with zero bedrooms each, therefore, based on the requirements of Parking Option 1 and the bicycle parking replacement ratios permitted by LA’s standard parking code, the proposed development would be required to provide twenty-four (24) automobile parking spaces.

The proposed project is located within the bounds of the Venice Coastal Zone Specific Plan. The Venice Coastal Zone Specific Plan is intended to implement the goals and policies of the California Coastal Act and the Local Coastal Program. One of its primary purposes is to assure that public access to the coast and public recreation areas are not degraded. Within the Venice Coastal Zone, a residential development is required to provide parking at the rate of 2.25 parking spaces for each unit, regardless of bedroom type.. Parking provided in accordance with the Venice Coastal Zone Specific Plan is not

eligible for a bicycle replacement. Therefore, the project would be required to provide 57 automobile parking spaces. Figure 6 below reflects the total required automobile parking spaces required under LA's municipal codes.

Required parking per unit type	**Standard LA Parking Requirements (LAMC 12.21. A.4.)**	**Venice Coastal Zone Specific Plan**	**Parking Option 1 (12.22. A.25. (d)(1))**
Studio units (11)	11 spaces	22 + 1 guest parking spaces for every four or fewer units	11 spaces
One-bedroom units (13)	20 spaces	26 + 1 guest parking space for every four or fewer units	13 spaces
Two-bedroom units (1)	2 spaces	2 + 1 guest parking space for every four or fewer units	1.5 spaces
Minus Bicycle Replacement (for 36 and 8 bicycle parking spaces)	9 spaces	N/A	2 spaces
Total Parking Spaces Required	**24 spaces**	**57 spaces**	**24 spaces**

Figure 6 – LAMC Off-street Automobile Parking Requirements

However, in 2022, the State of California passed Assembly Bill 2097, which prohibits a public agency from imposing or enforcing any minimum automobile parking requirement on a residential, commercial or other development project located within one-half mile of a major transit stop. The proposed development's proximity to the intersection of Lincoln Boulevard and Rose Avenue makes this project eligible for the provisions of this legislation, and therefore a parking requirement cannot be enforced.

Off-Street Parking in Residences Near the Project Site

The project team also compiled data on the amount of off-street parking provided by existing residential buildings on Sunset Avenue, 7th Avenue, and Flower Avenue, adjacent to the project site. The data was obtained from a combination of LADBS

building permits, certificates of occupancy, and visual inspections, and is presented in Appendix 3 of this report.

The structures near the project site are a mix of single- and multi-family dwellings, mostly built well before the Venice Coastal Zone Specific Plan was created. The Plan requires single family dwellings in the Oakwood/Milwood/SE Venice subarea to provide three parking spaces for lots of 40 feet or more in width, or 35 feet or more in width if adjacent to an alley–as is typical of the parcels adjacent to the project site. As previously discussed, the Plan requires multi-family residential structures to provide off-street parking at a rate of 2.25 spaces per unit.

The average amount of off-street parking spaces provided by the single-family dwellings is 1.13 spaces, while the multi-family structures provided an average of 1.17 spaces per dwelling unit. The overall average amount of parking provided by single- and multi-family dwellings in the area examined was 1.16 spaces per dwelling unit.

Thus, the existing structures near the project site are providing much less off-street parking than is required by the Venice Coastal Zone Specific Plan.

Car Ownership Trends in the Area

In order to determine the expected parking demand of the proposed residential units, the entitlement team compiled residential occupancy data from the 2022 American Community Survey (ACS) – for the tract in which the proposed project site is located.

The project site at 657 E Sunset Ave is located within census tract 2732. At the time of the 2022 ACS, the census tract contained 1,812 total housing units with 1,422 of those housing units identified as “occupied housing units.” Of those 1,422 occupied housing units, 1,405 (98.8%) were identified as having 1.00 occupants per bedroom or fewer. Forty-two (17) (1.2%) of them were identified as having more than 1.00 occupants per bedroom. Assuming that the proposed project’s per-bedroom occupancy rate reflects that of the surrounding census tract, it is expected that each unit will contain one occupant per bedroom. As discussed above, the project proposes twenty-four one-bedroom and studio residential dwelling units and one two-bedroom unit, and therefore – if consistent with the per bedroom occupancy rate of the census tract – would expect twenty-six residential occupants.

Other data from the 2022 AMC, in table B08201, identifies the vehicle availability per household for 1-person households in the census tract. Based on the data from the previous paragraph, we would expect the project to contain approximately 24

one-person households and 1 two-person household. Table B08201 concludes that of the 493 one-person households in the tract, 108 (21.9%) had zero vehicles available, 353 (71.6%) had one vehicle available, 32 (6.5%) had two vehicles available, and none had more than two vehicles available. Of the 604 two-person households in the tract, none had zero vehicles available, 285 (47.1%) had one vehicle available and 293 (48.5%) had two vehicles available.

If we assume that, based on the 2022 ACS data, the project would reflect the rest of the census tract and contain approximately 24 one-person households and 1 two-person household, we should expect that the 24 one-person households might collectively own 18-19 vehicles and the two-person household would own 1-2 vehicles, for a total of 19-21 vehicles. The project plans provide for 11 automobile parking spaces in an at-grade garage.

The entitlement team conducted a survey of the availability of street parking in the area in late 2023, over the course of three observations – two at times when demand for street parking is expected to be low (off-peak) and one at a time when parking demand is expected to be higher (peak). The area surveyed was the street frontage immediately adjacent to the proposed project, and included both sides of the street on 7th Avenue between Sunset Ave and Flower Ave, and both sides of Sunset Ave between 7th Avenue and the midpoint between 7th Avenue and 6th Avenue (See Appendix 1). The survey was conducted on-foot by totalling the frontage of curb space available for automobile parking, excluding driveways, fire hydrant zones, and curb cuts, and counting the number vehicles parked at the time of the three observations. The survey then determined the number of automobile parking spaces available, assuming the length of one parking space to be 20-22 linear feet of curb space.

At the first observation, the survey determined there would be adequate space for 18-26 additional vehicles (See Appendix 1). At the second, the study determined there would be adequate space for 20-26 additional vehicles. At the third observation, completed on a weekday evening (during peak demand), the study determined that there would be adequate space for an additional 10-14 vehicles.

As stated previously, if car ownership trends for the census tract were to persist, we would expect the residents of the project to own approximately 19-21 vehicles. Of these vehicles, 11 could be accommodated by the project's at-grade parking garage, and 8-10 would require on-street parking. The table in Appendix 1, which reflects only on-street parking available in the immediate vicinity (within 1 half block), shows that during off-peak times, but even during peak times, there is sufficient on-street parking available to accommodate this amount of vehicles.

The 19-21 vehicle total, of course, is an estimate that reflects a point-in-time count of vehicles in the 2022 American Community Survey, and does not account for current and planned changes and strategies in the City's transportation network, which aim to reduce dependence on single-occupancy vehicles. That total amounts to effectively a worse-case scenario, and we would expect the direction of current policy updates to push that number lower.

Transportation Demand Management Strategies

Despite the additional capacity of on-street parking in the area, the proposed project at 657-659 Sunset Avenue is designed to encourage car-lite and car-free living. Transportation demand management (TDM) strategies are various policies, initiatives, and practices aimed at optimizing the efficiency of transportation systems while reducing congestion, pollution, and energy consumption. These strategies typically focus on shifting travel behavior away from single-occupancy vehicles and towards more sustainable and efficient modes of transportation. Some common TDM strategies include emphasis on Public Transit, Active Transportation, and Land Use Planning that encourages development that reduces the need for long-distance travel and promotes walking, cycling, and transit use.

By combining these strategies, city planners, transportation agencies, and communities can reduce traffic congestion, improve air quality, enhance mobility, and create more sustainable transportation systems.

Although the survey conducted by the entitlement team of available street parking immediately surrounding the project found sufficient capacity for an amount of vehicles consistent with current car-ownership trends in the area, the project is designed to promote a lower level of car ownership, and support TDM strategies.

Unbundled Parking

One such strategy planned for the proposed development is an ‘unbundled parking’ model. With an ‘unbundled parking’ model, the cost of renting a parking space is separated from the cost of a residential unit by allowing tenants to opt out of renting an automobile parking space when they rent a residential unit. Not only will this create an economic incentive for people not to own a personal vehicle, it also cultivates the capacity for those with more than one vehicle to rent an additional parking space, as necessary.

Multi-Modal Policies and Infrastructure

In recent years, the City of Los Angeles has placed increasing emphasis on multi-modal transportation policies and infrastructure to reduce car dependency. Recent Public Works projects in the Venice Coastal Zone 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. The subject property is located less than 1000 feet from the intersection of Sunset Ave and Lincoln Boulevard. LA's Mobility 2035 Plan identifies this section of Lincoln Boulevard as part of its *Bicycle Enhanced Network*. Los Angeles' Bicycle Enhanced Network is a strategic plan and initiative aimed at improving bicycle infrastructure and connectivity across the city. It involves creating a network of enhanced bikeways and facilities to promote safer and more convenient cycling options for residents and visitors.

In addition, 7th Avenue is a "sharrow" route, or a route with pavement markings on the roadway that indicate a shared lane environment for bicycles and vehicles.

Studies have shown that having functional and conveniently located long and short-term bicycle parking, as abundantly offered by the proposed project, encourages the use of bicycles as an alternative form of transportation to the single-occupancy automobile. This is particularly true in a community like Venice which is easily traversable by bicycle and is located in proximity to the Marvin Braude bicycle path and Ballona Creek Bicycle path.

Walkscore.com assigns the project site a Bike Score of 91/100, determining that most errands can be completed using a bicycle. Indeed, Figure 7 below indicates that LA Metro Bike Share has invested heavily in the area, operating over a dozen bike share docking stations in Venice, with five stations located within walking distance of the project site (within approximately
2,700 feet).

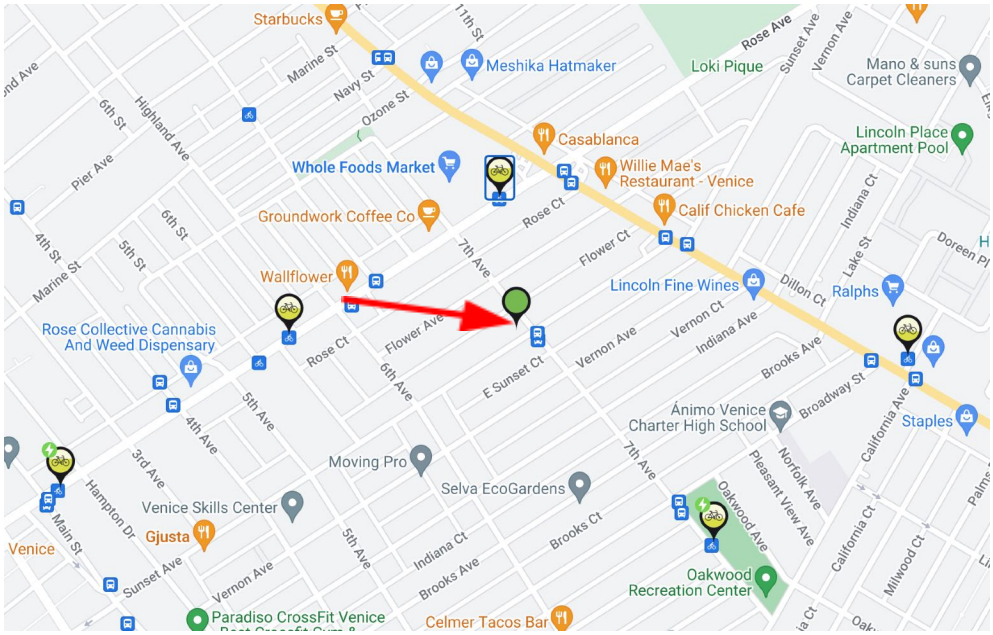


Figure 7: Metro Bike Share Stations within .5 miles of the project site.

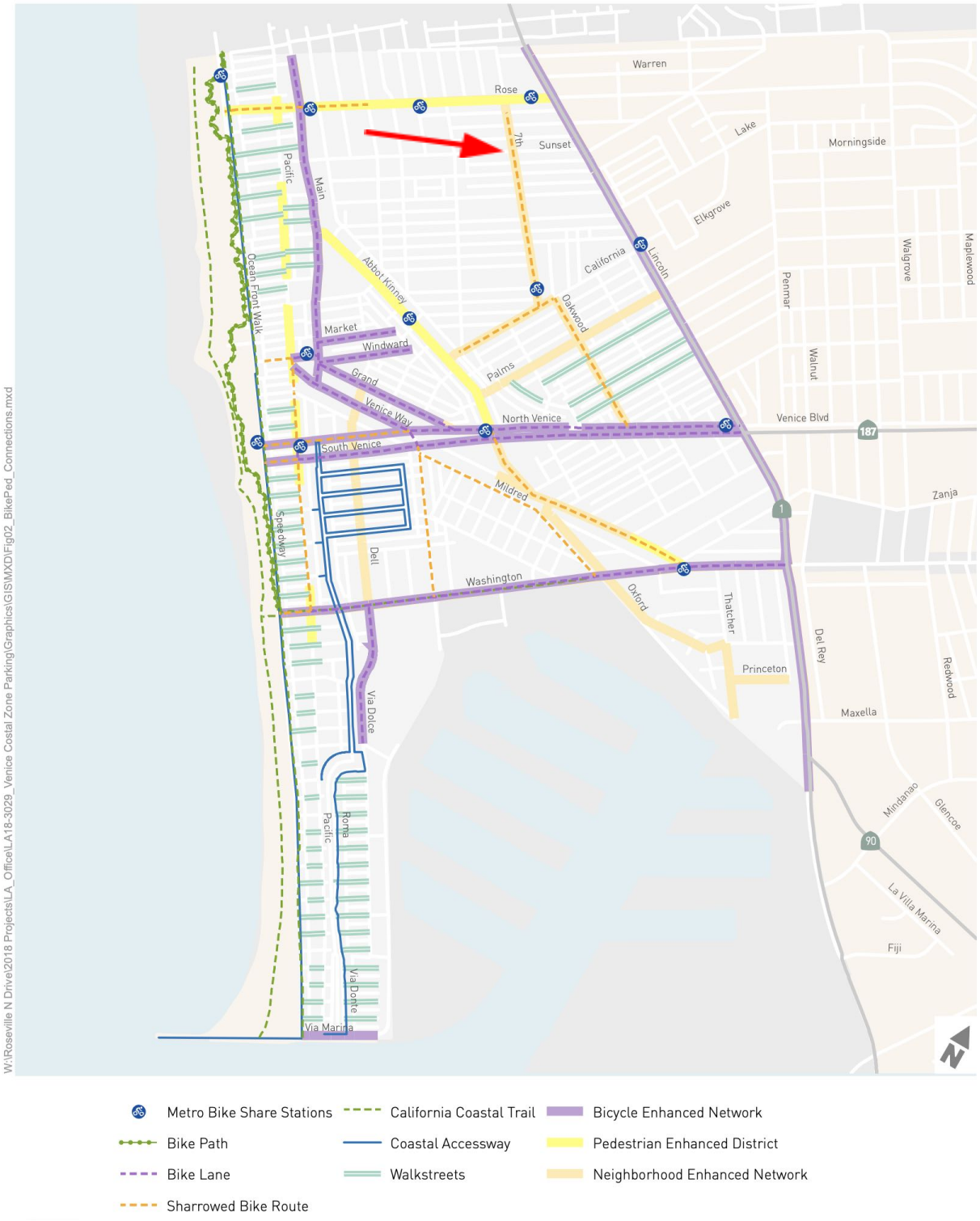


Figure 8: Souce: Fehr and Peers - Map of Pedestrian and Bicycle Connections

Walkability

A Walk Score “measures the walkability of any address using a patented system. For each address, Walk Score analyzes hundreds of walking routes to nearby amenities. Points are awarded based on the distance to amenities in each category (https://www.walkscore.com/methodology.shtml).” Walkscore.com assigns the subject property a Walk Score of 91 out of 100 and the moniker “Walker’s Paradise,” meaning that daily errands do not require a car.

The area is home to numerous grocery stores, with a Whole Foods, a Ralph’s, and a Smart & Final within a 10 minute walk. Tenants with children have options for them to attend schools within walking distance as well, with Broadway Elementary school an 11 minute walk, and Animo Venice Charter High School a 9 minute walk.

Mobility 2035 also identifies the adjacent sections of Rose Avenue and Lincoln Boulevard as Pedestrian Enhanced Districts, or areas that are specifically designed or adapted to prioritize pedestrian activities and safety over vehicular traffic.

Healthy Places Index

Additional evidence of the availability and feasibility of non-single-occupancy vehicle transportation is captured in a profile of the relevant census tract on the Healthy Places Index (https://www.healthyplacesindex.org/) which uses data from the 2015-2019 American Community Survey to tabulate the health of California’s census tracts relative to the state, county, and city as a whole. As shown in Figure 9 below, the Healthy Places Index rates the zip code 90291 highly for a characteristic it calls “Active Commuting” citing that 20.2% of the zip code’s workers (16 years and older) commute to work by transit, walking, or cycling. This is compared to 8.99% who do so on a statewide level, 9.65% who do so on a countywide level, and 14% who do so on a citywide level.

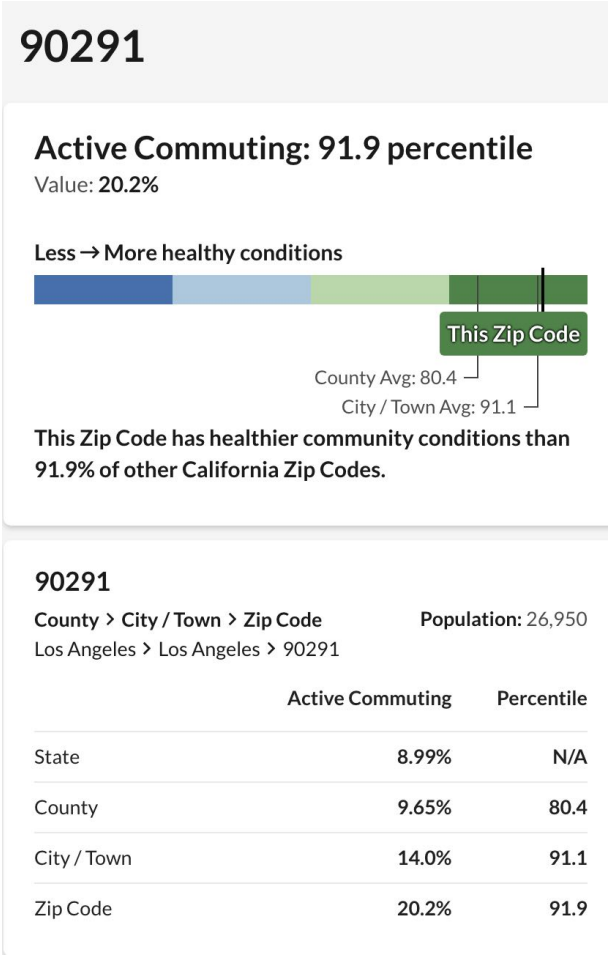


Figure 9: Healthy Places Index: Active Commuting, 90291

Transit

7th Avenue, directly adjacent to the site, is served by the Santa Monica Big Blue Bus 18 line, which provides service from Marina Del Rey to Santa Monica to the UCLA campus in Brentwood.

Additionally, Big Blue Bus 3 Line provides service from LAX to Santa Monica, and is accessible via a stop one block northeast of the project site on Lincoln Blvd and Sunset Ave.

More broadly, the Venice Coastal Zone is served by several fixed route transit services including LADOT Commuter Express, Culver City Bus, and the Metro Expo Light Rail

Line terminates at the Downtown Santa Monica station. Mobility Plan 2035 designates Venice Boulevard, which is approximately 3800 linear feet from the Project site, as a Comprehensive Transit Enhanced Street in the Transit Enhanced Network. The aim of which is 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. Additionally, LADOT's LAnow on-demand rideshare service, as well as private rideshare services such as Uber and Lyft provide access to on-demand transportation in Venice and throughout the Los Angeles region.

Electric Car Share

The proposed development at 657 E Sunset plans to use two of its provided off-street parking spaces for Electric Car Share. EVs are provided by a third party company who is responsible for the insurance and maintenance of the vehicles, and in return residents of the building are able to access the vehicles exclusively and rent them by the hour via a smartphone app.

The provision of two electric vehicles will allow flexibility for residents who may sometimes need to do errands that are not possible on foot or on a bicycle. but who do not wish to incur the expenses and hassles of car ownership.

A study by the California Air Resources Board concluded that Car Share programs are effective at reducing GHG and criteria pollutants from the combination of reduced vehicle trips and use of EVs rather than internal combustion engine vehicles. It also has the effect of increasing access for low-income renters in the building to economic opportunities, medical facilities, schools, parks and grocery stores.

App-Based Rideshare

App-based ridesharing services can reduce the demand for automobile ownership by providing convenient transportation options without the hassle of ownership, such as parking, maintenance, and insurance. Users can request a ride whenever they need one, eliminating the need to own a car for occasional or specific trips. For many people, using ridesharing services can be more cost-effective than owning a car. Additionally ridesharing offers flexibility in terms of vehicle type and size, catering to a wide range of transportation needs without the commitment of owning a specific type of vehicle.

Services such as Lyft and Uber have become ubiquitous in most cities in the United States, and the Venice area of Los Angeles is a prime example of where such services can facilitate a life free of automobile ownership. Additionally, within the Venice area, LADOT operates LAnow, its own on-demand rideshare app.

Changing Trends in Mobility and Parking

The previously mentioned 2021 Fehr and Peers study notes the many ways that the transportation landscape of the Westside has changed in recent years due to innovations in technology

"The way we travel is changing. The introduction of transportation network companies (TNCs), or ride-share services, and electric scooters have transformed our streetscapes and sidewalks. Mobility choice has become increasingly important with a growing preference against driving alone. To that end, the fundamental idea of parking is undergoing a paradigm shift—a change in how a problem is perceived and solutions evaluated.[7] The new paradigm recognizes the need to adjust parking planning practices as transportation and land use conditions evolve." - Fehr and Peers, 2019

In addition to these services, since the adoption of the Venice Coastal Zone LUP in 2001, the Metro E Line (formerly Expo Line) provides light rail service to downtown from a station approximately 1.5 miles from the project site, an easy distance on a bicycle, electric scooter, or bus.

All of these services and infrastructure create downward pressure on the demand for single occupancy vehicle (SOV) travel and parking. The City's *Mobility Plan 2035* encourages the increased use of Transportation Demand Management (TDM) measures to reduce single-occupancy vehicle use, and the California Coastal Act also calls for reducing VMT and providing transit use for beach access.

Conclusion

Although the proposed development at 657-659 Sunset Avenue will include less off-street parking than has historically been provided for similar developments in the Venice Coastal Zone, through the combined availability of off- and on-street parking and use of TDM strategies, we expect additional demand for parking to be marginal. Furthermore, the increased density the project provides, including the provision of 6 units affordable to Very Low Income households will help to increase access to the coast for a more socioeconomically array of households without diminishing the amount of parking available to those who visit the Coastal Zone, all the while contributing to the City's GHG emissions reductions goals.

Appendix 1: Parking Study for 657 E Sunset Ave

Parking data was gathered during peak and off-peak periods on both sides of the street along Sunset Ave between 7th Ave and the midpoint on Sunset Ave between 7th Ave and 6th Ave, excluding driveways and other areas where street parking is prohibited. The study also included the stretch of 7th Ave between Sunset Ave and Flower Ave.

To determine existing on-street parking demand for these streets, the consultant team conducted a walking survey within the Parking Study Area to estimate the parking utilization on both the property side of the street and the side of the street opposite the subject property. Walking surveys are systematic parking observations made on foot by the surveyor. The
surveyor observed and documented the on-street parking demand using three different occasions for sampling: an off-peak time period (weekday, mid-day, 2:30 to 2:40 pm), Friday, November 24, 2023; a weekend peak time period (Saturday afternoon 2:00 pm to 2:15 pm), Saturday, December 2, 2023; and an weeknight peak time period (Tuesday evening at 10:00 pm to 10:15 pm), Tuesday, December 12, 2023.

Parking data collected during the weekday mid-day period reflects the off-peak parking demand of typical weekday conditions near the project site, which is located on a residential side street. Data collected during the weekend afternoon is intended to reflect a time when more visitors from outside Venice have come to the area for coastal recreation purposes. Data collected during weekday evening periods are intended to show the parking demand of this residential street considering the impact of households returning home after work and school. Estimation of available space on the street to accommodate automobiles was done through observations of street parking along Sunset Ave and 7th Ave, accounting for red zones, street corners, alley exits, and driveway cut-outs (see table below). The northerly side of the portion of Sunset Ave in the Study, fronting the subject site, has approximately 293 linear feet to accommodate parking of 13 to 15 automobiles (assuming each parallel parking space is 20 to 22 feet in length). The southerly side of the portion of Sunset Ave in the Study, opposite the subject site, has approximately 348 linear feet to accommodate parking of 15 to 17 automobiles. The westerly side of the portion of 7th Ave in the Study, fronting the subject site, has approximately 280 linear feet to accommodate parking for 12 to 14 vehicles, while the easterly side of that street has approximately 283 feet to accommodate a similar number of vehicles.

For the 1st Observation, the surveyor visually counted and documented available parking during the off-peak time period (weekday mid-day), Friday, November 24, 2023,

at 2:30 pm. At this time, the northerly side of the street fronting the subject site had ten (10) vehicles occupying street spaces, which left space for an additional three to five (3 - 5) vehicles depending on automobile size. The southerly side of the street opposite the subject site had nine (9) vehicles occupying street spaces, which left space for an additional 6 - 8 vehicles. The westerly side of 7th Ave had nine (9) vehicles occupying street spaces, leaving space for an additional three to five (3 - 5) vehicles. The easterly side of 7th Ave, opposite the subject site, had six (6) vehicles occupying street spaces, leaving space for an additional six to eight (6 - 8) vehicles. Photographs documenting both sides of the street are included in the Appendix.

For the 2nd Observation, the surveyor visually counted and documented available on-street parking during the weekend, Saturday, December 2, 2023, at 2:00 pm. At this time, the northerly side of the street fronting the subject site had eleven (11) vehicles occupying street spaces, which left space for an additional two to four (2 - 4) vehicles. The southerly side of the street opposite the subject site had nine (9) vehicles occupying street spaces, which left space for an additional 6 - 8 vehicles. The westerly side of 7th Ave had eight (8) vehicles occupying street spaces, leaving space for an additional four to six (4 - 6) vehicles. The easterly side of 7th Ave, opposite the subject site, had six (6) vehicles occupying street spaces, leaving space for an additional six to eight (6 - 8) vehicles.

For the 3rd Observation, the surveyor visually counted and documented the available on-street parking in the evening, on Tuesday, December 12, 2023, at 10:00 pm. At this time, the northerly side of the portion of Sunset Ave in the study, fronting the subject site, had fourteen (14) vehicles occupying street spaces, which left space for at least one (1) additional vehicle. The southerly side of the street opposite the subject site had twelve (12) vehicles occupying street spaces, which left space for an additional three to five (3 - 5) vehicles. The westerly side of 7th Ave, fronting the subject site, had twelve (12) vehicles occupying street spaces, leaving space for an additional one to two (1 - 2) vehicles. The easterly side of 7th Ave, opposite the subject site, had nine (9) vehicles occupying street spaces, leaving space for an additional three to five (3 - 5) vehicles.

Parking Study - 657-659 E Sunset Ave

First Observation - Sunset Ave - Northerly	First Observation - Sunset Ave - Southerly	First Observation - 7th Ave - Westerly	First Observation - 7th Ave - Easterly
Frontage: 293 Feet	Frontage: 348 Feet	Frontage: 280 Feet	Frontage: 283 Feet
Total Spaces: 13-15	Total Spaces: 15-17	Total Spaces: 12-14	Total Spaces: 12-14
Spaces Occupied: 10	Spaces Occupied: 9	Spaces Occupied: 9	Spaces Occupied: 6
Spaces Available: 3-5	Spaces Available: 6-8	Spaces Available: 3-5	Spaces Available: 6-8
Second Observation - Sunset Ave - Northerly	**Second Observation - Sunset Ave - Southerly**	**Second Observation - 7th Ave - Westerly**	**Second Observation - 7th Ave - Easterly**
Frontage: 293 Feet	Frontage: 348 Feet	Frontage: 280 Feet	Frontage: 283 Feet
Total Spaces: 13-15	Total Spaces: 15-17	Total Spaces: 12-14	Total Spaces: 12-14
Spaces Occupied: 11	Spaces Occupied: 9	Spaces Occupied: 8	Spaces Occupied: 6
Spaces Available: 2-4	Spaces Available: 6-8	Spaces Available: 4-6	Spaces Available: 6-8
Third Observation - Sunset Ave - Northerly	**Third Observation - Sunset Ave - Southerly**	**Third Observation - 7th Ave - Westerly**	**Third Observation - 7th Ave - Easterly**
Frontage: 293 Feet	Frontage: 348 Feet	Frontage: 280 Feet	Frontage: 283 Feet
Total Spaces: 13-15	Total Spaces: 15-17	Total Spaces: 12-14	Total Spaces: 12-14
Spaces Occupied: 14	Spaces Occupied: 12	Spaces Occupied: 12	Spaces Occupied: 9
Spaces Available: 1+	Spaces Available: 3-5	Spaces Available: 1-2	Spaces Available: 3-5

Parking Study - 657-659 E Sunset Ave

First Observation: Weekday Mid-day (Friday 11/24/23) at 2:30 pm

Above: 7th Avenue, from directly in front of the subject site

Above: 7th Ave, facing the subject site from across the street

Above: Sunset Ave, facing the subject site from across the street

Second Observation: Weekend Midday (Saturday 12/2/23) at 2:00 pm

Above: 7th Ave, facing the subject site from down and across the street

Above: Sunset Ave, directly in front of the property, facing south

Above: Sunset Ave, facing north, property visible in the far center-right

Parking Study - 657-659 E Sunset Ave

3rd Observation: Weekday Evening - (12/12/24 at 10:00 pm)

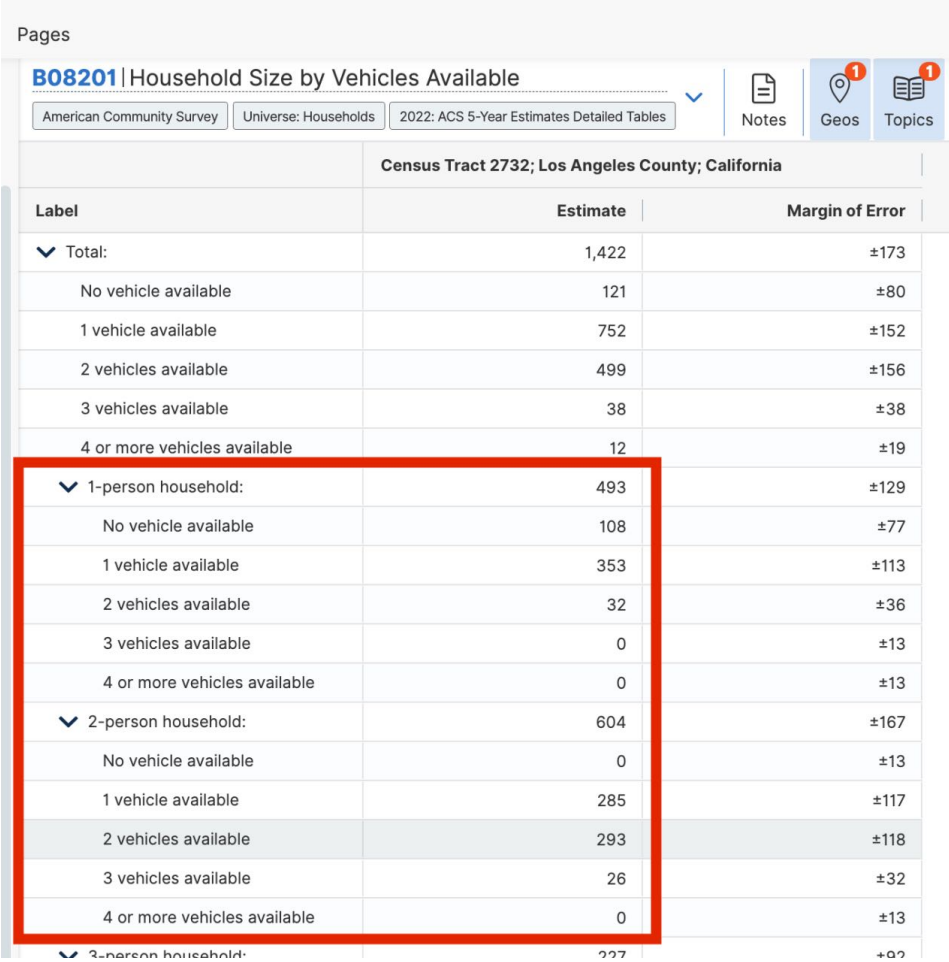
Above: 7th Ave - Facing Property

Above: Sunset Ave - Facing Property

Above: Sunset Ave - Opposite the Property, facing Southwest

Appendix 2: Data from the 2022 American Community Survey

Data used to determine vehicle access for Census Tract 2732 is from the 2022 ACS, table B08201.
https://data.census.gov/table/ACSDT5Y2022.B08201?g=1400000US06037273200&d=ACS%205-Year%20Estimates%20Detailed%20Tables



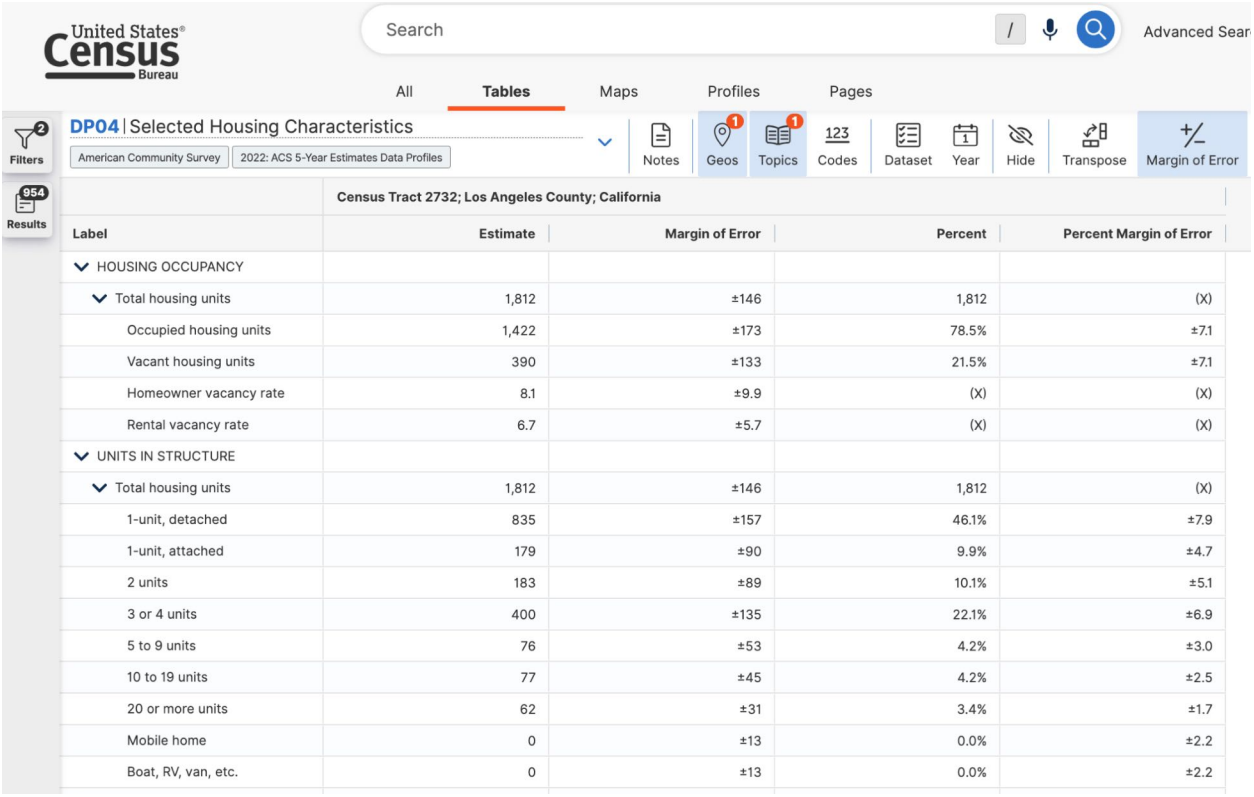
Pages

B08201 | Household Size by Vehicles Available

American Community Survey | Universe: Households | 2022: ACS 5-Year Estimates Detailed Tables | Notes | Geos | Topics

Label	Census Tract 2732; Los Angeles County; California Estimate	Margin of Error
Total:	1,422	±173
No vehicle available	121	±80
1 vehicle available	752	±152
2 vehicles available	499	±156
3 vehicles available	38	±38
4 or more vehicles available	12	±19
1-person household:	493	±129
No vehicle available	108	±77
1 vehicle available	353	±113
2 vehicles available	32	±36
3 vehicles available	0	±13
4 or more vehicles available	0	±13
2-person household:	604	±167
No vehicle available	0	±13
1 vehicle available	285	±117
2 vehicles available	293	±118
3 vehicles available	26	±32
4 or more vehicles available	0	±13
3-person household:	227	±92

Data used to determine number of households in Census Tract 2732 is from the 2022 ACS table DP04 -
https://data.census.gov/table/ACSDP5Y2022.DP04?t=Owner/Renter%20(Householder)%20Characteristics&g=1400000US06037273200



United States Census Bureau

Search

All | Tables | Maps | Profiles | Pages

DP04 | Selected Housing Characteristics

American Community Survey | 2022: ACS 5-Year Estimates Data Profiles

Filters | Results | Notes | Geos | Topics | Codes | Dataset | Year | Hide | Transpose | Margin of Error

Label	Census Tract 2732; Los Angeles County; California: Estimate	Margin of Error	Percent	Percent Margin of Error
HOUSING OCCUPANCY				
Total housing units	1,812	±146	1,812	(X)
Occupied housing units	1,422	±173	78.5%	±7.1
Vacant housing units	390	±133	21.5%	±7.1
Homeowner vacancy rate	8.1	±9.9	(X)	(X)
Rental vacancy rate	6.7	±5.7	(X)	(X)
UNITS IN STRUCTURE				
Total housing units	1,812	±146	1,812	(X)
1-unit, detached	835	±157	46.1%	±7.9
1-unit, attached	179	±90	9.9%	±4.7
2 units	183	±89	10.1%	±5.1
3 or 4 units	400	±135	22.1%	±6.9
5 to 9 units	76	±53	4.2%	±3.0
10 to 19 units	77	±45	4.2%	±2.5
20 or more units	62	±31	3.4%	±1.7
Mobile home	0	±13	0.0%	±2.2
Boat, RV, van, etc.	0	±13	0.0%	±2.2

Data used to determine number of occupants per bedroom in Census Tract 2732 is from the 2022 ACS, table B25014 - https://data.census.gov/table/ACSDT5Y2022.B25014?t=Occupants%20Per%20Room:Owner/Renter%20(Householder)%20Characteristics&g=1400000US06037273200

B25014 | Tenure by Occupants per Room

American Community Survey | Universe: Occupied housing units | 2022: ACS 5-Year Estimates Det...

Notes | Geos 1 | Topics 2

	Census Tract 2732; Los Angeles County; California	
Label	**Estimate**	**Margin of Error**
Total:	1,422	±173
Owner occupied:	510	±138
0.50 or less occupants per room	390	±131
0.51 to 1.00 occupants per room	120	±66
1.01 to 1.50 occupants per room	0	±13
1.51 to 2.00 occupants per room	0	±13
2.01 or more occupants per room	0	±13
Renter occupied:	912	±168
0.50 or less occupants per room	630	±124
0.51 to 1.00 occupants per room	265	±139
1.01 to 1.50 occupants per room	0	±13
1.51 to 2.00 occupants per room	0	±13
2.01 or more occupants per room	17	±25

Appendix 3: Off-Street Parking Per DU Near the Project

Address	Y/B	No. DUs	No. Spaces	Spaces Per DU	Information Obtained From
603 Sunset Ave	1922	1	0	0	Not in Building Records, Visual Inspection
609 - 609 1/2 Sunset Ave	1922	2	1	0.5	Garage listed on Building Records, Confirmed Visually
610 Sunset Ave	1952	2	2	1	Building Records
611 Sunset Ave	1921	2	1	0.5	Building Records
615 - 617 Sunset Ave	1992	4	6	1.5	Building Records
616 Sunset Ave	1960	4	6	1.5	Building Records, one tandem pair
619 Sunset Ave	1923	1	1	1	Garage listed on Building Records
621 Sunset Ave	1977	2	4	2	Building Records
622 Sunset Ave	1961	6	2	0.3333333333	Garage listed on Building Records, Confirmed Visually
623 Sunset Ave	1910	1	4	4	Building Records
624 Sunset Ave	1992	3	7	2.333333333	Building Records
625 Sunset Ave, 1-4	1963	4	2	0.5	4 spaces in 2 tandem pairs, per visual inspection
627-629 Sunset Ave	2019	2	5	2.5	Building Records
628 Sunset Ave	1908	2	0	0	No parking listed in Building Records, 2-3 spaces per visual inspection
631 Sunset Ave	1941	1	1	1	Garage listed on building records
632 Sunset Ave	1921	3	2	0.6666666667	Building Records
635 Sunset Ave	1940	1	1	1	Garage listed on building records
636 Sunset Ave	1910	1	0	0	Building Records, confirmed with Visual Inspection
638 Sunset Ave	2018	1	3	3	Building Records
639 Sunset Ave	1955	3	6	2	Building Records
640 Sunset Ave	1952	1	0	0	No parking listed in Building Records, 2-3 spaces per visual inspection
641 Sunset Ave	1989	2	5	2.5	Building Records
642 Sunset Ave	1960	4	5	1.25	Building Records
644 Sunset Ave	1952	2	0	0	Building Records
645 Sunset Ave	1938	3	7	2.333333333	Building Records
647 Sunset to 649 Sunset	1954	5	2	0.4	Garage listed on Building Records, visual inspection shows more spaces
648-650 Sunset Ave	1952	2	2	1	Building Records
651 Sunset Ave	1939	1	0	0	Building records do not list parking, visual inspection confirms
652 Sunset Ave	1948	2	2	1	Building Records show garage converted to ADU
653 and 653 1/2 Sunset A	2014	2	6	3	Building Records, but visual inspection shows 3 tandem spaces
654 Sunset Ave	1923	1	1	1	Building Records appear to show 1-car garage
658-660 Sunset Ave	1924	4	4	1	Building Records
664 Sunset Ave	1947	2	2	1	Building Records, Visual Inspection
610 Flower Ave	1987	5	9	1.8	Buiding Records
612 1/2 Flower Ave	1989	3	7	2.333333333	Building Records
614-614 1/2 Flower Ave	1923	2	1	0.5	Building Records
622-624 Flower Ave	2007	2	5	2.5	Building Records
626-628 Flower Ave	1951	2	3		Building Records, Visual Inspection
630 Flower Ave	1923	2	1	0.5	No Building Records, Visual Inspection
634 Flower Ave	1963	5	4	0.8	Not in Building Records, Visual Inspection
638 Flower Ave	1923	1	0	0	Not in Building Records, Visual Inspection
642 Flower Ave	1923	1	2	2	Building Records
644 Flower Ave	2000	3	3	1	Not in Building Records, Visual Inspection
650-652 Flower Ave	1922	2	0	0	Not in Building Records, Visual Inspection
654 Flower Ave	1924	1	0	0	Not in Building Records, Visual Inspection
658 Flower Ave	1923	1	0	0	Not in Building Records, Visual Inspection
660 Flower Ave	1990	3	7	2.333333333	Building Records, Visual Inspection shows 4 spaces
664-664 1/2 Flower Ave	1922	2	2	1	Building Records
668 Flower Ave	1928	3	2	0.6666666667	Not in Building Records, Visual Inspection
672-674 Flower Ave	1950	2	3	1.5	Not in Building Records, Visual Inspection
676 Flower Ave	1963	9	4	0.4444444444	Building Records
400 7th Ave	1954	4	3	0.75	Not in Building Records, Visual Inspection
701 Sunset Ave	1922	2	2	1	Building Records
606 7th Ave	1919	3	3	1	Not in Building Records, Visual Inspection

Parking Study - 657-659 E Sunset Ave

Address	Y/B	No. DUs	No. Spaces	Spaces Per DU	Information Obtained From
701 Vernon Ave	2023	1	2	2	Building Records
667 Vernon Ave	1952	1	3	3	Building Records
				Avg: 1.16	