

PREPARED FOR THE LOS ANGELES DEPARTMENTS OF CITY PLANNING AND TRANSPORTATION

Venice Public Access, Parking, & Mobility Study



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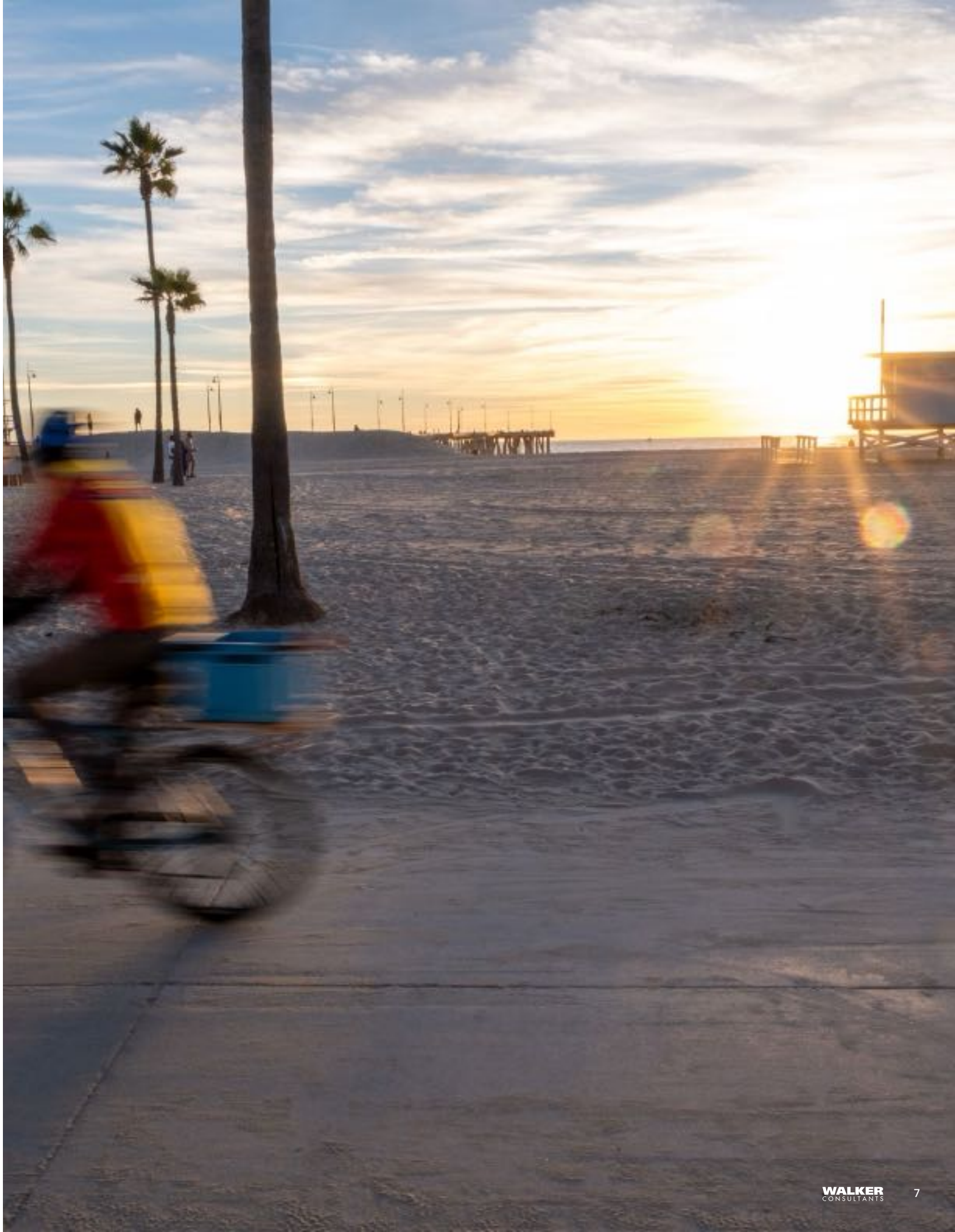
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Executive Summary

The City of Los Angeles Departments of City Planning (DCP) and Transportation (LADOT) engaged Walker Consultants to prepare a study on the state of parking access and mobility in the Venice Coastal Zone, within the City of Los Angeles. The main purpose and catalyst for this study was the temporary LA Al Fresco Dining program and the Coastal Development Permit (CDP) waiver which expires on June 30, 2026. After this date, participants in the temporary program must “transition”, or apply, to the permanent program and apply for a CDP. The study was prepared to serve several key purposes:

- Understand the current state of on-/off-street parking and multi-modal infrastructure within the Venice Coastal Zone.
- Determine the impact(s) that the temporary LA Al Fresco Dining Program has had on access to parking for residents and potential visitors, including those accessing the coast per the California Coastal Commission’s primary goal.
- Compare current parking utilization and travel behavior trends to those found in the previous Parking Utilization and Transportation Management Strategies Report (Fehr & Peers, released 2021), prior to the effects of COVID-19 and the implementation of the LA Al Fresco Dining Program, which removed some parking spaces from service and expanded dining square footage in these locations.
- Prepare a set of mitigations that applicable Al Fresco Dining operators may apply to minimize its individual impact on the local parking supply or availability, ensuring access for the public to the Venice Coastal Zone.
- Prepare a set of mitigations that an applicable City department may apply to minimize the impact of development on the local parking supply or availability, ensuring access for the public to the Venice Coastal Zone.

The Existing Conditions portion of this study includes an inventory of existing on- and off-street parking within the Venice Coastal Zone, as well as an array of multi-modal transportation options available in the area that provide public coastal access. These include pedestrian, bicycle, micro-mobility, and public transit infrastructure. The Data Analysis section of this study observes the utilization of publicly available parking within the Venice Coastal Zone, including both on-street and off-street supply available to the public. This section also analyzes key travel behaviors of visitors to the Venice Coastal Zone, including their mode-split and trip purposes. The Public Outreach analysis consisted of an electronic survey distributed to Al Fresco Dining Program participants and other local businesses within the Venice Coastal Zone, as well as an in-person intercept survey targeting local employees and visitors.

The Venice Coastal Zone has the capability to continue allowing the LA Al Fresco Dining Program to expand without concern that additional outdoor dining space may exceed the capacity of the local parking supply. Walker identified a total of **193** on-street and off-street parking spaces that have been removed from the parking supply by existing Al Fresco Dining facilities, and approximately **60ksf** of additional outdoor dining space have been created because of the LA Al Fresco Program. Despite the Venice Specific Plan requiring 1 space per 50 sq ft

or dining space, results of the Shared Parking Model indicate that expected demand (**412 spaces**) is lower than the supply required by the parking requirements of the Venice Coastal Zone Specific Plan (**1,195 spaces**).

Mobility throughout the Venice Coastal Zone has significantly improved since 2019, providing visitors and residents alike with multiple options for reaching their destinations without the need for a car or the need to use limited parking resources. Walker identified that approximately **12,137** on-street parking spaces and **2,638** off-street parking spaces are available within the Venice Study Area for public use, including non-LADOT public parking facilities. Opportunities exist for the City to move forward with improvements to further connect the Venice Coastal Zone with the larger bicycle network to its east and north, as approximately half of all Metro Bikeshare trips that started within the study area subsequently ended at one of two beach-adjacent stations. The expansion and subsequent regulation of dockless micro-mobility operations in the Venice Coastal Zone has proven to be successful, with designated parking zones and collaborations with private operators allowing for efficient operations throughout the area that minimize impact on the local right-of-way. Designated parking zones for dockless operations are present near the most popular destinations for visitors, encouraging non-vehicle travel to these destinations and highlighting needs for improved bicycle lane connections. Public transit ridership has surged post-COVID. The combined average weekday ridership on high-frequency transit lines through Venice was **26,837** during FY 2024 – 2025. During the same fiscal year, LANA recorded **50,136** boardings across its Westside service area. Although local transit and micro-transit options are sufficient in providing local and regional connections outside of the Venice Coastal Zone, opportunities exist for improvements to be made to local infrastructure and street furnishings that can improve the experience of riders waiting for and using local transit options. When the riders’ experience is improved, they ride more and those who do not ride consider the option, increasing overall access to the coast.

Overall access to the Venice Coastal Zone has been maintained despite reductions in or reallocation of curb space due to the LA Al Fresco Dining Program. Across the Venice Study Area, **on-street parking utilization decreased by 0.5%** when compared to the previous Fehr & Peers Study. Although on-street parking utilization remains near or at capacity on blocks closest to the coast or high-demand commercial corridors (e.g. Abbot Kinney Blvd and Rose Ave), observations consistent with the previous Fehr & Peers study, the reduction of available parking created by Al Fresco Dining operators did not lead to any significant increases in demand on block faces with parking spaces removed by these operations. By comparison, off-street parking utilization decreased significantly, correlating with changes in travel behavior and the availability of multi-modal options for visitors. Across all off-street facilities observed in both this Study and the previous Fehr & Peers Study, **off-street parking utilization decreased by 14.8%**. The Travel Behaviors analysis found that most trips taken to and within the Venice Study Area are short (<2 miles), local (remain

within the Study Area), and for primarily non-work purposes (e.g. shopping, dining, recreation). One-to-two-mile trips present a clear opportunity for mode shift in key sub-neighborhoods. Targeted first and last mile improvements and safer micromobility infrastructure could meaningfully reduce short auto trips in these areas.

The Mitigation Measure Implementation Plan provides a comprehensive list of Al Fresco operator-led and City-led mitigations that can be deployed by the applicable implementor in the Venice Coastal Zone to mitigate the impacts of increased demand or decreased parking availability within the Venice Coastal Zone, either in the short-term for Al Fresco Dining operators or as long-term mitigation measures or improvements that applicable City departments can incorporate in future updates to other local planning efforts (e.g. Local Coastal Program, Specific Plan updates, etc.)

AL FRESCO OPERATOR-LED MITIGATIONS MAY CONSIST OF THE FOLLOWING CATEGORIES OF STRATEGIES:

- Individual parking policies, such as the implementation of the Parking Cash Out (PCO) Law and local parking management policies, which directly reduces the demand for parking spaces.
- Micromobility policies, such as improved bicycle parking facilities, bulk rideshare passes, and shared micromobility subsidies, improving transportation choice and access, thereby increasing the capacity of the transportation system serving Venice.
- Transportation Demand Management (TDM) policies, such as supporting Guaranteed Ride Home (GRH), shared ride matching, employee transit stipends, improved social media messaging, and collaboration with local businesses to minimize delivery impacts, which makes not driving a more viable option for Venice’s many employees.
- Technology solutions, such as the implementation of a mobility wallet, facilitating the use of a mix of non-driving modes for the public to access the Venice Coastal Zone.

CITY-LED MITIGATIONS MAY CONSIST OF THE FOLLOWING CATEGORIES OF STRATEGIES:

- Strategies that benefit local mobility and micromobility, such as expanding options for bicycle storage through additional parking facilities or a bike valet, engaging Metro to recommend expanding Metro Bikeshare, expanding LANow, implementing a seasonal fixed-route beach shuttle, and incentivizing infrastructural improvements to bus stops. These strategies provide greater transportation choice for a wide section of the public, thereby improving access to Al Fresco Dining operations and the Venice Coastal Zone.
- Strategies that benefit employees’ commutes directly and increase the capacity of Venice’s parking and transportation system, such as implementing a Transportation Management Association / Organization (TMA/TMO) and implementing a local Parking Cash Out (PCO) ordinance.
- The creation of a Mobility Hub within the Venice Coastal Zone to address local and regional mobility needs, thereby enhancing access to the coast through improved transportation capacity.
- Strategies that enhance the existing parking supply and availability of spaces to the public, such as applying demand-based rates and time limits on off-street facilities, implementing paid parking on select key corridors where it is not currently in effect, and streamlining the shared parking agreement process. Each of these strategies and sub-measures increase the number of parking spaces available to the public, while minimizing the need to construct additional parking.
- Strategies that create additional parking supply for the public, whether through building additional spaces or tapping into existing parking spaces that have not been available to the public before.

The Mitigation Measure Implementation Plan also includes a series of potential funding opportunities, specifically for the City to pursue, that can aid in the acceleration and implementation of several strategies listed within the Toolkit. Such opportunities vary across local, regional, and state funding programs that come in the form of grants or other revenue-generating opportunities.





01 Introduction

1.1 Study Purpose

The purpose of the **VENICE PUBLIC ACCESS, MOBILITY, AND PARKING STUDY**, hereafter referred to as the “Venice Public Access Study” or “Study”, is to obtain a comprehensive understanding of the parking impacts that Al Fresco Dining operations have on the existing on- and off- street parking supply, and subsequently to develop parking and mobility mitigations aimed at facilitating access for the public to the Venice Coastal Zone. In 2020, the City of Los Angeles launched the LA Al Fresco Outdoor Dining Program, hereafter referred to as the “LA Al Fresco Program”, as a temporary support mechanism for restaurants impacted by the COVID-19 pandemic throughout 2020 and 2021.¹ The two-phase program allowed restaurants that applied for the temporary waiver to use sidewalks, private parking lots, on-street parking spaces for parklets, and lane/ street closures as outdoor dining spaces. All existing Al Fresco Operators in the Coastal Zone are subject to a Coastal Development Permit (CDP) waiver issued by the California Coastal Commission (CCC), through June 30, 2026.

Venice is recognized as a local and global tourist destination for its year-round temperate weather and coastal attraction, leading to significant visitor demand. As a result, parking is perceived as being a limited and high-demand resource that needs to be available for both short-term visits and longer-term residential parking. Among local visitors and residents of the Venice Coastal Zone, the perception of the parking supply in Venice is that affordable, easily accessible parking is hard to

find. As such, this study also seeks to determine if a correlation exists between the amount of parking impacted by Al Fresco dining operations and parking demand by beachgoers, diners, residents, and other visitors alike. Based on the analysis and findings of this report, recommendations for strategies to mitigate parking supply impacts and improve coastal access are provided.

This study also seeks to identify constraints and opportunities within the study area related to human-powered mobility (e.g. pedestrians, bicycling, micro-mobility) and transit options. These items are analyzed with respect to mobility into, out of, and throughout the Venice Coastal Zone study area. Section 30500 of the California Coastal Act states that any local coastal program that determines development regulations or parking policies must ensure that maximum public access to the coast and public recreation areas is provided.² As such, recommendations made within this report should be approached and implemented in a manner that aligns with the requirements of the Coastal Act and other subsequent local legislation that may determine public access to the coast or public recreation facilities. Recommendations within this report may be applicable to individual Al Fresco operators, where feasible, to mitigate individual parking impacts, or by the City of Los Angeles for use within a Local Coastal Plan (LCP) for the Venice Coastal Zone.

1.2 Report Structure

The purpose of this Study is to obtain a comprehensive understanding of the impacts that Al Fresco Dining operations have on the existing on- and off-street parking supply, and the subsequent impacts on parking demand and turnover throughout the Venice Coastal Zone. The product of this Study is broken into two key parts: the Venice Public Access Study, and the Mitigation Measure Implementation Plan (MMIP), hereafter referred to as the “Mitigations Toolkit” or “MMIP”. The structure of the Study and subsequent Mitigations Toolkit is outlined to the right:

0. Executive Summary

1. Introduction

2. Existing Conditions

- Inventory of existing parking supply within the Venice Coastal Zone, including changes in curb restrictions and pricing since the 2018/19 Fehr & Peers (F&P) Study.
- Documentation of existing multi-modal services, including but not limited to human-powered mobility, fixed-route transit, micro-mobility and Transportation Network Company (TNC) services.

¹ <https://ladot.lacity.gov/al-fresco>

² <https://www.coastal.ca.gov/coastact.pdf>

2.5. Legislative & Regulatory Conditions

- Overview of recently passed legislation that impacts land use and development patterns in the Venice Coastal Zone as it pertains to parking availability.
- Overview of existing parking requirements in the Venice Coastal Zone.
- Overview of the existing parking in-lieu fee program in the Venice Coastal Zone.

3. Data Analysis

- Analysis of parking utilization within the Venice Coastal Zone, both on-street and off-street.
- Analysis of local and regional travel behaviors as it pertains to trips to and within the Venice Coastal Zone.

1.3 Study Area and Maps

The area which was studied for the purposes of the Venice Public Access Study an Mitigations Toolkit, hereafter referred to as the “Venice Study Area” or “Study Area”, is bounded by the Venice Beach coastline to the west, the LA city limit to the north, Lincoln Boulevard to the east, and unincorporated Marina Del Rey to the south. The southern boundary roughly follows Oxford Avenue, Washington Boulevard, and Via Marina. The Study Area is further broken down into five sub-areas to address the primary purpose of this study – the AI Fresco Dining Program’s impact on the local relationship between parking supply and demand. The full Study Area and sub-areas are displayed in **FIGURE 1**, inclusive of sections within the Study Area omitted from the parking utilization analysis. The specific parking analysis sub-areas and omissions are further described in **SECTION 3.1 – ANALYSIS METHODOLOGY**. The boundaries established for the purposes of the Venice Public Access Study were determined by the locations and densities of AI Fresco Dining operations present in the Study Area, rather than being determined by major corridors or geographic boundaries. These boundaries differ from the boundaries used in the Fehr & Peers Parking Utilization and Transportation Management Strategies Report (2021), referred to in this report as the “2021 Fehr & Peers report”, as well as differing from the boundaries set in the Venice Coastal Zone Specific Plan (VCZSP). The boundaries of the Study Area, sub-areas, and area omissions were determined upon consultation and approval with the Los Angeles Department of City Planning (DCP) project staff, as well as the awareness of Los Angeles City Council District 11 (CD11) and the California Coastal Commission (CCC).

4. Public Outreach

- Summary findings of an electronic survey and in-person intercept survey that was conducted to capture community perspectives on mobility and access within the Venice Study Area.

5. Summary of Recommendations

- Summary of strategies that maintain and expand public access to the Venice Coastal Zone while maintaining the feasibility of the AI Fresco Dining program.
- Identification of potential funding and revenue sources that can aid in the implementation of one or more strategies identified.
- Note: The complete breakdown of mitigations, strategies, and implementation timelines can be found in the MMIP.

The sub-areas can be identified by the following boundaries:

1. **Oxford Triangle** - Bounded by Oxford Avenue to the west, Woodlawn and Harding Avenue to the north, Lincoln Boulevard to the east, and Princeton Drive to the south.
2. **Marina Peninsula** – bounded by the Venice Beach coastline to the west, Beach and 25th Avenue to the north, Oxford Avenue to the east, and Via Marina to the south.
3. **Abbot Kinney** – bounded by Riviera Avenue and Main Street to the west, Brooks Avenue to the north, Lincoln Boulevard to the east, and Venice Boulevard to the south.³
4. **Venice Beach** – bounded by the Venice Beach coastline to the west, Brooks Avenue to the north, Main Street, Riviera Avenue, and Venice Way to the east, and Venice Boulevard and 25th Avenue to the south.
5. **Rose Avenue** – bounded by the Venice Beach coastline to the west, city limits to the north, Lincoln Boulevard to the east, and Brooks Avenue to the south.

Figure 1 – Venice Study Area & Sub-Area Boundaries



3 Note that the Abbot Kinney sub-area also contains Abbot Kinney Boulevard south of Venice Boulevard to Woodlawn Avenue.



02

Existing Conditions

2.1 Overview

As mentioned in **SECTION 1.3 – STUDY AREA AND MAPS**, the boundaries of the Study Area, sub-areas, and area omissions were determined upon consultation and approval with the City of Los Angeles Department of City Planning (DCP) project staff, as well as the awareness of City Council District 11 and the California Coastal Commission. Omissions were made for the purposes of data collection and analysis. However, they are still accounted for in the collection of data for existing conditions and existing parking inventory, both on- and off-street. The five sub-areas and their boundaries were identified for their

high density of Al Fresco Dining Program participants and their proximity to key dining, shopping, and recreational destinations. The Venice Coastal Zone is well-known for its tourist appeal and high-quality shopping and dining. Key destinations include the commercial corridors along Windward Avenue, Pacific Avenue, Rose Avenue, Abbot Kinney Boulevard, Venice Boulevard, Washington Boulevard, and Ocean Front Walk. Areas outside these key commercial corridors are primarily single- and multi-family residential, light industrial, and various public, civic, recreational, and cultural facilities.

2.2 Existing Conditions Methodology

The existing parking conditions were collected across a single day at the beginning of the project timeline (July 2025), including both parking and multi-modal conditions, and conditions were verified throughout the three phases of the data collection period. The parking inventory was cross-referenced with data from the 2021 Fehr & Peers (F&P) report to determine any significant changes in the amount of marked on-street spaces, curb restrictions, signage, and other restrictions. The Fehr & Peers parking inventory served as the primary source for collecting and verifying the parking inventory, as no significant changes in parking availability were expected.

The existing multi-modal conditions were observed during the same period as the existing parking conditions, then cross-referenced with existing datasets from the 2021 Fehr & Peers report, the City of Los Angeles *Mobility Plan 2035* (2016), and databases from multi-modal agencies. The *Mobility Plan 2035* provides a framework for a network of complete streets, multi-modal corridors, and general mobility improvements across several phases through 2035. The Plan highlights corridors prioritized for pedestrians, transit, bicycling, and local neighborhood mobility (I.e., Safe Streets) under individual networks. Each network is covered in detail under **SECTION 2.3 – MULTI-MODAL INVENTORY**.

2.3 Multi-Modal Inventory

2.3.1 Key Multi-Modal Findings

Listed below is a summary of key findings and data points that were identified throughout the multi-modal inventory data collection period. Additional information and discussion of each finding can be found in its respective sub-section.

PEDESTRIAN CONNECTIONS

- Although the pedestrian network is complete, gaps exist in areas of disrepair and poor accessibility. Several commercial corridors throughout the Venice Study Area are identified as Pedestrian Enhanced Districts (PEDs) by the City's *Mobility Plan 2035*. Improved pedestrian safety and infrastructure can lead to increased foot traffic in these

commercial corridors, particularly leading to potential increased foot traffic to Al Fresco Dining operations. This, in turn, can lead to a reduction in vehicle traffic and parking utilization as visitors are inclined to change their mode of travel.

MICROMOBILITY CONNECTIONS

- During the 2024 calendar year, a total of 301,224 micro-mobility trips were recorded within the Venice Study Area. Citywide, the average trip length on a micromobility vehicle was 0.71 miles, indicating popularity for local and last-mile trips.

BICYCLE CONNECTIONS

- Between July and December of 2025, a total of 38,765 Metro Bikeshare trips were reported to have started and/or ended within the Study Area. Approximately 37% of trips that started within the Study Area began at one of the two beach-adjacent stations. The most common end station for all trips originating within the Study Area was the Downtown Santa Monica Metro E Line station. The average trip distance for trips starting within the Study Area was 1.45 miles, indicating that the majority of Metro Bikeshare trips are taken locally within the Venice Study Area or to destinations immediately adjacent to the Study Area.

TRANSIT CONNECTIONS

- Fixed-Route:** During FY24–25, average weekday boardings on Metro Line 33 were 16,977. BBB Lines 1 and 3 saw average weekday boardings of 5,541 and 4,319 respectively. This indicates high ridership on both lines and demonstrates that frequent transit in the Venice Study Area helps in alleviating SOV demand throughout the Study Area.
- Microtransit:** During FY24–25, LANow recorded 50,136 boardings across the Westside service area, indicating that the program is a popular local mobility option throughout the Westside.

2.3.2 Pedestrian Connections

The Venice Study Area has an extensive sidewalk network and several unique pedestrian pathways, including Walk Streets, coastal accessways, Ocean Front Walk, and the California Coastal Trail, which support foot travel, especially in the Al Fresco dining area. Most streets have sidewalks on both sides, except along the Venice Canals and in some residential areas south of Washington Boulevard. Many sidewalks are narrow, damaged, or non-compliant with modern ADA standards due to obstacles, limited width, and missing curb ramps, among other issues. Improving streets to reduce conflicts between cars and pedestrians is a major priority identified by the City’s *Mobility Plan 2035*, which identifies Rose Avenue and parts of Abbot Kinney Boulevard, Main Street, Pacific Avenue, and Washington Boulevard as Pedestrian Enhanced Districts (PEDs). PEDs are defined in the Mobility Plan as road segments that “could be prioritized to provide better walking connections to and from the major destinations within communities.”⁴ Several of these segments are also identified as Neighborhood Enhanced Networks (NENs), which are defined as road segments intended for slower modes of travel, such as walking, bicycling, or other low-speed travel.⁵ NENs can also be referred to as Safe Routes or Slow Streets, as their goal is to create a slower-speed environment for non-vehicular uses.

2.3.3 Micromobility Connections

Since the release of the 2021 Fehr & Peers report, LADOT completed and prepared an analysis of its Year One Dockless Mobility Program. The Dockless Mobility Program aimed to understand and gain insights from the then-growing popularity of private and third-party dockless scooters, e-bikes, and other app-based micro-mobility devices throughout the City of Los Angeles.⁶ The primary micromobility operators in the area are Bird, Lime, GCOO, and Veo, providing a combination of dockless e-scooters or e-bikes. Service offerings vary by operator. Bird and Lime primarily provide dockless standing e-scooters with broad geographic coverage. Veo offers both standing e-scooters and seated e-bikes; in 2022, Veo expanded service from Santa Monica into portions of the City of Los Angeles, including the Venice Boulevard corridor, deploying a fleet of approximately 500 vehicles comprised of Astro 4 standing scooters and Cosmo-e Class 2 e-bikes. In addition, smaller local vendors and independent operators offer unique services, such as cargo bikes and adaptive bikes for riders with specific needs. This variety ensures that users have access to a broad range of options suited to different trip purposes and user groups. With these insights, the Dockless Mobility Program then aimed to develop a unified program of regulations and permissions that would allow for the onboarding and growth of “new and unanticipated modes of transportation in the future.”⁷ Per the findings of the Year One Snapshot report, Venice was the second most popular destination for dockless micro-mobility trips behind Downtown Los Angeles and ahead of other popular neighborhoods such as Hollywood or Koreatown. In addition, regulated “Drop Zones” and “Special Operations Zones” were set up in areas of high demand to curb the impacts of increased device usage and an increased density of devices per area, with a total of 72 dedicated Drop Zones for micro-mobility devices. Many of these drop zones are also listed on individual micro-mobility operators’ apps, allowing for improved communication to riders of where they should park their devices.



Dockless micromobility devices within Venice are required to park in dedicated “drop zones”

Figure 2 – Pedestrian Local and Coastal Access Network



4 Mobility Plan 2035, p.61.
Accessed from https://planning.lacity.gov/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

5 Ibid., p.62

6 <https://ladot.lacity.org/sites/default/files/documents/ladot-dockless-year-one-report.pdf>

7 <https://ladot.lacity.org/sites/default/files/documents/ladot-dockless-year-one-report.pdf>

In addition, LADOT has improved regulation of dockless micro-mobility devices to improve mobility in historically underserved areas. Per LADOT’s 2021 On-Demand Mobility Rules and Guidelines⁸, the base number of micromobility devices that an operator may deploy on City right-of-way is 500 vehicles. Additionally, any micro-mobility operator which deploys a fleet of vehicles in the Venice Special Operations Zone must also deploy 20% of its device fleet in the City’s Equity-Focus Mobility Development District, which are spread throughout the City in historically underserved areas (e.g. Boyle Heights, Koreatown, Wilmington, Historic South Central, etc.).

Since the release of the Year One Snapshot report in July 2020, micromobility trends have changed significantly with regards to regulation and ridership. In the LADOT FY24-25 Annual Report, LADOT reports that on average, approximately 13,021 dockless scooters and bikes are deployed throughout the City daily, with a total of 5,475,366 trips being taken on micromobility devices during FY24-25. The average trip length was reported to be 0.71 miles, indicating that dockless scooters and other micromobility devices are a popular option for local trips within a neighborhood’s boundaries, as well as last-mile trips from major transit stops.



Dockless micromobility devices within Venice are required to park in dedicated “drop zones”

Micromobility activity within the Venice Study Area is spatially concentrated along key commercial, recreational, and transportation corridors. Coverage zones vary by operator, with the highest levels of trip activity observed along Venice Boulevard, Abbot Kinney Boulevard, and beachfront corridors, reflecting the area’s primary destinations, visitor activity, and multimodal connections. These corridors function as focal points for both utilitarian travel and recreational use, resulting in consistent micromobility demand across providers. During the 2024 calendar year (January 1 through December 31, 2024), a total of 301,224 micromobility trips were recorded within the Venice Study Area. Trip data includes both scooter and bicycle modes and represents aggregated activity across all micromobility providers permitted to operate within the City of Los Angeles during the study period. While individual operator coverage areas differ, the combined dataset illustrates clear patterns of concentrated use in areas with high pedestrian volumes, commercial activity, and access to coastal amenities.

Throughout all days of the week, micromobility activity is most concentrated during the afternoon and evening periods. Afternoon trips represent the largest share of total trips, followed by evening trips, with lower levels of activity in the morning and limited usage overnight. Average trip durations are also longest in the afternoon, suggesting that this period captures a combination of recreational travel, social trips, and local circulation. Weekday micromobility trips generally reflect short, purposeful travel—such as errands, local circulation, or first and last mile connections. In contrast, the marginally longer weekend trips are consistent with increased recreational and visitor activity, particularly in and around the beachfront, commercial corridors, and destinations such as Abbot Kinney Boulevard and Ocean Front Walk. Together, these patterns indicate that micromobility in Venice serves both everyday mobility needs and discretionary travel associated with tourism and leisure.

2.3.4 Bicycle Connections

Most arterial corridors within the Study Area include Class II painted bike lanes, while secondary streets primarily feature Class III bike lane sharrows. Both facility types offer limited safety benefits beyond basic road striping, leaving cyclists exposed to dangerous mixed-flow traffic. In contrast, the area’s only fully protected bike facility is the Class I bike path that runs along the Venice Beach coastline, extending from Washington Boulevard to the Santa Monica city limits and continuing north through Santa Monica. This off-street path serves as the primary high-comfort route for bike riders, supporting both recreational riders and those seeking a safer alternative to on-street travel. Access to this route from the Study Area, however, is not provided by equally safe facilities. High-traffic routes such as Washington Boulevard between Ocean Front Walk and Mildred Avenue (approximately 0.8 miles) see a significant number of bicycle riders traverse through mixed-flow traffic, particularly given this segment’s connection to the county-managed Marvin Braude Bike Path, another off-street coastal bike path along the eastern edge of Marina Del Rey parallel to Admiralty Way. Both Washington Boulevard and Venice Boulevard are identified as candidates for Class IV protected bike lanes under the Bicycle Enhanced Network guidelines.

Bikeshare services are primarily provided by Metro Bikeshare in the Venice Study Area and neighboring City of Santa Monica, where previously they operated a separate bikeshare service ‘Breeze’. Metro Bikeshare is a docked service that allows users to use a standard bike or e-bike between docking stations strategically placed throughout the Study Area at key tourist or commercial destinations. The program currently manages 14 docks serving the Venice Area, with a combined capacity for 261 docked bikes and e-bikes within the Study Area alone. Each station can hold between 10 – 26 docked bikes at a time. Dockless Metro Smart Bikes are no longer available for use, with demand for dockless bikes and micro-mobility devices now met by private companies such as Lime and Bird, as well as

by personally owned e-bikes, which have significantly increased in popularity.

FIGURES 3 AND 4 summarize trip duration and distances for trips that had a start or end station within the Venice Study Area. Between July and December of 2025, a total of 38,765 Metro Bikeshare trips were reported to have started and/or ended within the Study Area.⁹ Approximately 37% of trips that started within the Study Area began at one of two beach-adjacent stations: Ocean Front Walk & Navy or Ocean Front Walk &

North Venice. These two stations have a capacity of 26 and 15 bikes, respectively. The most common end station for all trips originating within the Study Area was the Downtown Santa Monica Metro E Line station, located 1.9 to 3.1 miles from each of the two beach-adjacent Metro Bikeshare stations. The average trip distance for trips starting within the Study Area was 1.45 miles, indicating that the majority of Metro Bikeshare trips are taken locally within the Venice Study Area or to destinations immediately adjacent to the Study Area.

Figure 3 – Trip Duration for all Metro Bikeshare Trips Starting and/or Ending in Study Area, Jul. – Dec. 2025

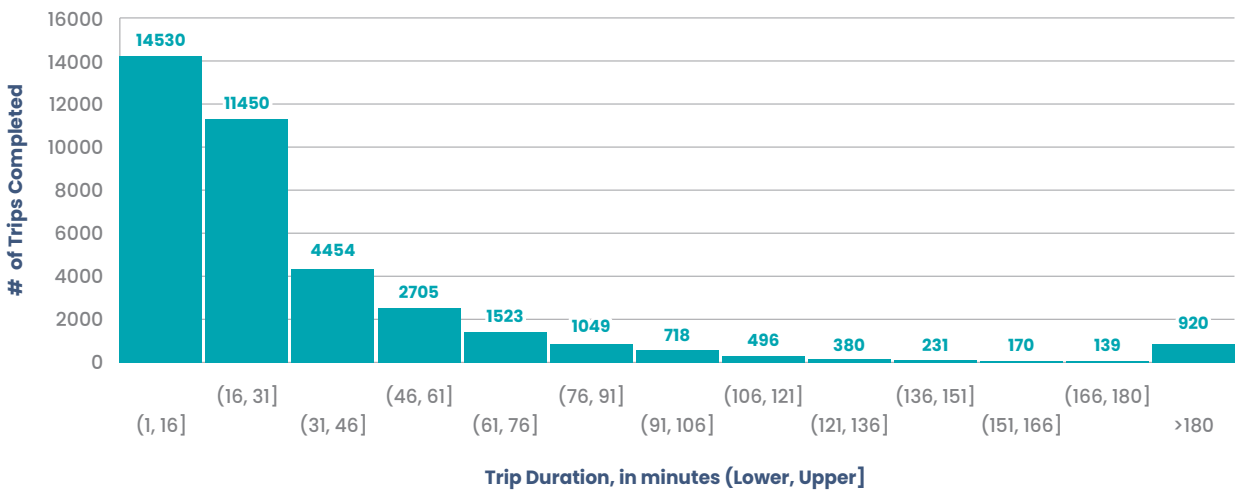
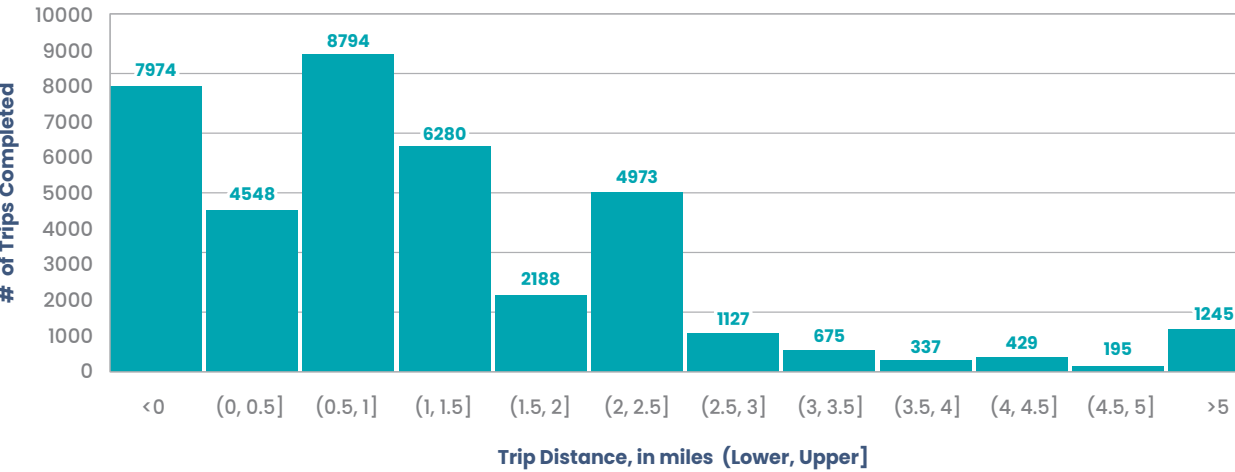


Figure 4 – Trip Distance for all Metro Bikeshare Trips Starting and/or Ending in Study Area, Jul. – Dec. 2025



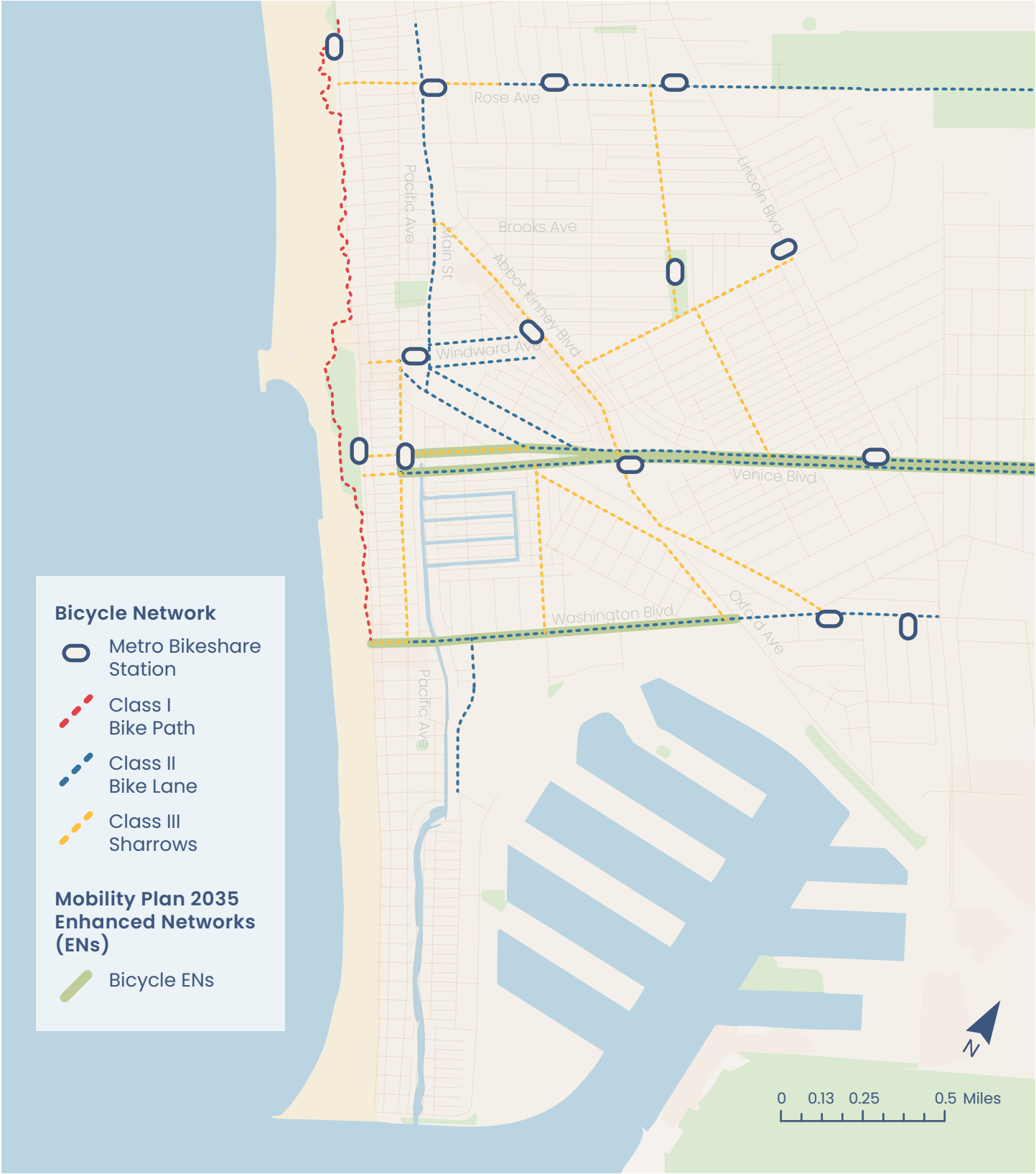
* Trip distances of 0 miles are classified as round trips by Metro Bikeshare, regardless of actual trip distance.

Source:
Metro Bikeshare Ridership data (Trip duration, minutes and miles), accessed from <https://bikeshare.metro.net/about/data/>
Walker Consultants, 2025

8 <https://ladot.lacity.gov/sites/default/files/documents/final-year-two-rules-and-guidelines-updated-sla.pdf>

9 Metro Bikeshare data accessed from <https://bikeshare.metro.net/about/data/>

Figure 5 – Existing Bicycle Lane and Bikeshare Network



2.3.5 Transit Connections

The City’s *Mobility Plan 2035* identifies Venice Boulevard and Lincoln Boulevard within the Study Area as Comprehensive Transit Enhanced Streets within the Transit Enhanced Network (TEN) designation. Under the LADOT Livable Streets initiative, several safety and mobility improvements are currently planned for both road segments, including improvements to bicycle and pedestrian safety. These improvements are planned as a part of the city-wide Vision Zero initiative to minimize collisions, injuries, and deaths along high-injury corridors.

Mobility improvements along Venice Blvd are expected to reach Lincoln Blvd. from Beethoven St. under Phase 2 of the Venice Blvd. Safety and Mobility Project, however as of 2026 no concrete implementation plan has been established for this portion. Similarly, no further stakeholder outreach or implementation planning has been established for extending this project further west and towards the Venice coastline.¹⁰ The Lincoln Fast Forward project, under the same LADOT Livable Streets initiative, is expected to implement multiple safety and transit improvements along Lincoln Blvd. between Venice Blvd. and LA City limits at Commonwealth Ave. Although some pedestrian improvements have been implemented in the form of Leading Pedestrian Intervals (LPI), the installation of pedestrian crosswalk beacons and bus priority lanes have not yet been implemented.¹¹

Fixed-route Transit

The Venice Study Area is served by multiple local and regional transit agencies, primarily with local bus service, as well as some peak-hour commuter bus services. This range of services is listed and displayed in **TABLE 1** and **FIGURE 6**. Local bus services are provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Santa Monica Big Blue Bus (BBB), and Culver CityBus (CC). Peak-hour commuter bus service is provided by LADOT Commuter Express, and the LA County Department of Public Works operates a weekend-only shuttle bus between Playa Vista and Marina Del Rey, with stops near the Venice Study Area. The Metro E (Expo) Line is also available nearby via the Downtown Santa Monica Station, approximately 1.5 miles from the Study Area. The transit network within the Study Area provides strong regional connectivity and offers meaningful opportunities to support expanded AI Fresno dining. The connections also help bring more visitors without increasing roadway congestion since the area is already so dense.

High-frequency lines, such as Metro’s Line 33 and BBB Lines 1 and 3, offer all-day service to the Venice Study Area, with the two routes typically ranking among the highest-ridership bus lines in their respective networks. These lines serve Venice with headways between 7.5 and 15 minutes throughout the day, enabling visitors, employees, and residents to access commercial and dining areas without relying on limited curbside parking. During FY 2024 – 2025, average weekday boardings on Metro Line 33 were 16,977. BBB Lines 1 and 3 saw average weekday boardings of 5,541 and 4,319 respectively.¹² These routes play a vital role in supporting visitors’ mobility, reducing single-occupancy vehicle (SOV) travel, and accommodating peak dining hours throughout the Study Area. Several previously existing services, such as Metro Lines 733 and 358, have been discontinued in favor of improving all-day headways along their respective Local 33 and 108 routes. The same was done for Big Blue Bus Line R3, which was discontinued in favor of improved all-day headways on the local Line 3.

See **TABLE 1 - FIXED-ROUTE TRANSIT ROUTES AND FREQUENCIES, EXISTING & DEFUNCT** on next page

10 <https://ladotlivablestreets.org/projects/venice>
11 <https://ladotlivablestreets.org/projects/lincoln>
12 City of Santa Monica Department of Transportation, Annual Report FY 2024 – 2025. Retrieved from <https://www.santamonica.gov/media/DOT/Santa%20Monica%20Department%20of%20Transportation%20-%202025%20Annual%20Report.pdf>

Table 1 – Fixed-Route Transit Routes and Frequencies, Existing & Defunct

Operator	Line	Route	Weekday Peak Headways‡	Weekday Off-Peak Headways‡	Weekend Headways‡
LA Metro (LACMTA)	33	Santa Monica – Downtown LA via Venice Bl.*	7.5	7.5	10
LA Metro (LACMTA)	108	Marina Del Rey – Pico Rivera via Slauson Av.	45	45	45
Santa Monica Big Blue Bus (BBB)	1	Venice – UCLA via Main St. & Santa Monica Bl.	10	10	15
Santa Monica Big Blue Bus (BBB)	3	Downtown Santa Monica – LAX/ Metro Transit Center via Lincoln Bl.	10	10	15
Santa Monica Big Blue Bus (BBB)	18	UCLA – Abbot Kinney – Marina Del Rey	25	30	30
Culver CityBus (CC)	1	Venice – Culver City – Washington Fairfax Hub via Washington Bl.	15	15	15
Marina Del Rey Beach Shuttle (LACPW)		Playa Vista – Marina Del Rey Loop	–	–	30**
Commuter Express (LADOT)	437A	AM to Downtown LA PM to Culver City – Marina Del Rey – Venice	20***	–	–
Defunct Services					
LA Metro (LACMTA)	Rapid 733	Santa Monica –Downtown LA Union Station via Venice Bl.	–	–	–
LA Metro (LACMTA)	358	Marina Del Rey – Pico Rivera via Slauson Ave Limited	–	–	–
Santa Monica Big Blue Bus (BBB)	Rapid 3	Downtown Santa Monica – Aviation/LAX Green (C)	–	–	–

‡ Headways displayed in minutes.
* Except late nights and Owl service, every other eastbound trip terminates in Venice at Main St/Sunset Ave, and every other westbound trip terminates at LA Union Station.
** Marina Del Rey Beach Shuttle operates seasonally, typically during the summer only. Service is not year-round.

Sources:
LA Metro Bus and Rail Schedules, accessed from <https://www.metro.net/riding/schedules-2/>
Bug Blue Bus Schedules, accessed from <https://www.bigbluebus.com/routes-and-schedules/>
Culver CityBus Schedules, accessed from <https://www.culvercitybus.com/Maps-and-Schedules/>
LADOT Commuter Express Schedules, accessed from <https://www.ladottransit.com/commuterexpress/>
Marina Del Rey Beach Shuttle Schedule, accessed from <https://beaches.lacounty.gov/beachshuttle/>

Micro-transit

Micro-transit, as defined by the Federal Transit Administration, is “a technology-enabled service that uses multi-passenger vehicles to provide on-demand services with dynamically generated routing. Micro-transit services are traditionally provided in designated service areas. Service models include first mile/last mile connections to fixed route services; hub to hub zone-based services; the commingling of ADA complementary paratransit services with general transit service; and point-to-point service within a specific zone or geography.”¹³ Micro-transit services are typically operated by municipal transit agencies or private operators within specific service areas. On-demand shuttle services in the Venice Study Area provide flexible, shared-ride transit using app-based micro-transit providers. This range of services is listed in **TABLE 2**.

LAnow, operated by LADOT Transit, offers on-demand rides Monday through Friday from 6:00 AM to 7:00 PM across Westside neighborhoods, including Venice, Mar Vista, Del Rey, and Palms. Riders request pick-up through the LAnow app and are picked up within a quarter mile of their location. Fares are affordable: \$1.50 for adults and children over five, \$0.75 for seniors and disabled users, and free for children under four.¹⁴

Funding for the operation of the LAnow program is currently provided through a mixture of the Proposition A Local Transit Assistance Fund (PALTA), as well as the California Air Resources Board (CARB) Sustainable Transportation Equity Project (STEP) Implementation Grants.

During FY24–25 (July 2024 to June 2025), LANow recorded 50,136 boardings across the Westside service area, indicating that the program is a popular local mobility option throughout the Westside.¹⁵ The service provides a convenient first- and last-mile solution for Westside visitors, residents, and employees to reach local destinations and the Metro E Line at Palms Station.

Circuit is a private company that operates an app-based on-demand service, similar to LANow. The company previously operated an on-demand micro-transit service throughout parts of the Study Area and Marina Del Rey, free of charge; the service has since been suspended, and as of 2025, has not been reintroduced to the area.¹⁶ Circuit is available in Santa Monica free of charge, though the service does not enter or interact with the Venice Study Area.

Table 2 – On-Demand Micro-transit Services, Existing & Defunct

Operator	Service Area	Weekday Hours of Operation	Weekend Hours of Operation
LAnow (LADOT)	Santa Monica City Limits (Dewey St.) & National Blvd, south to Washington Blvd, CA-90 Marina Fwy, Playa Vista. Pacific Ave, east to 405 Fwy, Palms & Palms E Line Station	6:00 AM – 7:00 PM*	–
Circuit Santa Monica	Montana Ave., South to Los Angeles City Limit (Navy St.). Pacific Ocean, east to Lincoln Bl.	11:30AM – 8:00PM	11:30AM – 8:00PM
Defunct Services			
Circuit Venice / Marina Del Rey	Abbot Kinney Bl, south to Marina Del Rey (Fiji Way). Pacific Ocean, east to Abbot Kinney Bl & Lincoln Bl.	–	–

* LAnow does not operate on holidays, if the holiday falls on a weekday.

Sources:
LAnow Service Areas and Hours of Operation, accessed from <https://www.ladottransit.com/lanow/>
Circuit Santa Monica Service Areas and Hours of Operation, accessed from <https://www.ridecircuit.com/santa-monica>

13 <https://www.transit.dot.gov/regulations-and-guidance/shared-mobility-definitions>
14 <https://www.ladottransit.com/lanow/>
15 LADOT Annual Report, FY24-25. Retrieved from <https://ladot.lacity.gov/sites/default/files/documents/annual-report-fy-2024-to-2025-v2.pdf>
16 <https://www.ridecircuit.com/venice-marina-del-rey>

Figure 6 – Fixed & On-Demand Transit Connections



2.4 Parking Inventory

2.4.1 On-Street Parking

The number of un-marked spaces is an estimate based on the length of a block face curb divided by an estimated length of 20 feet per parking space. This 20-foot stall length was chosen to maintain consistency with the 2021 Fehr & Peers report, as well as to allow for a proper baseline of comparison between the findings of this report and the previous.

As of July 2025, Walker identified approximately **12,137** on-street parking spaces in the Study Area. Of this total, **421** on-street parking spaces are demarcated, constituting **3.49%** of the available on-street supply. Of the total demarcated spaces, **260** spaces are metered, constituting **2.16%** of available on-street supply and **61.8%** of all demarcated spaces. The remaining **11,716** spaces are unstriped spaces. These values are summarized in **TABLE 3**. Most metered spaces are located along primary commercial corridors and fronting commercial properties, such as along Lincoln Boulevard and Washington Boulevard. Metered spaces are also primarily available in the Venice Beach sub-area, with meters present on most blocks in the sub-area. Additionally, there are **6** on-street electric vehicle (EV) charging spaces available throughout the Venice Study Area. EV charging spaces are also available on some off-street lots, primarily in commercial shopping center lots, though these have not been counted as EV charging spaces on private lots are not a part of the City-managed supply.

The 12,137 on-street parking spaces identified in this Study differ from the 12,157 on-street spaces identified in the 2021 Fehr & Peers report by 20 fewer spaces. This reduction in parking spaces can be attributed to several factors and changes in the allocation of space to parking throughout the Venice Study Area. Namely, the introduction of demarcated spaces along Abbot Kinney Blvd reduced and fixed the total viable supply of this corridor to 132.

The unmarked on-street curb parking supply is regulated by curb markings, signage restrictions, non-monetized time limits, and/or a combination of regulations. Most unmarked on-street parking is regulated only by a weekly street sweeping restriction or an overnight parking restriction for vehicles over 7 feet high or 22 feet long, typically targeted at RVs or other large vehicles. The number of streets with an overnight large vehicle restriction has expanded significantly since the previous 2018 inventory, covering more residential streets that intersect major mixed-use or commercial corridors. Some street segments contain an additional restriction for vehicles over 6 feet high, typically those with short curb lengths or tree cover that prevents parking of taller vehicles without the potential for damage. A variety of other restrictions exist, including but not limited to:

Table 3 – Existing On-Street Parking Supply in the Venice Study Area

Parking Type	Number of Spaces		
	Unstriped	Demarcated, Not Metered	Demarcated & Metered
Oxford Triangle	2,000	0	0
Marina Peninsula	2,123	3	146
Abbot Kinney	4,050	132	0
Venice Beach	938	0	74
Rose Avenue	2,605	26	40
Subtotals	11,716	161	260
TOTAL			12,137

Source: Walker Consultants, 2025

- Time limits of 15 minutes, 30 minutes, 1 hour, 2 hours, or 4 hours during specific enforcement hours (8AM – 6PM, 9 AM – 3 PM, or 9 AM – 4PM)
- Anti-gridlock parking restrictions during peak hours (7 AM – 9 AM, 3 PM – 7 PM, or 4 PM – 6 PM)
- No parking overnight OR overnight parking only
- Passenger or commercial loading zones, including valet zones
- School day parking restrictions, such as during the school day or during pick-up/drop-off periods
- Sightseeing Bus/Van Zone only at specific hours
- Bicycle / Motorcycle parking only

On certain commercial corridors, such as along Main Street and Abbot Kinney Boulevard, some parking spaces have been re-purposed as micro-mobility and motorcycle-exclusive parking. Most of the improvements along Abbot Kinney Boulevard were performed as part of a larger effort to introduce parking meters along Abbot Kinney Blvd since January 2020¹⁷. Although the meters were ultimately not installed, the installation of demarcated parking stalls, 7 accessible parking spaces, 18 motorcycle-specific stalls and 9 on-street corrals for micro-mobility devices was still completed, further improving non-vehicle mobility along the commercial corridor. As of December 2025, LADOT is in the process of pursuing a coastal development permit (CDP) for the introduction of metering to demarcated stalls along Abbot Kinney Boulevard. Prior to these improvements, 2 bike corrals had already existed along the corridor as a part of LADOT’s People Street Program.

The 260 metered spaces identified throughout the Study Area are managed and operated by LADOT, including both single-space and multi-space meters as a part of LADOT’s LAExpress Park program. The number of metered spaces available was cross-referenced and verified with LA City Open Data, provided and managed by LADOT. The breakdown of metered spaces across the Study Area is displayed in **FIGURE 7**. Since the 2018/19 Fehr & Peers study, approximately 68 additional metered spaces have been utilized by Al Fresco participants.

The meter infrastructure remains in place at these meters. Under the temporary Al Fresco Dining Program, which allowed participating restaurants to operate Al Fresco dining patios, no provision required participants to compensate LADOT for lost meter revenue. Outside of the Al Fresco Dining program, parking meters can be considered for permanent or temporary removal with associated fees, such as meter revenue recovery. Temporary removal may also involve the removal and reinstallation of meters, posts, and signs. Al Fresco Dining facilities are currently not under any requirement to pay these fees to LADOT. The specific impacts per sub-area are further explored in **SECTION 3.2 – AL FRESCO IMPACT & WALKSHED ANALYSIS**.

Metered spaces are regulated and enforced using a combination single-space smart meters and multi-space meters (MSM). The available metered spaces have either 1-hour or 2-hour time restrictions, with a mix of standard hourly-rate meters and dynamic time-of-day (TOD) meters, shown in **TABLE 4**. All meters, both smart single- and multi-space, accept a combination of coins and credit/debit cards. As a part of the LA Express Park program, some meters are planned to be upgraded to accept contactless NFC payments and all meters currently accept mobile app payments.¹⁸ It should be noted that as of December 1st, 2025, TOD meter rates in the Study Area have been adjusted to reflect parking demand at the time.¹⁹

TABLE 5 summarizes the estimated single-space meter revenue observed between August 2024 and July 2025, accounting for 12 months of meter activity during all seasons and periods of activity. Data was provided by the LADOT Parking Meters Division. Estimates are based on the provided meter transaction data from LADOT and Walker’s assumption of a typical paid parking session of 1.5 hours per transaction, independent of actual time limits per meter which range from 1 to 4 hours, and average meter rates of \$2.00 per hour between May – September, and \$1.00 per hour between October – April. This results in a median per-meter revenue of \$9.90 per day between May – September and \$4.41 per day between October – April, or approximately 4.5 – 5 hours of paid time per meter.

Table 4 – Typical Meter Rates in the Venice Study Area

Parking Meter Type	Typical Time Limit	Typical Rate (per hour)
Flat/Standard Hourly	1 – 2 hours	\$0.50, \$1.00, \$2.00
Demand Based (Time-of-Day)	1 – 2 hours	\$0.50 – \$3.00

Source: LA Express Park, LADOT

Table 5 – Estimate Single-Space Meter Revenue by Month, Venice Study Area

	Monthly Total	Estimated Daily Average	Estimated Daily Revenue Per Meter
August (2024)	\$59,913.00	\$1,932.68	\$11.11
September	\$51,228.00	\$1,707.60	\$9.81
October	\$24,939.00	\$804.48	\$4.62
November	\$23,017.50	\$767.25	\$4.41
December	\$23,553.00	\$759.77	\$4.37
January (2025)	\$21,598.50	\$696.73	\$4.00
February	\$21,636.00	\$772.71	\$4.44
March	\$24,520.50	\$790.98	\$4.55
April	\$14,019.00	\$467.30	\$2.69
May	\$52,044.00	\$1,678.84	\$9.65
June	\$51,702.00	\$1,723.40	\$9.90
July	\$54,525.00	\$1,758.87	\$10.11
Total Revenue	\$422,695.50		

Estimate monthly, daily, and per-meter revenues calculated for 174 single-space meters based on an assumed 1.5 hour paid session per transaction. Multi-space meter revenue excluded.

Sources:

IPS Single Space Meter Transactions, Zones 541 (Venice) and 562 (Washington-Pacific), obtained from LADOT (August 2024 – July 2025)
Walker Consultants, 2025

17 <https://la.streetsblog.org/2020/01/08/ladot-proposes-major-changes-to-car-parking-on-abbot-kinney>

18 <https://www.laexpresspark.org/about-la-expresspark/>

19 <https://www.laexpresspark.org/new-rates-in-dtla-hollywood-and-westwood-2-2/>

Figure 7 – On-Street Metered & Unmetered Block Faces



2.4.2 Off-Street Parking

As of July 2025, there are approximately **3,024** off-street parking spaces available in or near the Study Area, summarized in **TABLES 6 AND 7**. Of this total, **2,638** are a combination of public and privately operated lots within the Study Area, with the remaining **386** spaces consisting of two public lots owned by the County of Los Angeles Department of Beaches & Harbors (B&H) that are outside of the Study Area in unincorporated Marina Del Rey. However, both lots can feasibly serve visitors to the Venice Beach coastline due to their proximity to the coastline and fishing pier at the end of Washington Boulevard. Of the spaces within the Study Area, **1,667** spaces are in public lots, and **971** spaces are in privately operated lots that are open to the public for visitors. Although not all lots are advertised as exclusively “Beach Parking” or “Restaurant Parking”, all lots serve as contributions to the overall parking supply working in tandem with the existing on-street and municipal off-street supply. The largest contributors to the off-street supply *within* the study Area are the three beach lots owned by B&H and the City-owned Lots 731 and 701 (shown as **ID #4** in **FIGURE 8**) in the median of North and South Venice Boulevard between Pacific Avenue, Dell Avenue, and Venice Way. Combined, these five lots contribute **1,347** spaces to the off-street supply, approximately 50% of the overall publicly accessible off-street supply. In addition, there are several private parking lots that operate unique schedules, such as those belonging to schools

or churches, that present an opportunity for local shared parking partnerships that maximize the use of all available off-street parking. Further details on potential mitigations and strategies related to the use of private off-street parking facilities for public use are explored in the **Mitigation Measures Implementation Plan**.

A total of 28 private lots were included in the off-street parking inventory due to a combination of several factors which made them ideal facilities for beachgoers, diners, shoppers, and coastal visitors alike. The facilities are all within a 10-minute walking distance (approx. ¼ mile) of either the Venice Beach coastline or an AI Fresco Dining participant with an active outdoor dining patio. Most facilities in the Study Area are owned and operated by SafetyPark, a Los Angeles-based full-service valet and parking management company. These facilities offered varying daily and hourly rates, based on the season and time of day, as well as current occupancy. The facilities offered mixed payment methods, with most accepting cash and some also accepting contactless payments through QR codes available at a facility’s parking stalls. During several field observations, it was observed that the larger private operators typically had a rotating staff of enforcement officers visiting each facility in a rotation.

Table 6 – Existing On-Street and Off-Street Parking Supply in the Venice Study Area

Parking Type	Number of Spaces
Off-Street Public Lots (within Study Area)	1,667
Off-Street Public Lots (outside Study Area)	386
Off-Street Private Lots	971
TOTAL	3,024

* Off-Street Public Parking is further broken down into 586 LADOT-owned spaces and 1,081 B&H-owned space.

Source: Walker Consultants, 2025

Figure 8 – Off-Street Parking Facilities



Table 7 – Existing Off-Street Parking Supply, Capacity & Price Breakdown

Facility Name		# of Stalls	Pricing
Public Lots			
1	LADOT Lot 613	37*	Free; \$0
2	LADOT Lot 616	29	Free; \$0
3	LADOT Lot 617	22	Free; \$0
4	LADOT Lot 701/731	327**	Mon–Fri \$5.00; Sat–Sun, Holidays \$12.00. Price may vary between \$5.00 – \$25.00 per day based on season, time of day, and demand.
5	LADOT Lot 740	41	\$1.00 per hour, \$4.00 daily maximum
6	LADOT Lot 759	66	\$0.75 each 15 minutes, Friday & Saturday 6 pm – 2 am. \$0.50 each 15 minutes, all other times.
7	LADOT Lot 760	50	\$0.75 each 15 minutes, Friday & Saturday 6 pm – 2 am. \$0.50 each 15 minutes, all other times.
8	LADOT Lot 761	14***	May 1–Sep 30, \$2.00 per hour. Oct 1–Apr 30, \$1.00 per hour.
9	B&H: Rose Ave Lot	288	\$5.00 – \$9.00, Summer Weekdays \$9.00 – \$18.00, Summer Weekends & Holidays \$4.00 – \$6.00, Non-Summer Weekdays \$5.00 – \$9.00, Non-Summer Weekends & Holidays
10	B&H: Venice BI Lot	352	
11	B&H: Washington BI Lot	380	
12x	B&H: North Jetty Lot	61	\$0.50 each 15 minutes, 2-hour maximum, \$1.00 minimum credit card charge.
13x	B&H: Marina Lot 8	183	\$7.00 – \$11.00, Summer \$5.00 – \$7.00, Non-Summer
14x	B&H: Marina Lot 10	203	\$10.00, Summer Weekdays \$15.00 – \$20.00, Summer Weekends & Holidays \$6.00, Non-Summer Weekdays \$8.00 – \$11.00, Non-Summer Weekends & Holidays
Public Lots Subtotal		2,053	
Private Lots			
15	512 Rose Avenue	60	Varies‡
16	300 Main Street	42	Varies‡
17	107 Rose Avenue	21	Varies‡
18	411 Ocean Front Walk	22	Varies‡
19	601 Ocean Front Walk	50	Varies‡
20	801 Speedway	52****	Varies‡
21	821 Pacific Avenue	13	Varies‡
22	1007 Ocean Front Walk	24	Varies‡
23	1505 Ocean Front Walk	54	Varies‡

Facility Name		# of Stalls	Pricing
24	20 Market Street	18	Varies‡
25	14 Market Street	28	Varies‡
26	47 Windward Avenue	69	Varies‡
27	1601 Ocean Front Walk	48	Varies‡
28	18 17th Avenue	8	Varies‡
29	10 18th Avenue	12	Varies‡
30	32–36 17th Avenue	38	Varies‡
31	1715 Pacific Avenue	22	Varies‡
32	42 North Venice Boulevard	85****	Varies‡
33	100 Venice Way	24	Varies‡
34	121 Windward Avenue	33	Varies‡
35	185 Windward Avenue	36	Varies‡
36	1014 Electric Ave	50	Varies‡
37	1418 Electric Ave	32	Varies‡
38	1653A Abbot Kinney Boulevard	16	Varies‡
39	127 Washington Boulevard	12	Varies‡
40	3116 Pacific Avenue	11	Varies‡
41	100 Washington Boulevard	19	Varies‡
42	400–430 Washington Boulevard	55	Varies‡
43	812 Washington Boulevard	17	Varies‡
Private Lots Subtotal		971	
Total Off-Street Supply		3,024	

x Marina Lots 8, 10, and North Jetty are counted in the total off-street parking supply, but were not counted in the utilization analysis due to their distance from an AI Fresco Dining facility.

* Lot 613 is listed as having 53 spaces by LADOT’s Parking in LA webpage, however the on-site inventory concluded that 37 spaces were readily available in the lot. This may be due to faded striping, poor pavement conditions, or vehicle parking habits.

** Lots 701 and 731 have been combined to account for their combined use and management. Individual capacities listed here. Lot 701, 150 spaces. Lot 731, 177 spaces.

*** Lot 761 is partially occupied by an AI Fresco Dining patio, reducing its actual stall capacity to 9. However, field observations noted that vehicles continue to use the walls of the patio as additional parking space, as well as areas of concrete not designated for parking.

**** Stall counts are estimates due to the inability to inventory some facilities.

‡ The price of private off-street facilities tends to vary by location, season, time of day, weather, and occupancy. Rates vary from \$5.00 – \$25.00 per day, not accounting for hourly or tiered (i.e. first-hour) rates.



2.5

Legislative & Regulatory Conditions

2.5.1

State Legislation

Typically, parking requirements for specific land uses are dictated by local zoning ordinances that establish minimum (or maximum) parking space requirements per land use type within a given area. This may differ from area to area within a city based on the use of specific plans or other localized ordinances. However, there are cases in which a regional body or state legislature may intervene to dictate local land use planning in an effort to incentivize certain land use practices in exchange for others. The California state legislature, for instance, has passed several pieces of legislation over the past few years that have directly impacted how local municipalities may require parking or limit density. Specifically, there have been key bills passed through the State legislature that impact how parking minimums or zoning regulations work within the City, directly impacting how parking is distributed within the Venice Study Area. Other pieces of legislation have also been passed that directly impact how outdoor dining operations are able and are allowed to function within the existing restrictions of a city's code of ordinances.

Several pieces of legislation regulate based on distance from a major transit stop, which is defined in the state's Public Resources Code (PRC) as a site containing one of or a combination of the following: an existing rail or bus rapid transit stop, or the intersection of two or more major bus routes with a frequency of service interval of 20 minutes or less during the morning and afternoon peak commute periods.²⁰ Note that the PRC also defines ferry terminals with bus or rail transit service as a major transit stop; however, the presence of ferry terminals is not applicable to the Venice Study Area.

SB9 (2021)

Senate Bill 9, passed in September 2021 and also known as the Housing Opportunity and More Efficiency (HOME) Act, is a state law that aims to increase housing supply across the State through streamlined measures that expand infill development opportunities, including making it easier to apply for a lot split or two-unit development on a single-family zone.²¹ The law specifically applies to already existing single-family zones that meet other regulatory requirements, such as not being within historical preservation areas, regulatory floodways, wetlands, or other high-risk areas.²²

Given these restrictions, the law's applicability within the Venice Study Area is limited to the single-family tracts in the Oxford Triangle sub-area, as well as the residential areas south of Washington Boulevard in the Marina Peninsula sub-area.

There are other single-family residential tracts within the Study Area in the Marina Peninsula; however, these are ineligible for SB9 regulatory easing because they are within floodways or not within walking distance of a major transit stop. Per the parking utilization analysis summary provided in **SECTION 3**, on-street parking in the Oxford Triangle and Marina Peninsula areas are not impacted by Al Fresco Dining operations nor by existing residential demand, therefore not of major impact to the overall parking demand of the Study Area.

AB2097 (2022)

Assembly Bill 2097, passed in September 2022, is a state law that prohibits public agencies or cities from imposing a minimum vehicle parking requirement on most development projects located within a half-mile radius of a major transit stop.²³ Eligible development projects include most residential, commercial, and industrial projects with exceptions for hotels and other forms of lodging.

AB2097 impacts parking requirements in the Venice Coastal Zone as summarized below:

- The main qualifying transit stops are:
 - Windward Circle (multiple high-frequency bus routes)
 - Venice Blvd & Lincoln Blvd (served by Metro Line 33 and Big Blue Bus Line 3).
 - Lincoln Blvd corridor (served by Big Blue Bus Line 3).
 - Venice Blvd corridor (served by Metro Line 33).
- These corridors create overlapping ½-mile buffers that cover most of the inland portion of the Venice Coastal Zone, especially east of Pacific Avenue and near Lincoln Blvd.

Although the majority of the Venice Study Area is within the boundaries of AB2097, with the exception of most of the Marina Peninsula sub-area as shown in **FIGURE 9**, future development and densification may be limited by the high costs of development within the Coastal Zone, as well as by the ability for members of the public to appeal against the development of an AB2097 project on the grounds of "substantial negative impacts on existing residential or commercial parking within one-half mile of the housing development project"²⁴. However, such appeals may be countered by the existence of several high-quality transit and non-driving options present within the Venice Coastal Zone, particularly the presence of multiple high-frequency transit lines which allow for developments to operate with a reduced minimum parking requirement.

²⁰ California Public Resources Code (PRC § 21064.3)

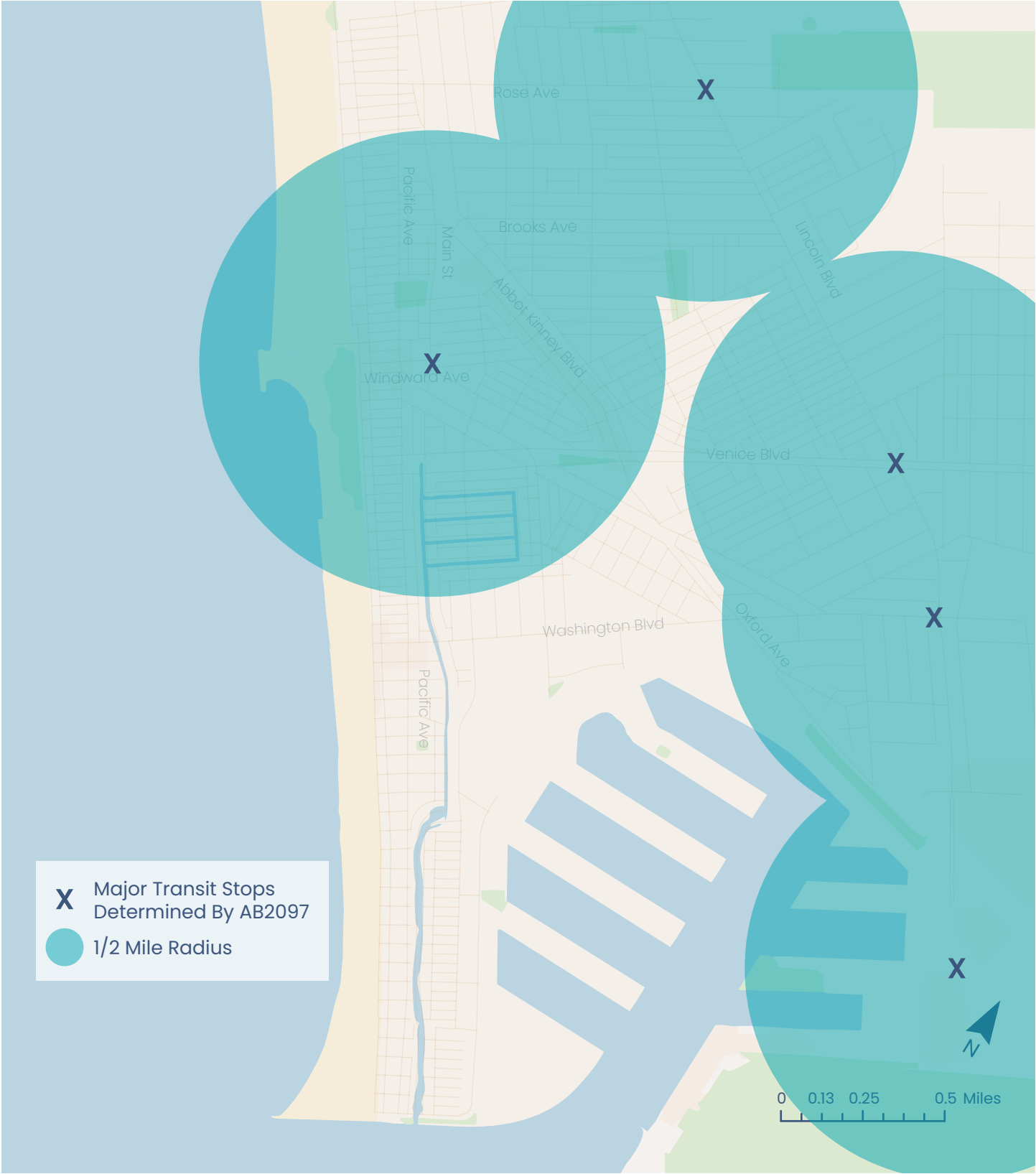
²¹ <https://planning.lacity.gov/project-review/senate-bill-9>

²² Ibid.

²³ California Government Code (GOV § 65863.2)

²⁴ Ibid.

Figure 9 – AB2097 Area of Impact within Venice Study Area



AB592 (2025)

Assembly Bill 592, passed on Oct. 9, 2025, extends the COVID-era Alcoholic Beverage Control Act until January 1, 2029.²⁵ The bill allows restaurants to expand their outdoor dining areas by expanding their licensed footprint, enabling the sales of to-go alcoholic beverages, and delivery privileges.

In addition, changes have been made to the parking requirements for outdoor dining spaces. Per the updated state code’s language:

“If an outdoor expansion of a business to mitigate COVID-19 pandemic restrictions on indoor dining interferes with, reduces, eliminates, or impacts required parking for existing uses, a local jurisdiction that has not adopted an ordinance that provides relief from parking restrictions for expanded outdoor dining areas shall reduce the number of required parking spaces for existing uses by the number of spaces that the local jurisdiction determines are needed to accommodate an expanded outdoor dining area.”²⁶

What this means is that if the City has not yet implemented a special local ordinance establishing additional parking requirements for existing Al Fresco Dining facilities, then that facility’s additional parking requirements are zero. It is unclear whether this rule also applies to new Al Fresco Dining facilities, although it would be expected that the rule would not apply to new uses and only apply to grandfathered existing uses. Within the Venice Study Area, approximately 62,000 square feet of additional dining space have been created and a total of 193 on- and off-street parking spaces have been rendered unavailable from the local parking supply, as a result of the Al Fresco Dining program. Due to the passage of this bill and its enforcement being enacted in January 2026, the additional square footage and dining seats created by the existing Al Fresco Dining facilities would no longer be subject to additional parking requirements by the City. Future facilities may be subject to reduced additional parking requirements or a future “Lost Revenue” fee administered by LADOT for the use of metered parking spaces.

It should be noted that under AB592, a mandate for reduced parking is not guaranteed or certain within the Venice Coastal Zone. The legislation does not include any specific language for meeting or cooperating with requirements established by the CCC or Coastal Act, meaning that local jurisdictions would need to amend their certified Local Coastal Plan (LCPs) to implement the new legislation. Therefore, the Venice LCP and LUP would need to be updated and certified to acknowledge the updated legislation under AB592.

SB79 (2025)

Senate Bill 79, approved on Oct. 10, 2025 and expected to go into effect July 1, 2026, is a state law that makes qualifying “transit-oriented housing developments” an allowed use on sites zoned for residential, mixed, or commercial development that are located near specified transit stops in urban transit counties.^{27 28} There are two Tiers, outlining scaled development standards within ¼ and ½ mile from TOD stops, with Tier 1 having more permissible standards than Tier 2.

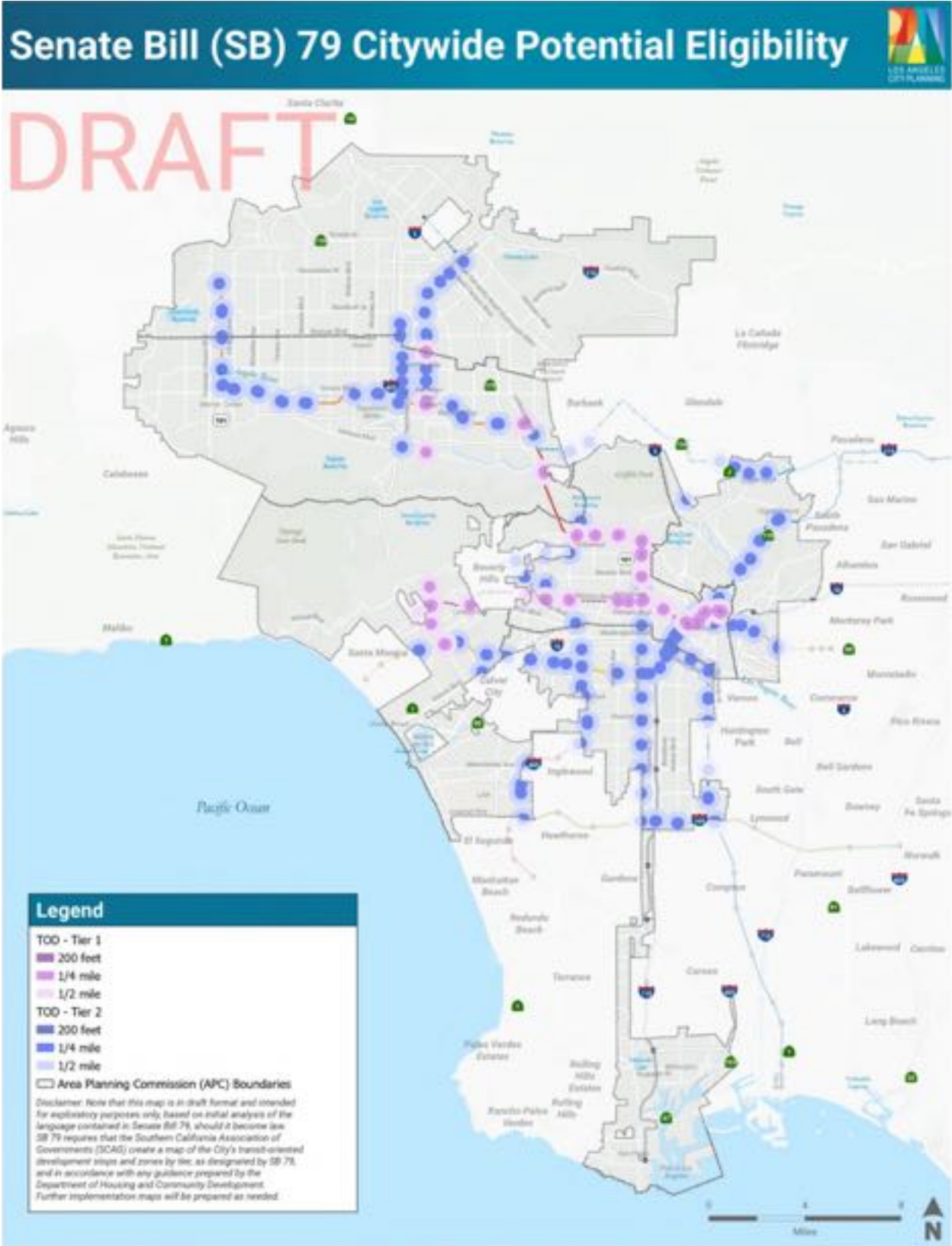
Two areas are defined as major transit stops within the Venice Study Area, those being the intersections of Lincoln Boulevard/ Rose Avenue and Lincoln Boulevard/Venice Boulevard. Both of these areas are designated as Tier 2 TOD areas, which in this case are defined as areas with existing or upcoming bus rapid transit. The two areas are defined as part of a High Quality Transit Corridor (HQTC) by SCAG, granting them potential eligibility under the impacts of SB79 upon the agency’s completion of an eligible zones map. Within the Study Area, the two Tier 2 TOD areas primarily affect areas already zoned for multi-family residential, except for a small section of single-family residential in the Oxford Triangle sub-area, which is within ½ mile of the Lincoln/Venice TOD area. The two areas are eligible for delayed effectuation (DE), however, as both TOD areas contain a significant number of parcels that are subject to the City’s Rent Stabilization Ordinance (RSO), in which sites that contain more than two RSO units that have been occupied or demolished in the past 7 years may be ineligible for SB79.

Several updates have been made to the City’s interpretation of SB79 on local housing regulations throughout the course of this Study. As of February 2026, DCP has released a new draft eligibility map that removes any stations and Major Transit Stops without a locally preferred alternative (LPA).²⁹ In addition, the Southern California Association of Governments (SCAG) released their preliminary draft SB79 eligibility map on June 1st, 2026, which closely aligns with the determinations that were made by DCP in their draft map.³⁰ This means that potential station locations along the proposed Lincoln Boulevard Transit Corridor have been removed from consideration for SB79 under DCP’s interpretation, due to no LPA being selected at the time of the map releases.

Note that the map prepared by DCP is based on the City’s independent interpretation of SB79 and is not meant to represent a final determination of TOD zones, as SB79 requires that SCAG ultimately create the final map of TOD stops and zones by tier. In addition, the map created by SCAG is a preliminary draft version that is meant to be purely informational and not yet an

25 California Business and Professions Code (BPC § 25750.5)
26 California Government Code (GOV § 65907)
27 <https://www.hcd.ca.gov/planning-and-research/sb79-tod>
28 California Government Code (GOV § 65912.155 - 65912.162)
29 https://planning.lacity.gov/odocument/1c8176c3-fbac-4717-8477-a65ee0fc06e4/SB79_Citywide_APC_updateSep2025.pdf
30 <https://scag.ca.gov/housing>

Figure 10 – SB79 Citywide Area of Potential Impact (as of March 2026)



official determination. As such, the eligibility of any areas within the Venice Coastal Zone are not final and are subject to change, though it can be assumed that SB79 will have no impact in the Venice Study Area or Coastal Zone.

As a result, the increased housing density allowances under SB79 may no longer be currently applicable to the two major transit stops in the Venice Coastal Zone, though the relaxed minimum parking requirements under AB2097 are indeed still applicable to eligible areas.

2.5.2 Existing Requirements & Programs

Parking Requirements

The parking requirements for different land uses in the Venice Coastal Zone are outlined in the 2001 Venice Local Coastal Program Land Use Plan and the Venice Coastal Zone Specific Plan (2004). **TABLE 8** summarizes the parking requirements for the most common land use types in Venice.

As displayed in **TABLE 8**, the minimum number of required parking stalls for a restaurant use in the Venice Coastal Zone is 1 per 50 square feet of service floor area (SFA), which can also be translated into a ratio of 20:1,000, or 20 parking spaces per 1,000 square feet (1 ksf) of SFA. This requirement is double what is required by the city-wide LAMC, which dictates a minimum requirement of 1 per 100 square feet of gross floor area, or a ratio of 10:1,000 square feet.

Table 8 – Minimum Parking Requirements in the Venice Study Area

Land Use	Minimum Parking Requirement
Single Family (Smaller Lot)	2 per DU (3 per DU in Silver Strand/Canals)
Single Family (Larger Lot)	3 per DU
Multi-Family	2 per DU
Multi-Family Visitor	0.25 per DU
Commercial	1 per 250SF to 1 per 150SF
Office	1 per 250SF to 1 per 150SF
Restaurant	1 per 50SF of Service Floor Area
Hotel	2 spaces + 1 per room (first 30) + 1 per 2 rooms (next 30) + 1 per 3 rooms (remaining) + 1 per 100 SF eating/drinking + 1 per 5 seats or 35 SF for meeting rooms + 2 per dwelling unit

Additional parking is required for properties in the Beach Impact Zone (BIZ) as shown in Exhibits 17a and 17b of the Venice Land Use Plan. Commercial & industrial projects require an additional parking space for every 640 square feet of floor area of the ground floor, with a minimum of 2 spaces. Multi-family residential projects require an additional parking space for every 1,000 square feet of ground floor for projects with three units or more, with a minimum of 1 space.

Sources:

2001 Venice Local Coastal Program Land Use Plan and 2004 Venice Coastal Zone Specific Plan.
Walker Consultants, 2025

Several challenges arise from the existing parking requirements under the VCZSP:

- Parking requirements do not reflect current conditions.** The Venice Coastal Zone’s current parking requirements were adopted over 20 years ago, in 2004. Both the Venice Coastal Zone and commercial real estate trends have changed significantly over the last 20 years, particularly in new mobility trends, necessitating a fresh look at the City’s parking requirements. The introduction of the LA Al Fresco Outdoor Dining program introduces a unique use that was not accounted for by the existing requirements, requiring assumptions to be made about parking ratio requirements for these uses.

Table 9 – Venice Coastal Zone Parking In Lieu Fee Revenue and Number of Parking Spaces

Year	Amount	Number of Parking Spaces
Unknown	\$72,000	4
1991	\$36,000	2
1997	\$18,000	1
2003	\$36,000	2
2005	\$54,000	3
2006	\$216,000	12
2007	\$197,700	11
2008	\$18,000	1
2009	\$36,000	2
2010	\$72,000	4
2012	\$90,000	5
2013	\$90,000	5
2018	\$72,000	4
2019	\$36,000	2
2022	\$18,000	1
Total	\$1,061,700	59

- Parking conditions do not reflect citywide requirements.** The city-wide minimum parking requirements under the LAMC for restaurants is 1 space per 100 square feet of SFA, which means that the minimum requirement for restaurant uses is double in the Venice Coastal Zone than it is citywide.
- Staff administration may be cumbersome.** Many commercial locations in the Venice Coastal Zone do not have a compliant number of parking spaces based on the Specific Plan’s current parking requirements. Even when a variance or other exception is not ultimately required, a detailed parking review and evaluation as part of a development CDP may be required, which typically involves shared parking analysis and/or a parking study prepared by a third-party consultant at the applicant’s time and expense.
- Parking ratios may inhibit economic development.** There is limited space to add surface parking in many areas, or underground, and the cost of constructing additional parking is prohibitively expensive for individual businesses and small-scale commercial development.

Parking In-Lieu Fee Program

The Venice Coastal Zone parking in-lieu fee program (established in 2004) allows developers and business owners to pay a \$18,000 fee per required parking space instead of providing the full number of on-site parking spaces mandated by the Venice Coastal Zone Specific Plan. This option is available for up to 50% of the required spaces for commercial and industrial uses, and up to 100% for multifamily residential projects; however, it is not available for single-family residential developments. The fees are collected by LADOT and deposited into the Venice Coastal Zone Parking Impact Trust Fund, which can be used for parking facility improvements, shuttle operations, administrative costs, and bicycle infrastructure.

However, the program has been underutilized, with only 59 spaces paid for since 1991, generating approximately \$1.1 million in revenue (revenue and number of parking spaces by year summarized in [TABLE 9](#)). Expenditures have been limited to the construction of two surface lots (LADOT Lots 759 and 760) and planning efforts, resulting in a fund balance of approximately \$823,000 as of 2025. The California Coastal Commission has identified issues with the program, including the low fee amount (which is well below the actual cost of constructing a parking space, estimated at \$36,500)³¹ and the lack of a clear mitigation plan for how the revenue is used to offset parking impacts.

Los Angeles Transportation Mitigation Impact Fee

The Transportation Improvement Assessment Fee (TIA Fee) is a one-time development fee assessed on qualifying new projects within certain areas of the city, including the Coastal Transportation Corridor Specific Plan (CTCSP), which encompasses the Venice Coastal Zone.

Its purpose is to ensure that new development contributes its fair share toward multimodal transportation improvements needed to mitigate the cumulative impacts of growth. These improvements include transit facilities, bicycle and pedestrian infrastructure, traffic signal upgrades, and other mobility enhancements that align with the Mobility Plan 2035 and California’s climate and sustainability goals.

The fee amount is based on a nexus study that calculates the relationship between new development and transportation demand, and it complies with the Mitigation Fee Act. The nexus study applicable to the Venice Coastal Zone is titled Transportation Impact Assessment Fee Program Study for Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan – Specific Plans Amendment Project (dated June 2016).³² The nexus study updated the Transportation Impact Assessment (TIA) fee programs for the Coastal Transportation Corridor Specific Plan (CTCSP) and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP). These programs were originally adopted in the late 1980s and early 1990s to fund transportation improvements that mitigate traffic impacts from new development. The nexus study responds to changes in land use patterns, transportation priorities, and cost escalation, ensuring compliance with California’s Mitigation Fee Act by establishing a clear nexus between development impacts and required improvements.

The report outlines the methodology for calculating updated fees, which is based on projected growth in trips generated by new development and the cost of planned transportation improvements. It identifies a comprehensive list of projects—including roadway enhancements, transit facilities, and multi-modal improvements—that are necessary to maintain mobility and reduce congestion in the corridor. The study uses trip generation rates from the Institute of Transportation Engineers (ITE) and applies cost factors to determine the proportional share attributable to each land use type.

The study also suggests phased implementation and periodic updates to maintain fairness and effectiveness. Payment of the fee is required before building permits are issued. Exemptions apply to projects that do not increase the number of trips or the floor area. The revenue is earmarked for projects that reduce vehicle miles traveled (VMT) and improve safe, equitable access to transportation options.

The TIA fee schedule is listed in [TABLE 10](#), summarized by land use.

31 Construction cost amount from Walker Consultants, based on California state average.

32 City of Los Angeles, Departments of Transportation & City Planning. CTCSP & WLA TIMP Specific Plan Amendments—Transportation Impact Assessment (TIA) Fee Program Study Report. December 15 DRAFT <https://planning.lacity.gov/eir/Coastal-Trans/deir/pdfs/tiafeestudy.pdf>

Table 10 – Summary of Venice Transportation Improvement Assessment Fee Schedule

Land Use	Fee Rate
Residential	
Single Family	\$11,960 per DU
Apartment	\$6,280 per DU
High Rise Apartment	\$3,792 per DU
Condominium / Townhouse	\$8,447 per DU
High Rise Condominium / Townhouse	\$4,116 per DU
Hotel	\$7,371 per room
Retail	
=< 250,000 SF	\$18,045 per 1,000 SF
250,000 SF – 800,000 SF	Interpolate
> 800,000 SF	\$22,842 per 1,000 SF
Office	
=< 50,000 SF	\$33,797 per 1,000 SF
50,000 SF – 250,000 SF	Interpolate
> 250,000 SF	\$22,650 per 1,000 SF
Industrial	
Industrial	\$14,837 per 1,000 SF
Manufacturing	\$12,743 per 1,000 SF
Warehouse	\$5,587 per 1,000 SF
Mini–Warehouse	\$4,538 per 1,000 SF
Cargo Facilities	\$10,648 per 1,000 SF
Maintenance Facilities	\$2,967 per 1,000 SF

Fund Overview

According to LADOT’s Condition of Fund Report for the Coastal Transportation Corridor Trust Fund 447, approximately \$3.5M is available to be programmed. The key fund statistics are summarized below:

- Total receipts since inception: \$49,779,534.54.
- Composition of receipts:
 - TIA fees: \$30,414,506.52 (~61%).
 - Application/traffic study fees: \$435,683.90 (~1%).
 - Interest earned: \$18,929,344.12 (~38%).
- Total disbursements & transfers out: \$32,616,636.97.
- Funds allocated to projects but not yet disbursed (encumbrances): \$13,851,141.95.
- Fund cash balance (on hand): \$17,162,897.57.
- **Net cash available to be programmed (cash minus encumbrances): \$3,311,755.62.**

Fund Expenditures

- Traffic signals & intelligent transportation systems (ITS/ATSAC)
- Speed management & neighborhood safety
- Sidewalks, pedestrian connectivity & access
- Roadway & bridge improvements
- Corridor planning, multimodal & livable streets
- Parking management & coastal access
- Transit operations & program administration
- Planning tools & modeling (VMT/Travel Demand)

Los Angeles Transportation Demand Management (TDM) Program (1993)

The City of Los Angeles first adopted its Transportation Demand Management (TDM) Ordinance in 1993, which outlines requirements for non-residential developments of more than 25,000 square feet to implement a set of TDM strategies to offset their expected trip and parking demand generation.³³ At the time of its implementation, sustainable transportation options across Los Angeles were scarce and rail transit options were significantly limited compared to today’s offerings. For instance, LA Metro’s rail network consisted exclusively of the A (formerly Blue) and B (formerly Red) Lines; the E (formerly Expo) Line would not be constructed or be within proximity of the Venice Coastal Zone until 2016. As a result, the applicability of the TDM Ordinance and its suite of program offerings are limited in scope.

Section 12.26 (G) of the Los Angeles Municipal Code (LAMC), which outlines the current TDM ordinance, includes provisions for developments with a gross floor area greater than 25,000 square feet to provide certain resources and infrastructure in their developments.³⁴ This may include bulletin boards highlighting local transit routes, carpool and vanpool information, designated parking areas for carpools and vanpools, or improvements to local mobility infrastructure (e.g. bus stops and surrounding sidewalks). As is currently written, the ordinance mainly applies to large residential and office developments, rather than applying to small retail establishments or restaurants. As such, the existing TDM ordinance would not apply to any current or future restaurants in the Venice Study Area, nor would they be under any obligation to provide said TDM resources or improvements. Any resources provided by an Al Fresco Dining operator would be optional.

As it stands, the current TDM ordinance focuses on providing employees with information regarding their non-single occupancy vehicle (SOV) commute options, however does not directly provide an incentive or dis-incentive for employees to commit to a change in commute mode. In addition, the current TDM Ordinance is based on the square footage of a development, rather than its employee count. Typically, the square footage of a development does not directly correlate with its employee count, meaning that developments of similar areas may have vastly different employee counts, requiring different intensities of TDM programming. In addition, enforcement of the TDM Ordinance is based on self-reporting that the developer or employer has committed a good faith effort in providing all of the required resources and infrastructure for the development.

33 https://planning.lacity.gov/odocument/d7e3780b-3155-44a4-98cf-0fd673a6612b/TDM-FactSheet_English.pdf

34 Los Angeles Municipal Code, Sec. 12.26.(G)

The City is in the process of developing an update to the TDM Ordinance, expected to expand its applicability and introduce a variety of new TDM program offerings that new and existing developments may use to offset their trip and parking demand generation. Under the proposed TDM Program Update, project applicants will be able to choose from a variety of programs that are each assigned points, of which a specific points target must be reached dependent on the project site’s need.³⁵ Each project is assigned a set of points based on the number of housing units, square footage, or occupancy count dependent on the project’s proposed land use. As a part of the TDM Program Update, the City has launched a TDM Calculator designed at assisting project applicants in determining which combination of programs are most applicable to their project,

and which programs will allow the project to reach its required points target.³⁶ Per DCPs website, the Draft TDM Ordinance was last presented to the City Planning Commission in September 2022. This report consisted of the Draft Ordinance and proposed Program Guidelines, as well as program requirements. As of August 2025, several ordinances have been passed by City Council taking the following actions:

- Adjusting Transportation Demand Management fees and “other related assessment and permit fees” paid to LADOT for TDM-related services and permitting.
- Implementation of the Mobility Investment Trust Fund, combining and replacing the Bicycle Plan Trust Fund and Neighborhood Traffic Management Fund.

Table 11 – Current and Proposed Los Angeles TDM Program Applicability

Use	Current Applicability (1993)	Proposed Applicability
Housing	N/A	25 units, or greater
Affordable Housing	N/A	50 units, or greater, of which all are affordable
Hotel	25ksf, or greater	25 guest rooms, or greater
Employment/Office	25ksf, or greater	25ksf, or greater
Retail/Medical Care	25ksf, or greater	50ksf, or greater
Warehouse/Industrial	25ksf, or greater	250ksf, or greater
Arena, Stadium, or Multiplex Theater	25ksf, or greater	250ksf, or greater; OR 9,000 seats, or greater
School/Institutional	N/A	250 students, or greater

35 https://cityclerk.lacity.org/online/docs/2015/15-0719-S19_rpt_dot_.pdf
36 Los Angeles Transportation Demand Management (TDM) Calculator, retrieved from: <https://tdm.ladot.lacity.org/calculation/1/0>





03

Data Analysis

3.1

Analysis Methodology

Parking supply and demand vary widely by location. Because neighborhoods within the Venice Coastal Zone experience different peak parking demands for different purposes, the data collection area was further divided into five Parking Analysis Sub-Areas, shown in **FIGURE 12 UNDER SECTION 3.3 – PARKING UTILIZATION ANALYSIS**. The areas that make up the Parking Analysis Zones were defined by their proximity to significant clusters of Al Fresco Dining participant facilities, as the primary purpose of this Study is to assess the impact of the Al Fresco Dining Program on area-wide parking and public access. Within each zone, land uses may be relatively similar or mixed. For example, the Venice Beach Sub-Area is defined by a mixture of residential and commercial uses, as well as the primary tourist section of the Venice Beach Boardwalk which includes key attractions such as Muscle Beach and several outdoor sport courts. The Oxford Triangle Sub-Area, on the other hand, is almost exclusively residential, with a road pattern that isolates it to some extent from the rest of Venice. These Parking Analysis Sub-Areas serve as the basis for the data aggregation presented in this Section.

3.1.1 Parking Terminology

Several key terms are used when discussing the findings of the Parking Utilization Analysis, which are defined below:

- **PARKING UTILIZATION** is a term used to broadly describe the discussion of parking occupancy, availability, duration, and turnover in a given area. For instance, an area with high parking occupancy, low availability, and high turnover can be described as a highly utilized area.
- **PARKING OCCUPANCY** is the number of vehicles parked during a given time period divided by the total number of spaces. For instance, a parking lot with 100 spaces and 85 vehicles is described as having an occupancy rate of 85%.
- **PARKING AVAILABILITY** is the inverse of occupancy – the number of parking spaces available during a given time period. For instance, a parking lot with 100 spaces and 85 vehicles is described as having 15 available spaces.
- **PARKING DURATION** is the amount of time that a vehicle spends parked in a single space, independent of whether the vehicle was already parked in the vicinity before or after being observed in a given space.
- **PARKING TURNOVER** is the number of vehicles that a single parking space can serve in a given timeframe. When parking duration is high, turnover is low, and vice versa. For instance, a parking space that allows parking 12 hours a day with a typical parking duration of 2 hours is expected to have a turnover of 6 vehicles per day.

3.1.2 Methodology Breakdown

Parking demand (both on-street and off-street) was analyzed during six observation periods, outlined below. These time periods were selected to capture the anticipated “peak hour” of parking demand for a variety of day types (e.g., weekday vs. weekend) and to reflect seasonal fluctuations in parking demand; namely, that parking demand is higher during the summer months, when the beach is a more popular destination due to higher temperatures and more people being on vacation. The data collected in October is more representative of parking demand throughout the rest of the year, when schools are in session, and fewer people are on vacation and visiting the beach. Parking surveys were conducted during the following periods:

- a. A weekday in July 2025 (summer 2025), when area schools were out of session
- b. A weekend in August 2025 (summer 2025), when area schools were out of session
- c. A weekday in October 2025 (fall 2025), when area schools were in normal session
- d. A weekend in October 2025 (fall 2025), when area schools were in normal session
- e. A weekday in December 2025 (winter 2025), when area schools were out of session
- f. A weekend in December 2025 (winter 2025), when area schools were out of session

Parking occupancy data was collected twice during each summer (2025), fall (2025), and winter (2025) period through manual parking counts for all on-street parking spaces and off-street lots, both public and private. Occupancy counts for both on-street and off-street parking were conducted in 2-hour increments from 8am to 10pm on a weekday and a weekend day during each period, for a total of 7 occupancy counts per session. The final 8pm – 10pm occupancy sweep was conducted to estimate residential demand for parking in the Venice Coastal Zone. This timeline of data collection is summarized in **TABLE 12**. Field observations were also conducted by Walker Consultants and on-site data collectors.

Parking availability is measured by a percentage occupancy rate, defined as the number of vehicles parked during a given time period divided by the total number of spaces. On-street parking occupancy rates of 85% to 90% are usually considered the highest acceptable target since someone looking for a space will not find an empty one easily. Occupancy rates above 100% are also possible when vehicles park illegally or in unofficial spaces. Occupancy rates above 100% are also

possible because unmarked on-street parking supply is an estimate based on measurements of the curb at an assumed 20 feet per space, regardless of the vehicle length of those that are currently parked along a curb. High occupancies in one area combined with lower occupancies nearby indicate an opportunity for parking management. Parking availability relates to the level of parking utilization at a specific time and day. Occupancy and availability are reported for both on- and off-street parking supplies.

Table 12 – Parking Occupancy and Turnover Data Collection Timeline

Season	Month	Day of the Week	Location	Type of Parking Data	Hours
 Summer	July	Weekday	On-Street	Occupancy	8am - 10pm
				Duration	8am - 10pm
			Off-Street	Occupancy	8am - 10pm
	August	Weekend	On-Street	Occupancy	8am - 10pm
				Duration	8am - 10pm
			Off-Street	Occupancy	8am - 10pm
 Fall (non-Summer)	October	Weekday	On-Street	Occupancy	8am - 10pm
			Off-Street	Occupancy	8am - 10pm
		Weekend	On-Street	Occupancy	8am - 10pm
			Off-Street	Occupancy	8am - 10pm
 Winter	December	Weekday	On-Street	Occupancy	8am - 10pm
			Off-Street	Occupancy	8am - 10pm
		Weekend	On-Street	Occupancy	8am - 10pm
			Off-Street	Occupancy	8am - 10pm

Source: Walker Consultants, 2025

3.2 Al Fresco Impact & Walkshed Analysis

DCP provided Walker Consultants with a list of Al Fresco Dining operators in the Venice Coastal Zone that have applied for and have operated under the temporary Al Fresco Dining program. Under normal circumstances, these operators would have applied for a CDP to request approval for use of the curb and parking spaces to create outdoor dining space. Due to the COVID-19 pandemic in 2020, the CCC granted a waiver to restaurants operating in the Venice Coastal Zone, allowing them to temporarily operate without the need for a CDP application process. As of June 30, 2026, this waiver is set to expire and all Al Fresco Dining operators will be required to apply for both the permanent LA Al Fresco Dining program and complete the CDP process in order to continue legally operating their outdoor dining spaces.

After a cleanup of the dataset, 77 unique facilities were identified in the Venice Study Area that have applied for a temporary Al Fresco waiver and either a) still have an Al Fresco area, or b) have since reduced or removed their Al Fresco dining areas. The location of each facility is displayed in [FIGURE 11](#). Notably, during the data-collection period from July to December, some facilities removed their outdoor dining areas. The Al Fresco spaces removed were primarily those that used on-street parking rather than off-street parking or sidewalk areas. A breakdown of each facility’s individual parking impact is available in [APPENDIX C](#). As previously noted, Al Fresco Dining impacts were collected in July 2025, meaning that not all changes since this date may be reported on, including removals or additions of outdoor dining space to new or existing facilities, or re-activation of previously unused outdoor dining spaces.

3.2.1 Key Al Fresco Impact Findings

As of July 2025, the following summarizes the parking impact of the Al Fresco Dining operators throughout the Venice Study Area:

Impact

- A total of **193** on-street and off-street parking spaces have been impacted by existing Al Fresco Dining facilities. Of the impacted spaces, **48** spaces are on-street metered spaces, **15** spaces are on-street unmetered spaces, **5** spaces are public off-street stalls, and **125** are private off-street spaces.
- Of the 77 Al Fresco Dining operators studied in this analysis, **42** of these facilities (~55%) did not utilize any on-street or off-street parking in their outdoor dining expansions.

- As of July 2025, excluding any reductions, additions, or changes made since that date, approximately **59,772** square feet of additional dining space have been created as a result of the Al Fresco Dining program.
- If all Al Fresco operators were required to meet the additional parking requirements for dining space mandated by the Venice Coastal Zone Specific Plan, then an additional **1,195** off-street parking spaces would be required to mediate the deficit.

Observations

- The Al Fresco Dining operator with the largest on-street impact is The Whaler, located at 10 Washington Blvd. All 9 of the spaces removed from the local parking supply by this facility are on-street metered spaces, of which all are located along Washington Boulevard between Ocean Front Walk and Speedway.
- The 5 public off-street parking spaces impacted by an Al Fresco Dining operator are all at Great White, located at 1606 Pacific Avenue. The 5 spaces are all within LADOT Lot 761.
- The Al Fresco Dining operator with the largest off-street impact is Paloma Venice, located at 600 Venice Blvd. All 17 of the spaces utilized are in an off-street private lot belonging to the restaurant. Due to the loss of the on-site parking lot, Paloma utilizes a full-service valet parking program to continue providing parking for those who choose to drive and park on-site, with vehicles then being parked on a frontage road that parallels Venice Boulevard immediately west of the facility.
- The Al Fresco Dining operator with the largest expansion by square footage is The Brig, located at 1515 Abbot Kinney Blvd. 11 spaces are being used in an adjacent, privately owned lot that was previously available for public use, totaling approximately 6,200 square feet of additional SFA. As of December 2025, the off-street parking lot is being modified with permanent outdoor fixtures to establish the outdoor dining area as permanent. As such, there appear to be no plans for the lot to be reverted back to parking.
- Large outdoor dining expansions are few and far between, with the typical Al Fresco Dining operator expanding their SFA by a median of **800 square feet**, indicating that the majority of outdoor dining expansions are small and limited in scope.

3.2.2 Walkshed Analysis

Using the 77 unique facilities identified as a part of the Al Fresco Dining Impact analysis and the parking inventory identified in **SECTION 2.4 – PARKING INVENTORY**, a walkshed analysis was performed to identify the number and type of parking spaces that are reasonably available for Al Fresco Dining visitors to potentially use as parking. The walkshed distances were determined using the Service Area tool within ArcGIS, which determines maximum distances based on the existing road network in a study area.

As identified in **SECTION 3.2.1**, 193 on-street and off-street parking spaces were impacted by Al Fresco Dining operators. When compared to the findings of the walkshed analysis, the analysis concludes that parking remains plentiful near all Al Fresco participant facilities. As such, the use of these 193 parking spaces have a minimal, if not negligible, impact on parking availability near all existing Al Fresco Dining operations in the Venice Study Area. **FIGURE 11** displays the two walkshed

distances that were utilized for this analysis, which are a 1/8-mile and 1/4-mile distance from each Al Fresco Dining operator. **TABLE 13** then summarizes these findings.

Within a 1/8-mile walking distance (approximately 3-minute walk time), there are a total of 8,499 parking spaces. This represents 5,637 on-street parking spaces, of which 212 are metered, and 2,862 off-street parking spaces, of which 2,408 are supplied for public use. Additionally, within a 1/4-mile walking distance (approximately 6-minute walk time), there are an additional 2,984 parking spaces available. This represents 2,816 additional on-street parking spaces, of which 48 are metered, and 168 additional off-street parking spaces, of which all are for exclusive private use. More than 90% of all available parking spaces, both on- and off-street, are accessible to parkers within a 1/2 mile walking distance (approximately 12-minute walk time) of a given Al Fresco dining facility.

Table 13 – Summary of Parking Spaces within 1/8 and 1/4-mile walking distance of Al Fresco Dining Operators in the Venice Study Area

Distance	Walk Time	On-Street Metered Spaces	On-Street Unmetered Spaces	Off-Street Public Spaces	Off-Street Private Spaces	Total Spaces
0–0.125 mile	3 mins	212	5,425	2,408	454	8,499
0.125–0.25 mile	+3 mins	48	2,768	0	168	2,984
0–0.25 miles	6 mins	260	8,193	2,408	622	11,483

3.2.3 Projected vs. Actual Parking Demand

The minimum parking requirements for restaurant space in Venice, both within the Coastal Zone Specific Plan and the City of Los Angeles’ city-wide requirements, can provide a starting point or frame of reference to consider the additional parking impact that expanded outdoor dining square footage may have on the parking supply in Venice. However, as the requirement has not been updated recently and was not based on an analysis of actual parking demand for restaurants in Venice to begin with, these ratios may be precise, but not necessarily accurate. Therefore, a more accurate assessment of Al Fresco dining’s parking demand impact is warranted. Walker used the transportation mode split data gleaned in our analysis of current parking demand in Venice to customize the restaurant parking ratios for Al Fresco dining.

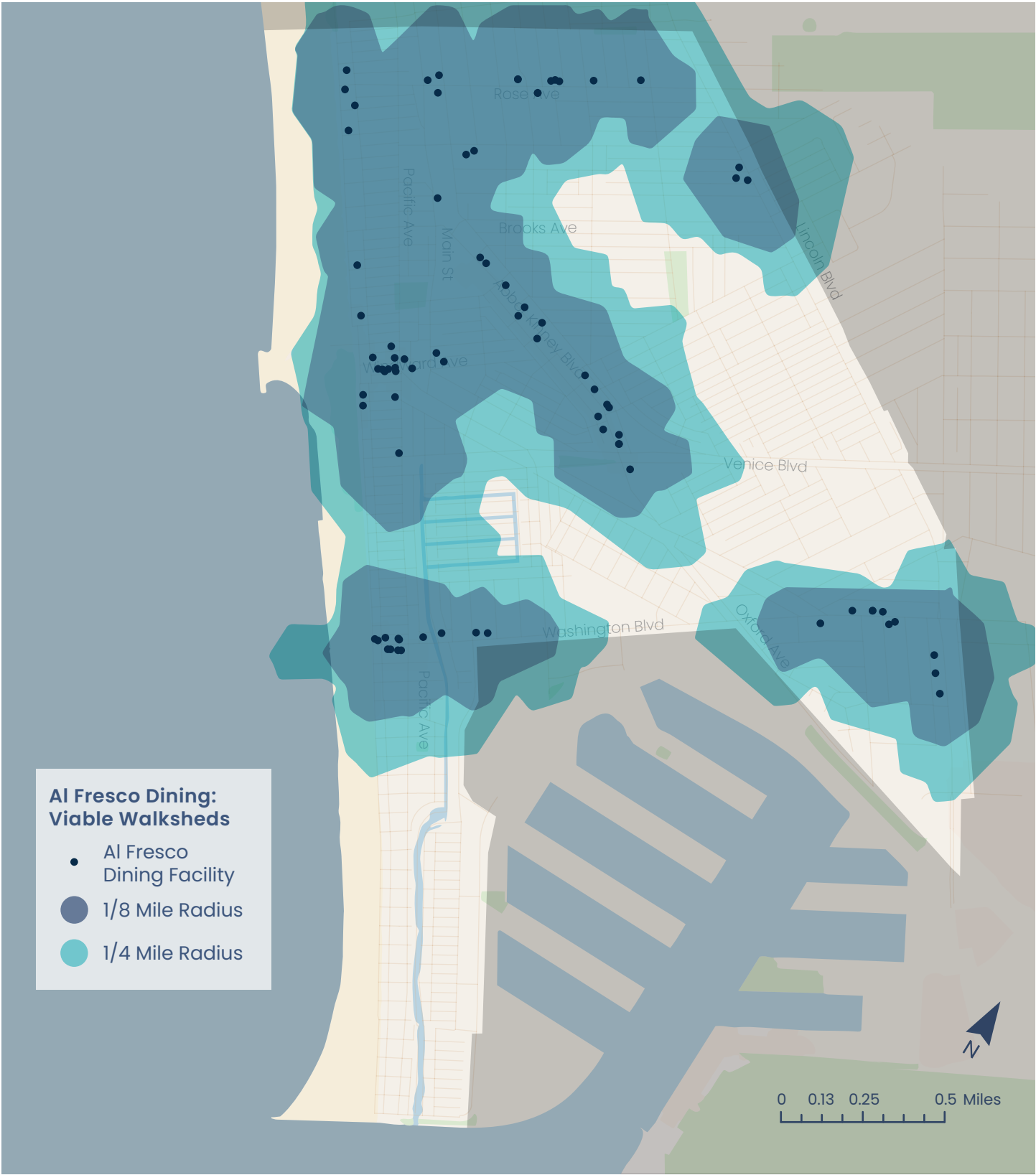
Based on the findings of **SECTION 3.2.1**, the median size of an Al Fresco Dining operator’s outdoor dining space is approximately **800 square feet**. According to the Los Angeles County Department of Public Health (LACDPH), there are approximately 200 food service facilities in the Venice Study Area, which

includes restaurants, markets, and other food preparation areas that may be a part of other non-residential uses (e.g. hotels, fitness centers, etc.). Realistically, it is not expected that every food service facility or every restaurant will accommodate or want to accommodate outdoor dining, as some of these facilities include fast-food restaurants, bakeries, and other food service uses which typically have not provided outdoor dining in other use cases.

Parking Demand for Expanded Al Fresco Dining Space

The Shared Parking Model (SPM), a model and research publication, developed and updated by the Urban Land Institute (ULI), International Council of Shopping Centers (ICSC), and the Parking Consultants Council of the National Parking Association (NPA), is the standard tool for analyzing and understanding parking demand in shared parking situations and for individual land uses, such as different types of restaurants, as well as a shared pool of parking in a district or commercial center. This type of customized analysis is often performed or required for

Figure 11 – Al Fresco Dining Walksheds (0.125 and 0.25 mile walk distances)



unique land uses or districts, like Venice. For example, prior to revising or eliminating some minimum requirements, the City of San Diego incorporated a simplified version of the Shared Parking Model in the parking requirements section of its city code.

Shared Parking’s base parking ratios by land use assume auto-dependent, suburban locations its land uses. The base parking ratios were developed using hundreds of observations and restaurant land uses across the suburban United States, including many samples from Southern California.

Two restaurant categories in the Model were identified as appropriate for projecting parking demand for Al Fresco dining, Fine/Casual Dining and Fast/Casual Fast Food. Parking demand ratios are broken out for each type of dining establishment, for both customer and employee parking demand. The difference between the two is primarily that Fine/Casual Dining is assumed to have a bar area as part of the establishment. While parking demand for food and beverage establishments often peaks leading up to the winter holidays in many locations, in coastal locations peak parking demand is more likely to occur in summer. However, the peak demand remains the same.

Table 14 – Projected Existing Al Fresco Parking Impact

Shared Parking Demand Summary																		
Peak Month: DECEMBER Peak Period: 7 PM, WEEKDAY																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											7 PM	December		7 PM	December	
Retail																		
Food and Beverage																		
Fine/Casual Dining	44,829	sf GLA	13.25	57%	80%	6.04	ksf GLA	15.25	49%	80%	5.98	ksf GLA	100%	100%	271	95%	100%	255
Employee			2.25	63%	95%	1.35		2.50	55%	95%	1.31		100%	100%	60	100%	100%	59
Fast Casual/Fast Food	14,943	sf GLA	12.40	57%	80%	5.65	ksf GLA	12.70	49%	80%	4.98	ksf GLA	80%	96%	65	80%	96%	57
Employee			2.00	63%	95%	1.20		2.00	55%	95%	1.05		90%	100%	16	90%	100%	14
Entertainment and Institutions																		
Hotel and Residential																		
Office																		
Additional Land Uses																		
													Customer/Visitor		336	Customer/Visitor		321
													Employee/Resident		76	Employee/Resident		73
													Reserved		-	Reserved		-
													Total		412	Total		385

Based on the findings of the Shared Parking Model, a commercial parking ratio could then be calculated to compare the observed and projected parking demand to the minimum ratio requirements of the Venice Coastal Zone, as determined by the VCZSP. A commercial parking ratio takes the total commercial square footage in a study area, minus any vacant square footage, then divides it by the peak parking demand of the study area, minus any permits or exemptions. The purpose of a commercial parking ratio is to determine whether the growth of new development will generate an amount of parking demand beyond what can be accommodated by an area. The ratio helps in determining whether a reduced or shared parking system would be feasible or appropriate in catering to the area’s parking supply needs. For instance, a commercial parking ratio lower than the area’s minimum requirement indicates an oversupply of parking, presenting opportunities for reduced parking requirements or shared parking across multiple properties to maximize the use of existing or new supply.

For the purposes of this calculation, it is assumed that the commercial square footage used in this calculation is all occupied space. Additionally, there are no preferential permits

or other exemptions in the Venice Study Area. Therefore, the commercial parking ratio is calculated as such:

Commercial Parking Ratio

=

Peak Parking Demand x 1,000

Total Commercial SF

The commercial parking ratio is based on the 59,772 square feet of additional SFA generated by the LA Al Fresco Dining program in the Venice Study Area, and the 412 vehicles expected to be generated during the peak demand period as determined by the SPM. The commercial parking ratio of the expanded dining space is approximately **6.8 vehicles per 1,000 square feet**, or a parking to square footage ratio of approximately **1 per 150 square feet**.

When compared to the existing minimum parking requirements of the Venice Coastal Zone (1 per 50 square feet), there is a clear indicator that the minimum parking requirements of the area far exceed the actual parking demand generated by new development, both through the findings of **SECTION 3.3 – PARKING UTILIZATION ANALYSIS** and as forecasted by the SPM. The current 1:50 parking to square footage ratio

requirement mandated by the VCZSP results in an additional parking requirement of **1,195** parking spaces for the 59,772 square feet of additional SFA that has been generated by the LA Al Fresco Dining program in the Venice Coastal Zone. This is nearly 3 times the peak parking demand that was generated by the SPM, indicating a disparity between local requirements and actual demand.

The findings of **SECTION 3.3 – PARKING UTILIZATION ANALYSIS** indicate that at the highest peak demand period, 1,318 on-street and 1,432 off-street parking spaces remain available during the peak hour in the Venice Study Area, for a combined **2,750** parking spaces. Under the current 1:50 ratio, this would mean that the Venice Study Area can accommodate an additional **137.5 ksf** of SFA before the code requirements would indicate the need for additional parking to be constructed. However, under the approximate 1:150 ratio that was determined by the SPM forecast, the amount of additional SFA that can be accommodated by the Venice Study Area skyrockets to **412.5 ksf**, a number that far exceeds those actual physical constraints of the Venice Study Area. This number is based on a generalized calculation that encompasses all parking throughout the Venice Study Area, and does not take into account specific corridor needs or the parking needs of any specific Al Fresco Dining operator. The needs of each individual operator may vary, though the overall finding of this calculation is that **the Venice Study Area has the capability to continue allowing the LA Al Fresco Dining Program to expand without concern that new development may exceed the capacity of the local parking supply.**

3.3 Parking Utilization Analysis

As previously noted, parking demand (both on-street and off-street) was analyzed during six observation periods, consisting of two periods during the Summer, Shoulder, and Winter Holiday periods. Maps depicting on-street parking occupancy and availability are provided for all data collection periods across all hours, days, and seasons collected in **APPENDIX A**. Utilization maps are also available for off-street parking occupancy and availability in **APPENDIX B**.

Note that for the purposes of the Parking Utilization Analysis, there are several omissions made from the sub-areas when compared to the overall Study Area. Notably, the Venice Canals area has been omitted from the scope of this study due to the lack of any viable public parking resources in the area. Additionally, residential areas north of 7th and Oakwood Avenues between Brooks and Coeur D’Alene Avenues have been omitted due to the lack of any Al Fresco Dining participants within a 10-minute walking distance (approximately ¼ mile) walkshed of the area. The same reasoning is applied to the omission of the

Other Considerations

There are other factors to consider. The parking demand projections for Al Fresco dining do not take into account restaurants that keep only outdoor or indoor dining seating available at any given time (as observed at some Al Fresco Dining operations) or the size of restaurant kitchens. A busy dining establishment that expands seating may still be limited in how many patrons can be served at a given time due to the size of its kitchen. In these cases, outdoor dining is an attractive amenity for dining in the Venice Coastal Zone because it is a desirable choice for restaurant patrons, not necessarily because it fills both indoor and outdoor seating at the same time.

As parking demand is primarily a function of human behavior and is therefore fluid, in many cases planners “get what we design for.” If parking spaces are abundant, more people may drive and use them. However, we know that if parking spaces are not abundant in convenient locations for restaurant patrons and employees, and attractive options are provided, some members of the public will avail themselves of transportation alternatives, from rideshare to public transit, bicycles to micromobility devices.

Table 15 – Comparison of Observed Commercial Parking Ratio to LAMC and VSP Requirements for Restaurant Uses

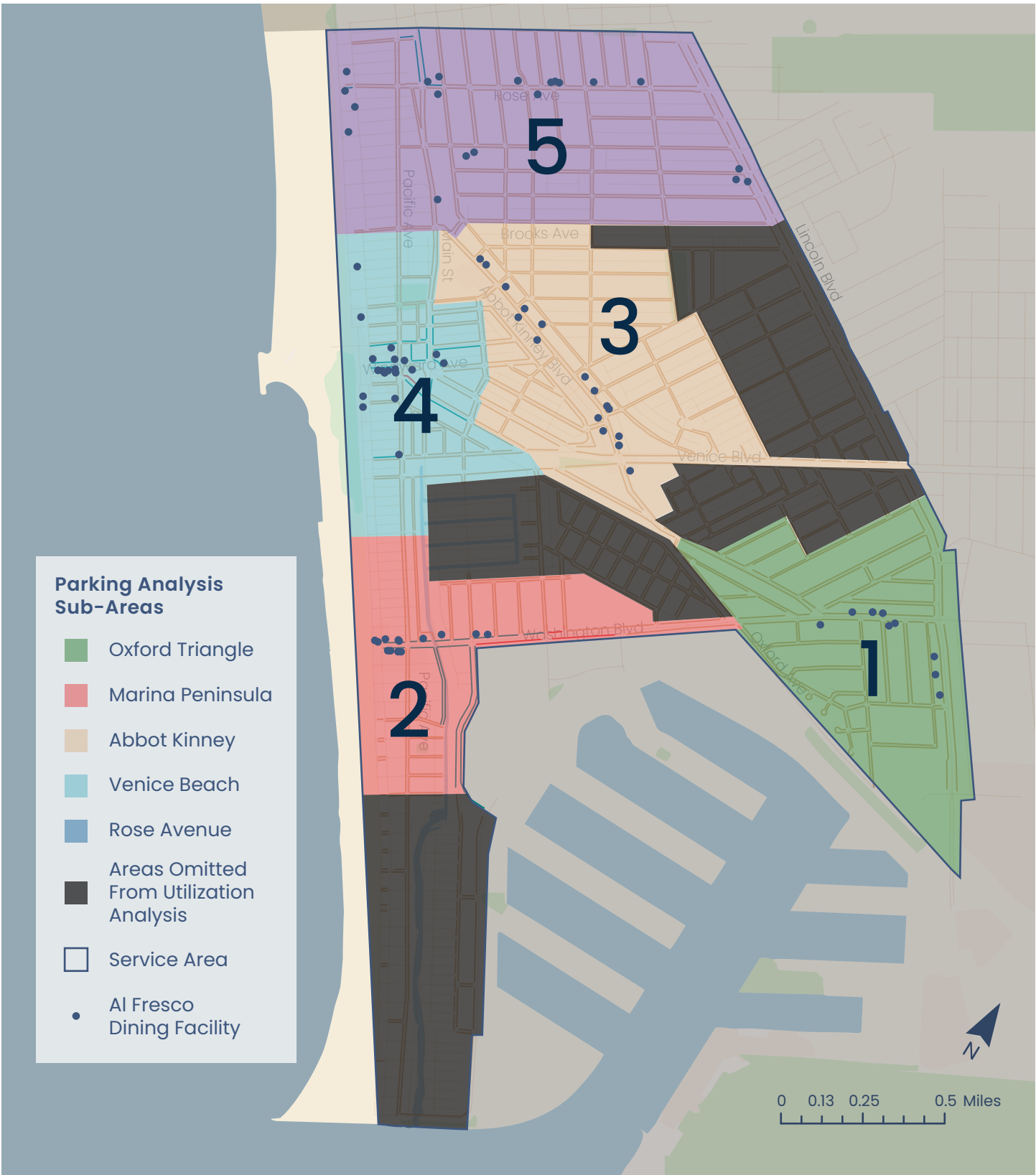
City-wide Code Requirement (per 1 ksf)	VSP Code Requirement (per 1 ksf)	Commercial Parking Ratio (per 1 ksf)
10.0	20.0	6.9

Source: Walker Consultants, 2025

residential area south of Hurricane Street and the residential area bounded by Ocean Avenue, Mildred Avenue, and Harbor Street / Holly Court. The sub-area boundaries and omissions were determined by their land use patterns and proximity to a high concentration of Al Fresco Dining facilities. Note that despite these omissions, parking utilization was still observed and collected along the entirety of Venice, Abbot Kinney, and Washington Boulevards. As such, the study sub-areas further organized into the following sections:

- 1. **OXFORD TRIANGLE**
 - a. Coeur D Alene / Oakwood / Lincoln tract (OMITTED)
- 2. **MARINA PENINSULA**
 - a. Venice Canals (OMITTED)
 - b. Mildred / Harbor tract (OMITTED)
 - c. Silver Strand (OMITTED)

Figure 12 – Parking Analysis Sub-Areas & Omissions



- 3. ABBOT KINNEY
 - a. Victoria / Woodlawn tract (OMITTED)
 - b. Oakwood / Lincoln tract (OMITTED)
- 4. VENICE BEACH
- 5. ROSE AVENUE

3.3.1 Key Parking Utilization Findings

- On-street parking demand reflects a high number of vehicles parking in residential areas overnight, rather than reflecting an adversely high parking demand generated by and for Al Fresco Dining operations.
- Block faces closest to the coastline and located on commercial corridors consistently had the highest occupancy rates, regardless of the time of day, season, or presence of an Al Fresco Dining facility. Abbot Kinney Boulevard, Rose Avenue, and Venice Boulevard west of Abbot Kinney all experienced consistent utilization percentages at or above 90%.
- Demand for on-street parking drops significantly upon leaving the coastline or core commercial corridors. Secondary mixed-use corridors further from the coastline, such as Lincoln Boulevard and Washington Boulevard east of Via Marina, experienced consistently lower levels of utilization when compared to other core commercial corridors.
- Residential parking is not significantly impacted by daytime demand and is at its highest utilization during overnight hours. Overall, the primarily residential Oxford Triangle sub-area experienced the lowest occupancy and highest availability of on-street parking out of all of the observed sub-areas, likely due to its distance from the coastline and plentiful on-street parking availability. Seasonal changes in parking demand were identified, especially in the residential neighborhoods within the Venice Beach sub-area and Abbot Kinney sub-area west of Abbot Kinney Boulevard. Residential block faces are more heavily impacted by neighboring commercial demand during the peak Summer period, when more parkers are looking for parking closest to their destinations.
- Demand for off-street parking has significantly reduced, whereas overall demand for on-street parking has remained mostly unchanged. This reflects a change in travel behaviors by both short-term and longer-term parkers, as previously high demand for off-street parking has been re-allocated to on-street supply. This is due to a mixture of factors, such as short-term parking sessions being replaced by non-vehicle modes.

3.3.2 On-Street Utilization

On-Street Parking Occupancy

As of July 2025, Walker identified that approximately **12,137** on-street parking spaces are supplied in the Venice Study Area. Of this total, **260** on-street parking spaces are metered, with the other **161** demarcated but not metered.

On-street parking occupancy and availability by parking sub-area for the weekday and weekend periods across all three seasons (Summer, non-summer Shoulder, and Winter Holiday) are grouped and summarized in **TABLE 16**.

Although peak utilization varied across the Summer season by parking sub-area, a trend emerges that reflects typical travel patterns for the Study Area. Utilization approaches capacity and remains consistently high for the Venice Beach sub-area, reflecting those block faces closest to the center of tourist and beach activity. Utilization in the Abbot Kinney sub-area peaks during mid-day, reflecting high traffic from afternoon lunch-goers and shoppers.

Peak utilization shows a clearer pattern during the non-summer Shoulder and Winter Holiday periods, with utilization peaking at 8 PM during the overnight counts. **This reflects a high number of vehicles parking in residential areas overnight, rather than reflecting a high level of traffic to Al Fresco Dining facilities.** Of particular note is the consistently low level of utilization of on-street parking in the Oxford Triangle sub-area. This area is primarily residential, with a large percentage of that residential land use consisting of single-family homes. Although there are a number of Al Fresco dining facilities operating along Washington and Lincoln Boulevard in the sub-area, on-street parking remains generally unaffected in the residential areas. This sub-area is the furthest from the coastline and the most isolated in terms of its connection to the greater road network. The single-family tract south of Washington Boulevard – where parking is the most available – has limited points of ingress and no through paths to Lincoln Boulevard or any other destinations. The tract is also physically separated from Marina Del Rey and the neighboring Marvin Braude Bike Path by a residential tract and a hedge. This discourages parking in the residential area, as accessing the coastline or key destinations in the Study Area becomes difficult and inconvenient.

A more apparent trend emerges across all observed seasons during the weekend period: on-street parking utilization is highest in the afternoon period from 2PM – 4PM, with exceptions. During both the Summer and Winter Holiday seasons, this trend is at its strongest and can be attributed to high levels of beachgoers, shoppers, employees, and diners. During this time, the Venice Beach sub-area consistently remains at or above capacity for most of the day, as early-morning beachgoers are replaced by midday tourists, followed by evening diners. Again, the Oxford Triangle sub-area is observed to have the lowest on-street utilization and highest availability throughout the day and across all seasons.



Table 16 – On-Street Parking Occupancy and Availability by Study Sub-Area, by Season

WEEKDAY	Sub-Area	8 – 10AM	10AM – 12PM	12 – 2PM	2 – 4PM	4 – 6PM	6 – 8PM	8 – 10PM	Avg. Occ. (%)
	SUMMER PERIOD								
	Oxford Triangle	55%	57%	54%	53%	56%	60%	63%	57%
	Marina Peninsula	100%	77%	77%	76%	75%	83%	82%	81%
	Abbot Kinney	67%	77%	81%	78%	75%	80%	78%	76%
	Venice Beach	83%	88%	95%	95%	95%	99%	96%	93%
	Rose Avenue	66%	73%	75%	73%	74%	76%	78%	74%
	NON-SUMMER SHOULDER PERIOD								
	Oxford Triangle	55%	57%	54%	53%	56%	60%	63%	51%
	Marina Peninsula	100%	77%	77%	76%	75%	83%	82%	76%
WEEKEND	Abbot Kinney	67%	77%	81%	78%	75%	80%	78%	72%
	Venice Beach	83%	88%	95%	95%	95%	99%	96%	89%
	Rose Avenue	66%	73%	75%	73%	74%	76%	78%	70%
	WINTER HOLIDAY PERIOD								
	Oxford Triangle	47%	48%	46%	51%	55%	56%	64%	53%
	Marina Peninsula	94%	73%	74%	76%	73%	74%	80%	78%
	Abbot Kinney	61%	68%	75%	75%	71%	73%	71%	71%
	Venice Beach	78%	83%	86%	89%	82%	85%	87%	84%
	Rose Avenue	61%	68%	75%	75%	72%	76%	79%	72%
	SUMMER PERIOD								
WEEKEND	Oxford Triangle	56%	60%	62%	60%	55%	62%	64%	60%
	Marina Peninsula	77%	79%	93%	100%	85%	99%	87%	89%
	Abbot Kinney	72%	86%	89%	94%	90%	87%	79%	85%
	Venice Beach	97%	102%	103%	106%	106%	105%	104%	103%
	Rose Avenue	75%	78%	81%	81%	77%	76%	78%	78%
	NON-SUMMER SHOULDER PERIOD								
	Oxford Triangle	54%	54%	50%	50%	54%	56%	65%	53%
	Marina Peninsula	78%	86%	88%	84%	86%	92%	94%	86%
	Abbot Kinney	74%	80%	86%	91%	86%	81%	75%	83%
	Venice Beach	96%	101%	101%	104%	104%	100%	98%	101%
WEEKEND	Rose Avenue	73%	80%	82%	81%	79%	80%	80%	79%
	WINTER HOLIDAY PERIOD								
	Oxford Triangle	54%	50%	47%	49%	49%	56%	65%	53%
	Marina Peninsula	84%	77%	84%	97%	83%	83%	79%	84%
	Abbot Kinney	65%	79%	87%	90%	87%	74%	71%	79%
	Venice Beach	92%	97%	97%	98%	89%	90%	86%	93%
	Rose Avenue	74%	76%	78%	80%	75%	72%	74%	76%

FIGURES 13, 14, AND 15 provide a visual look at the peak utilization hours for each season, all of which fall on the weekend. A list of all on-street utilization maps is available in APPENDIX A.

During the busier hours of all periods, on-street parking utilization can be observed spilling over into primarily residential block faces as most available parking nearest the coastline is already utilized before 12PM, primarily by beachgoers, diners, and area employees. This leads to an observed peak utilization period of 2PM – 4PM across most sub-areas during the busiest times of the year, particularly the summer weekend, though a similar behavior was observed across all seasons. However, several blocks closest to the coastline were observed to still have parking spaces available. This included both metered and un-metered segments in both mixed-use and residential areas.

Notably, on-street utilization during all weekday periods was observed to be at its peak during the 8PM count of each weekday observation, which can be attributed to a **high use of residential parking for overnight parking, rather than being attributed to Al Fresco Dining facilities**. This is further demonstrated by lower on-street utilization on those blocks nearest the coastline. Areas immediately adjacent to active Al Fresco

dining facilities, particularly those open past 8PM and well into the night, did see consistent utilization but did not reach the peaks observed during the highest utilization periods. The Abbot Kinney sub-area, for instance, regularly sees the block faces immediately adjacent to Abbot Kinney Boulevard near or at capacity, however on-street availability remains ample throughout the day just two blocks away in the residential areas. This pattern is observed across all data collection periods and all seasons, and can also be observed in the Rose Avenue sub-area where utilization along Rose Avenue remains high, despite overall parking availability also being ample in the blocks immediately adjacent to the commercial corridor.

The parking problem in Venice is ultimately a problem of imbalance; concentrated areas of high parking demand at the curb while significant numbers of curb parking spaces are available close by. Parking is available in Venice for those who need it, but not necessarily where they prefer it. Therefore, to the extent that parking spaces along high demand block faces are consistently unavailable to the public, policies that result in the regular turnover of parked vehicles (shorter stays) and active enforcement of these policies are likely the only way to increase public access at any scale.

Table 17 – Cumulative Peak Hour per Period and Season

	 Summer		 Non-Summer		 Winter Holiday	
	Weekday	Weekend	Weekday	Weekend	Weekday	Weekend
Peak Hour	8 – 10PM	2 – 4PM	8 – 10PM	2 – 4PM	8 – 10PM	2 – 4PM
Total Unrestricted Spaces*	9,148	9,148	9,148	9,148	9,148	9,148
Spaces Occupied	7,114	7,830	6,970	7,405	6,872	7,407
Spaces Available	2,034	1,318	2,178	1,743	2,276	1,741
Percent Utilization	78%	86%	76%	81%	75%	81%

* Of the 12,137 total on-street spaces in the Study Area, 9,148 on-street spaces are within the boundaries of the study sub-areas that were identified for the parking utilization analysis

Source: Walker Consultants, 2025

Figure 13 – Peak On-Street Parking Utilization, Summer (Weekend, 2-4PM)

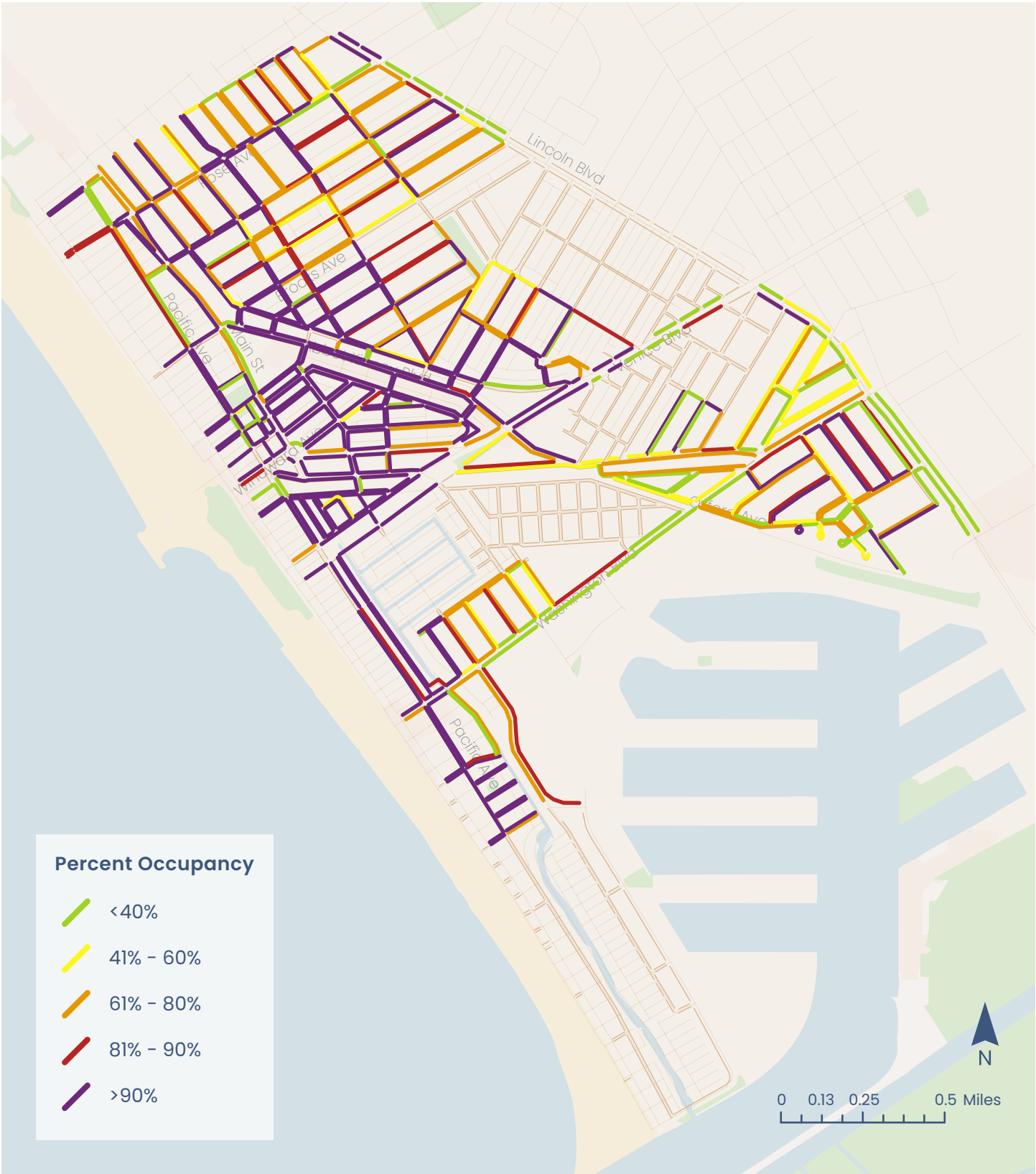


Figure 14 – Peak On-Street Parking Utilization, Non-Summer Shoulder (Weekend, 2-4PM)

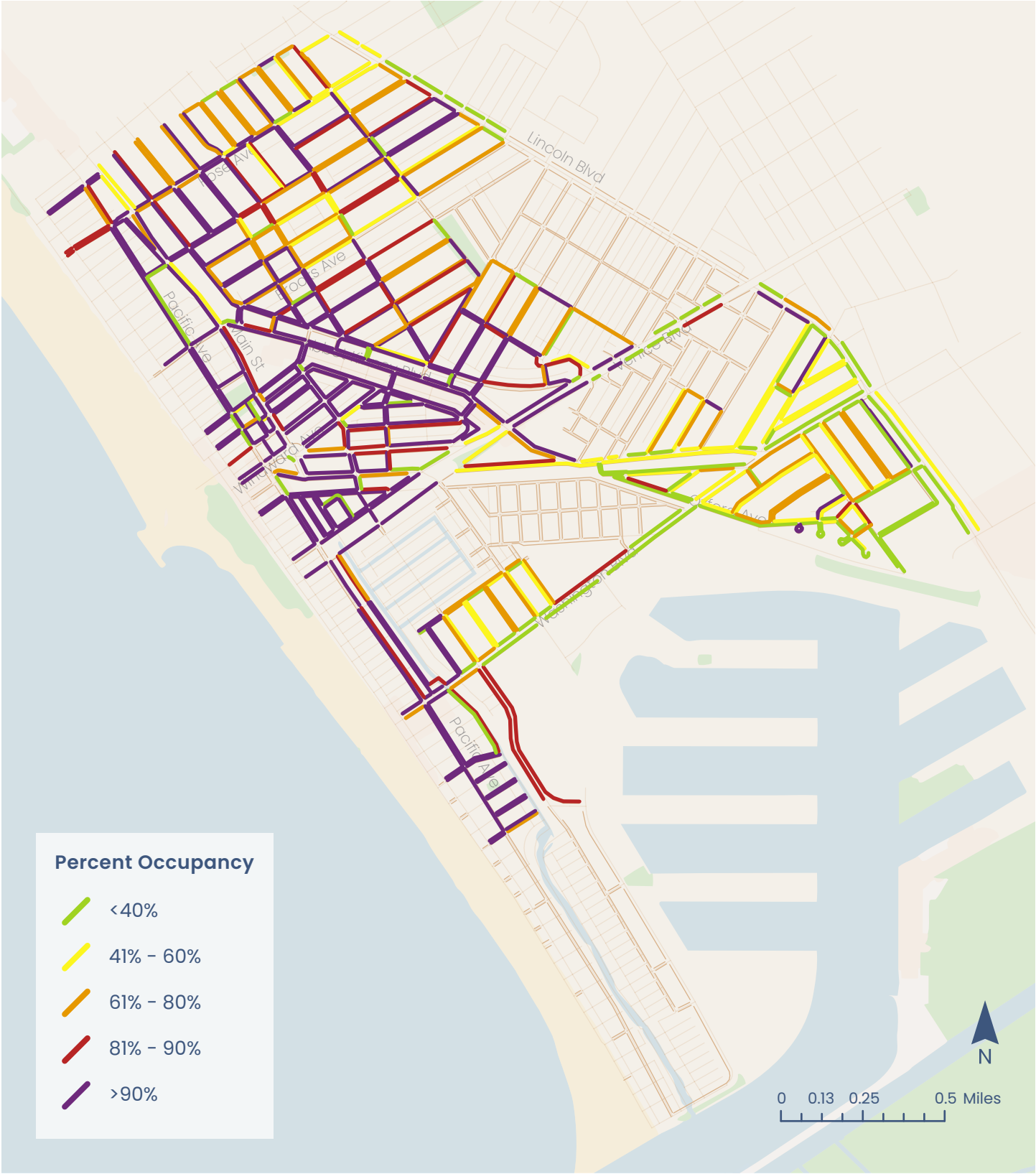
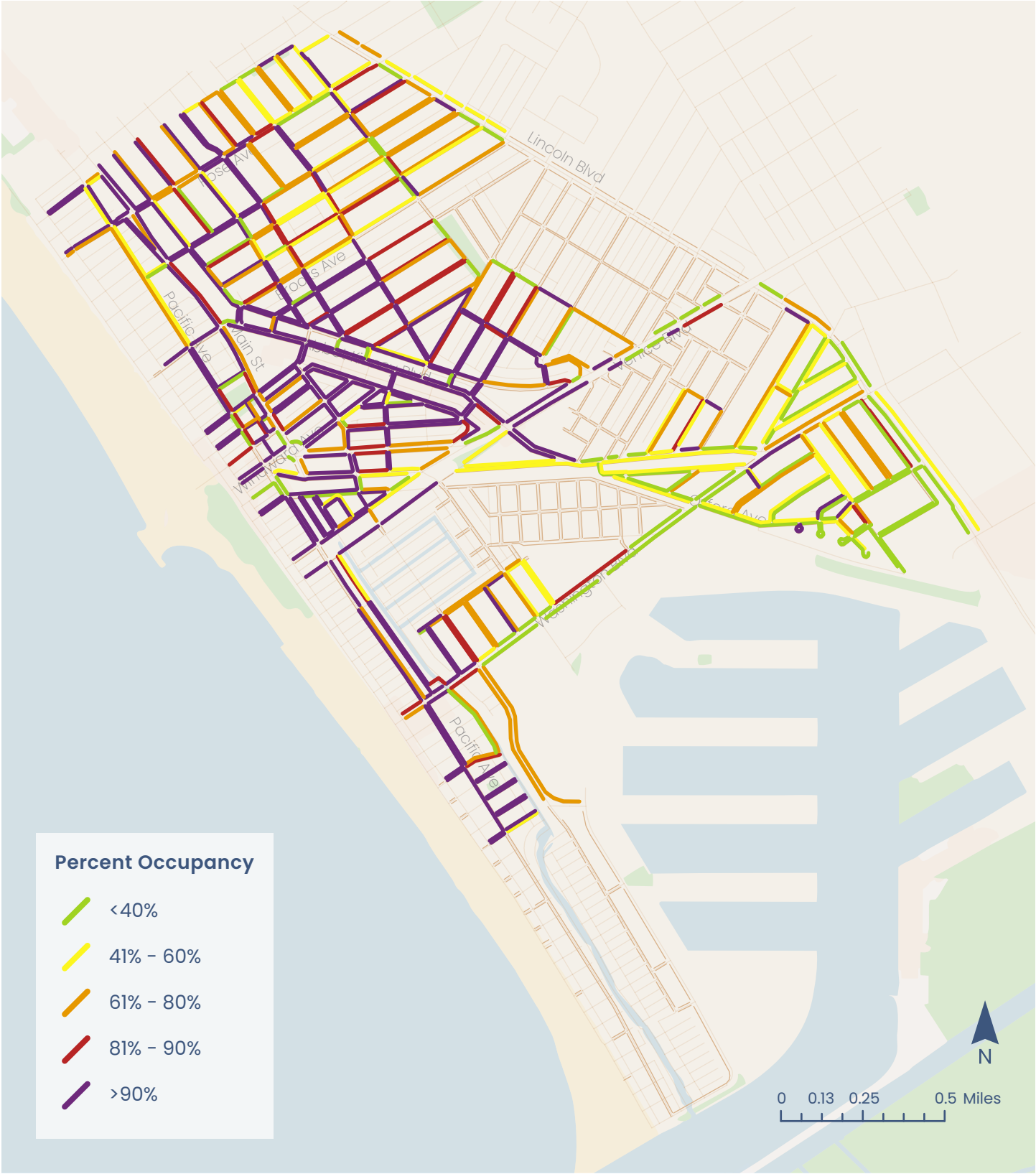


Figure 15 – Peak On-Street Parking Utilization, Winter Holiday (Weekend, 2-4PM)



On-Street Parking Turnover / Duration

The duration that cars are parked plays a key role in the availability of parking for the public where parking availability is scarce. The parking capacity needed to accommodate coastal visitors in the Venice coastal zone depends on both the number of physical parking spaces and the operational efforts on the part of the City to establish and enforce the turnover of vehicles. A parking space added to the public parking supply that is utilized by a resident who parks for 72 hours or more is effectively unavailable to the visiting public. A parking space where vehicles turnover every hour may well provide parking for ten or more vehicles a day. Further, if paid parking is used to encourage turnover, some studies suggest more people per car than those that use free parking, further increasing the capacity of the parking space. For this reason, we pay careful attention to the duration that cars are parked in busy locations. Typically, there is no other way to increase parking capacity. When parking duration decreases and turnover increases, where should long-term parkers park? When it comes to parking best practices, typically the longer one parks, the farther from their destination they can be expected to park. For example, a delivery driver may park closest to the front door of the restaurant, customers the next closest, and employees farther away.

The parking needs – and therefore demands – of different user groups will vary in duration and purpose. For instance, employees in a specific area typically occupy a parking space for up to 10 hours, which accounts for a typical 8-hour shift. Retail-goers may vary widely in their duration based on their trip purpose and whether their destination is a single establishment or multiple. Diners typically require parking for at least 2 hours to accommodate for the typical 90-minute length of a dinner, though this time may also vary based on the type of restaurant visited (e.g. counter service, fast casual, cocktail bar, etc.) and whether the restaurant visit is a part of a larger local trip chain. Beachgoers tend to have a wide variation in their parking duration, ranging from as short as an hour to as long as the entire day. Beachgoers are more sensitive to seasonal shifts and weather changes, as poor weather and darkness may lead to fewer, shorter visits, whereas a long, sunny day in the summer may lead to materially longer stays.

Given the varying nature of parking demand, parking turnover was measured to determine whether existing time restrictions serve the needs of various users and whether vehicles parked at the curb would be better served by an off-street parking facility. For example, vehicles circulating for an available space for a quick errand may be deterred from making a return trip to the area, and vehicles circulating to find parking can lead to a cascading flow of negative impacts for the area, including but not limited to: traffic congestion, conflict with pedestrians, bicyclists, and other non-motorized modes, an increase in greenhouse gas emissions, and frustrated drivers.



Some spaces along Abbot Kinney Bl are utilized most of the day by informal businesses.

Parking turnover data for on-street parking was collected on a sample of streets throughout the Venice Coastal Zone, as shown in **FIGURE 16**. The sample of streets was selected to represent commercial corridors where longer parking durations can negatively affect adjacent businesses and neighborhood streets where commercial parking demand is likely to spill over and overlap with residential parking and, to some extent, demand for beach parking. Data was collected during the summer season on a weekend. Specifically, parking turnover data was collected along Abbot Kinney Boulevard (between Brooks Ave and Venice Bl) and Rose Avenue (between Pacific Ave and Lincoln Bl). As mentioned, the data collection focused on a select sample of mixed-use corridors and commercial streets where demand from beachgoers, employees, and conflicting short-term uses may overlap with commercial parking demand.

During the turnover analysis, a total of 3,024 unique vehicles were identified across the two corridors, with 1,702 along Abbot Kinney Boulevard and 1,322 along Rose Avenue. **TABLE 18** shows the percentage of vehicles that were identified to have stayed within or beyond their maximum time allowance, per the posted signage restrictions. Note that although Parking Enforcement patrols were observed to actively monitor these corridors, along with the majority of the Study Area, there is no formal rule in place against “space hopping,” sometimes known as the “employee shuffle” or the “two-hour dance,” which is the practice of parking in a space for the maximum time allowed, then moving to a different space on the same block face to effectively “reset” the vehicle’s allowable parking time. When this phenomenon occurs, short-term parking intended for customers and other visitors effectively becomes long-term parking for a few employees. Along both corridors, the majority of spaces are time-restricted with a maximum allowance of 2 hours, though no metered spaces were included in the turnover analysis.

Figure 16 – Parking Turnover/Duration, Corridors Studied



Table 18 – On-Street Parking Duration in the Venice Study Area, Select Corridors (Summer Weekend)

	Abbot Kinney / Electric Corridor	Rose Avenue	Combined Total
Spaces Studied	383	230	613
Typical Posted Time Limit(s)	No Time Limit, OR 2-Hour Parking, 8am – 8pm Daily	No Time Limit, OR 2-Hour Parking, 8am – 6pm except Weekends	
0 – 2 Hours	47%	33%	40%
2 – 4 Hours	17%	16%	17%
4 – 6 Hours	13%	11%	12%
6 – 8 Hours	10%	11%	11%
8 – 10 Hours	7%	16%	11%
>10 Hours	6%	13%	10%

Source: Walker Consultants, 2025

Nearly half of all vehicles along Abbot Kinney Boulevard (~47%) parked within the posted time limits, while the remaining vehicles remained well past their allowed time limits. On-street parking along Abbot Kinney is utilized by a number of informal businesses, typically operating out of trailers or repurposed vehicles. Although the vehicles are mobile, most were observed to remain in the same place throughout the day or even across multiple days. Despite this, although on-street parking availability is limited, those with short-term trips can either use an on-street space with relative ease or take advantage of off-street options located immediately adjacent to Abbot Kinney on Electric Avenue.

Rose Avenue shows a significant difference in parking turnover, where approximately one-third of vehicles (~33%) parked within the posted time limits, and nearly another third (~40%) parked for more than 6 hours at a time. Businesses – and therefore employees – along Rose Avenue do not have any convenient off-street parking options beyond what each individual business may already offer its employees or guests. As such, business employees will either park in a space that is most convenient, i.e. closest to their workplace, or choose to park on the adjacent residential blocks.

3.3.3 Off-Street Parking

As of July 2025, there are 43 parking facilities in the Study Area, totaling approximately **2,557** off-street parking spaces, of which **1,683** are in public lots, and 914 are in privately operated lots open to the public. Similar to the on-street parking utilization analysis, an occupancy of 85% is considered optimal, as it indicates that parking is well-utilized and can be obtained with relative ease by a potential parker.

As previously discussed in the Existing Conditions section, off-street parking facilities are strategically located along corridors with high traffic and near popular areas of interest, such as the coastline or areas with a high concentration of Al

Fresco Dining facilities. In some cases, parking facilities are not available for public use during weekday business hours and are only available in the evenings or on weekends, such as the Bank of America lot at 121 Windward Avenue.

TABLES 19 AND 20 display the per-count and daily average occupancy rates for the observed peak occupancy period, which was the Summer weekend period. It is important to note that in some cases, parking facilities were either closed for the day or inaccessible, either due to low demand or seasonal availability.

Along Electric Avenue, which is one block north of Abbot Kinney Boulevard, there are four public facilities operated by LADOT and three privately owned facilities available for public use. Of the four LADOT lots, Lots 616 and 617 (ID #26, 27) are free, and the other two lots, 759 and 760 (ID #25, 28), are metered with hourly rates and exemptions for overnight permit parking. Rates for the two paid lots are charged at \$0.75 per every 15 minutes on Fridays & Saturdays, then \$0.50 per every 15 minutes at all other times. Although the two paid lots showed consistently high occupancy rates – as expected – the two free lots demonstrate the difference in demand due to their proximity to popular destinations. Lot 760 (ID #28) sits immediately adjacent to Erewhon, a natural goods store that is highly popular with tourists and local shoppers alike. The on-site parking lot for the store consists of approximately 20 spaces, which is inadequate for the level of traffic that the store actually receives. As such, much of the parking demand spills over onto the adjacent lot, resulting in higher occupancy rates than Lot 759. Lot 759, by comparison, experienced its highest occupancy rates during the Winter Holiday season. This can be attributed to the lot’s proximity to the retail core of Abbot Kinney Boulevard, as retail patrons may prefer to park as close as possible to their retail destinations for an extended period of time. One key observation is that none of the four public facilities experienced any significant peaks in occupancy during the expected dinnertime hours of 6PM – 10PM, which may

Table 19 – Off-Street Parking Utilization in the Venice Study Area, Public Facilities (Summer Weekend)

Location	Capacity	8 AM – 10AM	10AM – 12PM	12 PM – 2PM	2 PM – 4PM	4 PM – 6PM	6 PM – 8PM	8 PM – 10PM	Daily Average
1	37	51%	68%	81%	97%	84%	92%	76%	78%
2	29	52%	83%	100%	100%	100%	100%	59%	85%
3	22	36%	109%	100%	109%	100%	100%	77%	90%
4	327*	12%	8%	81%	65%	54%	25%	21%	38%
5	41	0%	7%	20%	71%	37%	10%	39%	26%
6	66	2%	61%	95%	64%	85%	55%	26%	55%
7	50	8%	90%	102%	100%	100%	76%	54%	76%
8	14	64%	57%	86%	64%	71%	86%	79%	72%
9	288	22%	44%	67%	71%	73%	57%	26%	51%
10	352	28%	55%	83%	88%	95%	75%	36%	66%
11	380	24%	48%	73%	77%	78%	61%	27%	55%

* Lots 731 and 701 (ID #4) have been combined to reflect their combined operations. For the entirety of the data collection period, Lot 701 remained closed and unutilized.

Source: Walker Consultants, 2025

indicate that demand generated by Al Fresco Dining facilities in the area is not significant enough to impact parking access for all other driver groups.

Despite being the lots closest to the Venice coastline, the three LA County beach lots did not experience any critical levels of high occupancy, with the exception of a brief spike in the Venice BI Lot (ID #B) during the mid-afternoon of the Summer weekend period. Outside of this time, none of the three facilities reached the optimal occupancy rate of 85% at any point during the day, regardless of period or season.

Most privately-owned facilities are available along Speedway and on the blocks immediately adjacent to it, between Pacific Avenue and Ocean Front Walk. The majority of these facilities are operated by SafetyPark, a local parking operations company that primarily operates self-park and valet services for parking facilities the Venice area. In addition, some lots are operated directly by hotel valet operators that allow the public to utilize them, or by other private operators. A total of 14 parking facilities are available between Pacific Avenue and Speedway, with an additional three privately-owned facilities located nearby on Windward Avenue and Venice Way, as well as LADOT Lot 761 at 1608 S Pacific Ave. Contrary to what was expected, and with the exception of Lot 761, the combined average utilization of these lots never reached the optimal occupancy rate of 85%. Although some lots did experience high occupancy levels

during the Summer weekend, with a few reaching capacity, overall availability of off-street parking remained high at most of the parking facilities. Most notably, LADOT Lots 701 and 731 only ever reached a maximum occupancy rate of 81% during the Summer weekend period between 12 – 2PM. At all other times, occupancy never increased past 65%. It is important to note that Lot 701 serves as an overflow lot to Lot 731, and the overflow lot was only ever opened for use during the Summer weekend period. At all other times, no vehicles were observed in the lot aside from a small number of vehicles that belonged either to the parking operations team or were permitted overnight parkers.

Although some parking facilities in the most popular sections of the Venice Study Area continue to see high occupancy rates, the majority of available facilities are operating at rates well below the optimal 85% rate. This results in parking facilities that are under-utilized for the majority of the day, even during the peak Summer season when inbound traffic is expected to be at its highest. One lot in particular, located at 601 Ocean Front Walk (ID #19), never reached the optimal 85% occupancy rate despite being a coastline-adjacent facility. This may be due to the facility being a contactless self-park facility, as there were no staff on-site to accept payment or direct parkers. This is in comparison to other facilities with a significant presence of staff, such as 14 Market St (ID #25) or 1601 Ocean Front Walk (ID #27).

Table 20 – Off-Street Parking Utilization in the Venice Study Area, Privately-Owned Facilities (Summer Week-end)

Location	Capacity	8 AM – 10AM	10AM – 12PM	12 PM – 2PM	2 PM – 4PM	4 PM – 6PM	6 PM – 8PM	8 PM – 10PM	Daily Average
15	60	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
16	42	12%	2%	19%	7%	7%	7%	0%	8%
17	21	0%	5%	5%	38%	38%	48%	33%	24%
18	22	32%	23%	41%	36%	45%	73%	55%	44%
19	50	28%	34%	42%	60%	52%	38%	12%	38%
20	52	2%	4%	4%	0%	0%	2%	2%	2%
21	13	15%	54%	69%	77%	31%	15%	8%	38%
22	24	58%	71%	83%	83%	83%	100%	58%	77%
23	54	2%	11%	67%	100%	100%	96%	4%	54%
24	18	33%	67%	67%	100%	100%	100%	78%	78%
25	28	14%	96%	68%	100%	93%	57%	89%	74%
26	69	6%	16%	25%	64%	61%	58%	49%	40%
27	48	23%	42%	69%	100%	100%	100%	92%	75%
28	8	13%	13%	13%	100%	100%	100%	63%	57%
29	12	25%	100%	58%	117%	100%	92%	92%	83%
30	38	50%	53%	63%	79%	79%	84%	79%	70%
31	22	0%	0%	41%	55%	73%	64%	55%	41%
32	85	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*	N/A*
33	24	8%	50%	46%	100%	100%	100%	67%	67%
34	33	21%	36%	42%	21%	36%	55%	12%	32%
35	36	6%	33%	53%	61%	42%	28%	8%	33%
36	50	8%	14%	38%	46%	44%	40%	0%	27%
37	32	0%	6%	41%	22%	44%	56%	75%	35%
38	16	0%	6%	38%	44%	0%	0%	0%	13%
39	12	0%	17%	8%	8%	75%	58%	0%	24%
40	11	0%	9%	73%	73%	36%	9%	9%	30%
41	19	32%	26%	5%	42%	21%	21%	5%	22%
42	55	5%	9%	25%	9%	15%	42%	18%	18%
43	17	0%	12%	35%	35%	29%	35%	24%	24%

* 512 Rose Avenue (ID #15) and 42 N Venice Blvd (ID #32) were not accessible during the Summer Weekend period.

Source: Walker Consultants, 2025

Figure 17 – Peak Off-Street Parking Utilization, Summer (Weekend, 2-4PM)

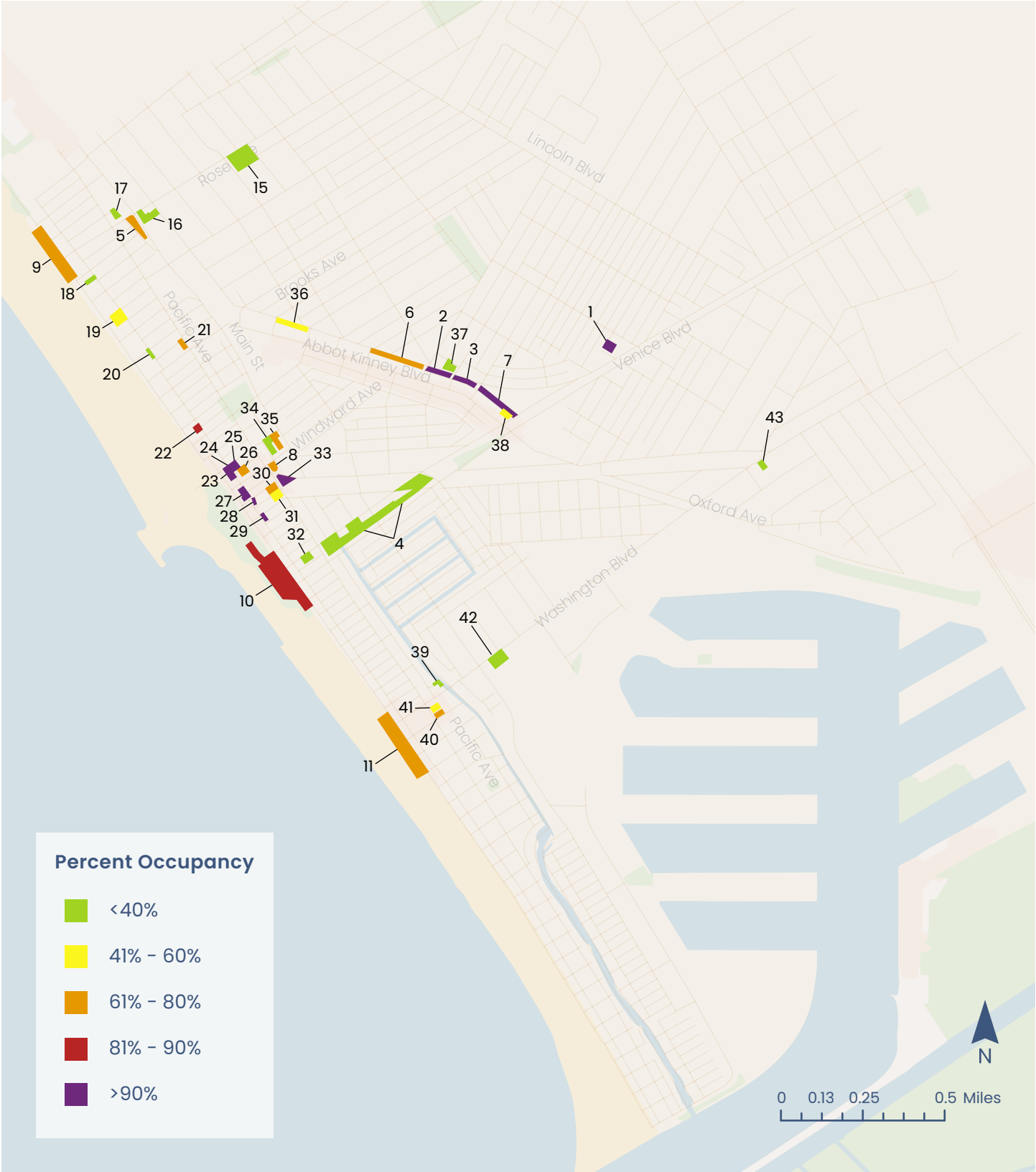


Figure 18 - Peak Off-Street Parking Utilization, Non-Summer Shoulder (Weekend, 2-4PM)

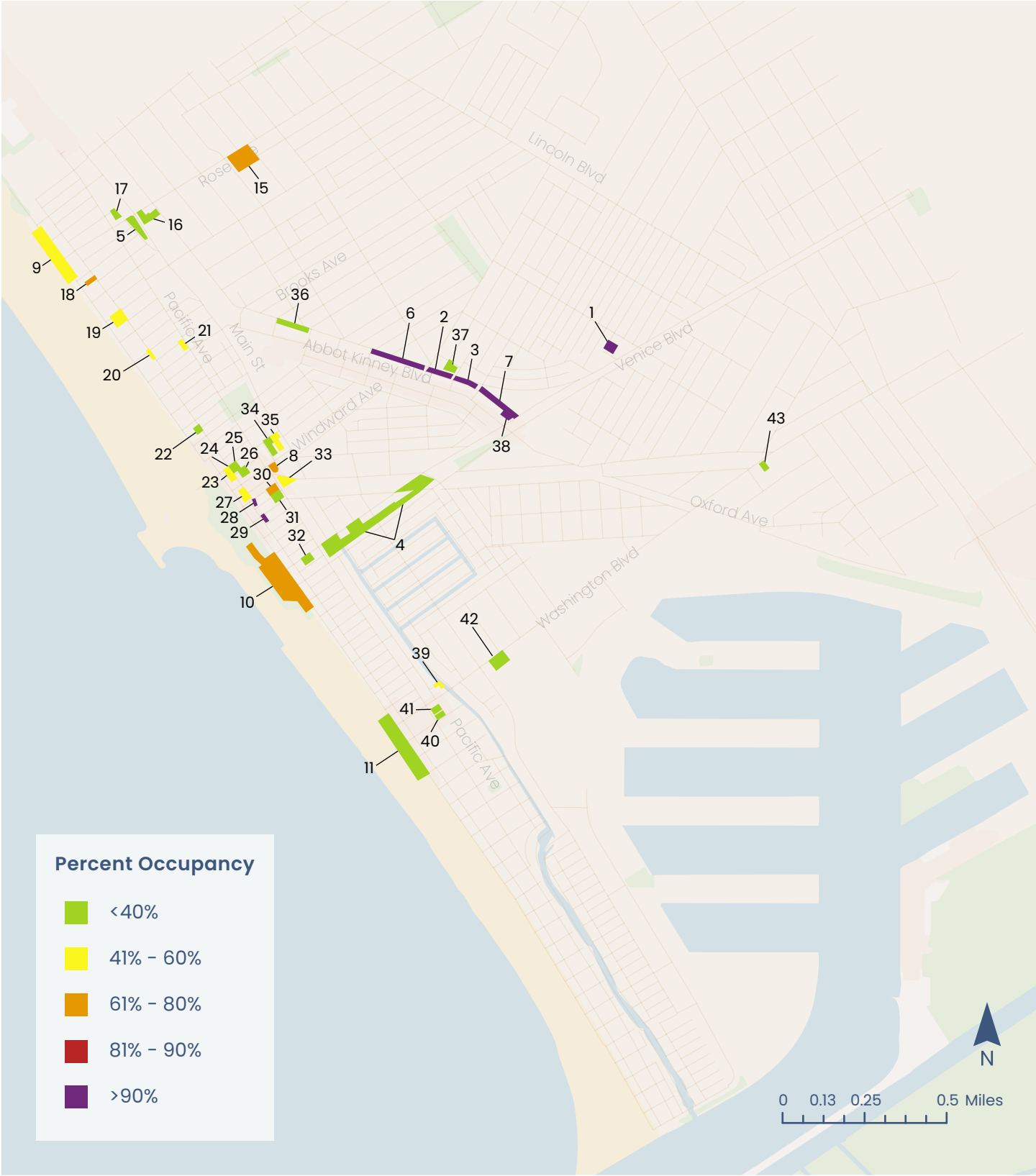
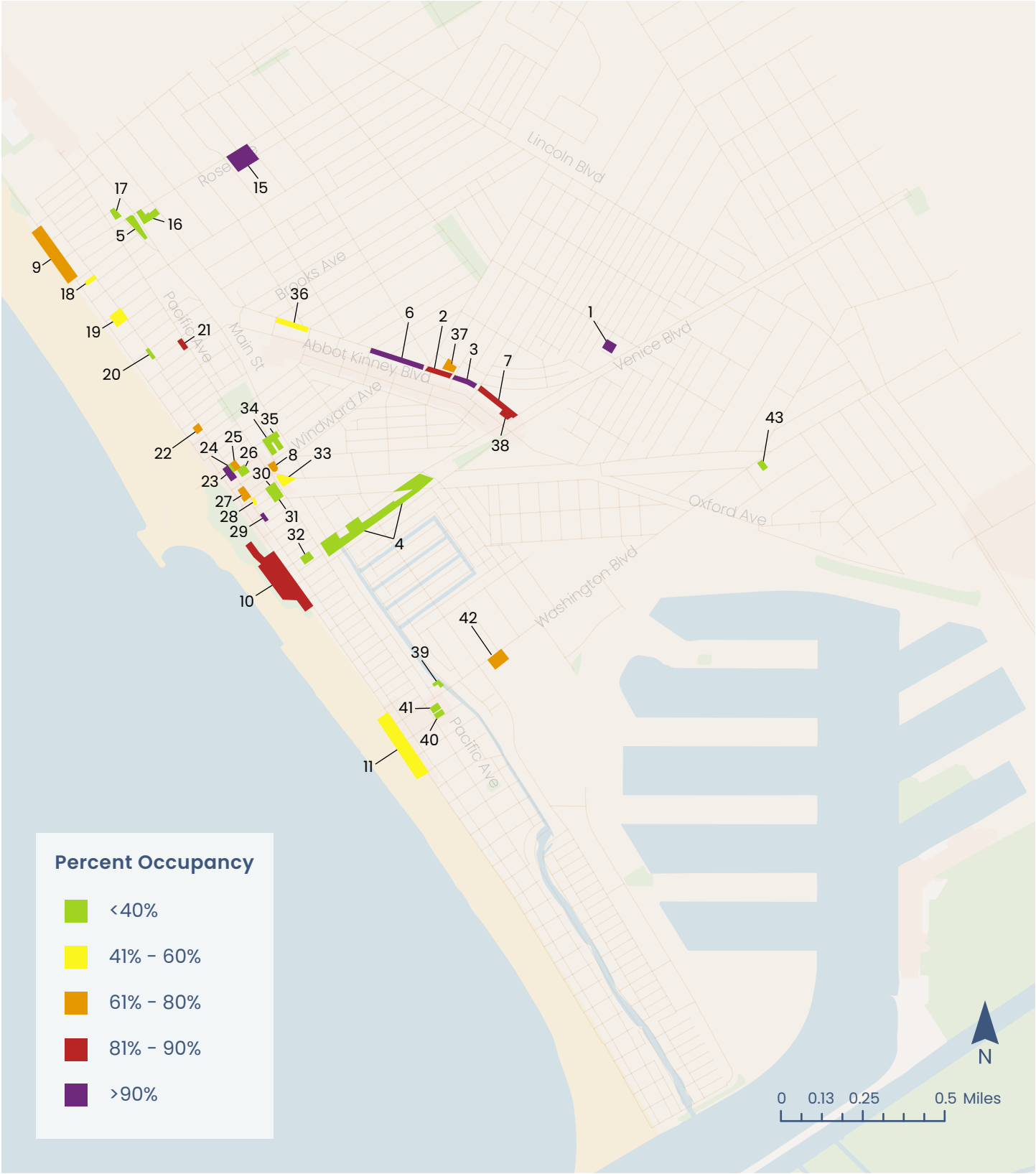


Figure 19 - Peak Off-Street Parking Utilization, Winter Holiday (Weekend, 4-6M)



3.3.4 Field Observations

Throughout the course of the data collection period, all data collectors were tasked with noting down any notable or unique observations made throughout their parking analysis sub-area that would serve to provide greater insight into how parking utilization may have been impacted by other factors beyond demand itself. Listed below are a few of these key observations.

- During peak hours of the day on both weekdays and weekends, parking utilization at LADOT Lot 760 was impacted by the demand created by the adjacent Erewhon market.
- During both the weekday and weekend periods of the Fall season, traffic was impacted along Abbot Kinney Boulevard due to the re-location and construction of the Abbot Kinney LGBTQ+ Continental Crosswalk, which also included the installation of a pedestrian crossing signal. Construction was complete and no longer had an impact by the beginning Winter Holiday season data collection period.
- The number of riders being dropped off throughout the Venice Study Area by autonomous vehicles (i.e. Waymo) vastly outnumbered those being dropped off by standard TNC services, such as Uber or Lyft. These vehicles had a tendency to drop off passengers along Speedway, leading to some impacts to traffic flow during pick-up/drop-off times.
- Two key changes were identified to the inventory of Al Fresco Dining operations. The outdoor dining area at Gjelina (1429 Abbot Kinney Bl), which previously had utilized two parking spaces along Milwood Ave, was removed between the Summer and Non-Summer Shoulder seasons. The outdoor area at The Brig (1515 Abbot Kinney Bl) was under construction to introduce more permanent outdoor fixtures and canopies during the Winter Holiday season.

Table 21 – Comparison of 2018 to 2025 On-Street Occupancy Rates, Summer Weekend

	8 AM – 10AM	10AM – 12PM	12 PM – 2PM	2 PM – 4PM	4 PM – 6PM	6 PM – 8PM	Weekend Average
F&P (2018)	75.8%	78.0%	80.4%	80.6%	81.0%	78.9%	79.1%
Walker (2025)	73.0%	78.3%	80.0%	80.9%	79.7%	79.4%	78.6%

Source: Walker Consultants, 2025

37 Retrieved from: <https://lacity.primegov.com/Portal/Meeting?meetingTemplateId=137936>

3.3.5 Comparisons to Previous Studies

When compared to the previous study conducted by Fehr & Peers in 2018, the overall demand comparison shows that although demand may have increased or decreased across individual sub-areas, the overall on-street parking utilization has not changed significantly. Overall utilization rates during the peak period (Summer weekend) were nearly identical across both the previous 2018 and current 2025 data collection sessions, as shown in **TABLE 21**. On-street parking during the Shoulder weekend period was observed to have an average occupancy rate of approximately 79%, meaning that out of the **9,148** on-street spaces available in the analyzed sub-areas of the Venice Study Area, **1,921** spaces remained available at one point or another during the day. What this means is that despite shifting travel patterns and post-COVID travel behaviors, overall demand for on-street parking has either not been affected or has reduced in the years since the previous study.

However, as the off-street parking utilization analysis demonstrated, demand for off-street parking has also been reduced significantly. What this may mean is that as overall demand for on-street parking has been reduced, more vehicles now have the opportunity to utilize more convenient – and mostly free – on-street spaces rather than paying for an off-street space. This is demonstrated by the lower-than-expected occupancy rates at the majority of off-street facilities in the Study Area, with the average occupancy during the peak period (Summer weekend) only 44%. This means that, out of **2,557** off-street spaces available during the peak period, **1,432** remained available at the peak time. Some facilities, such as LADOT Lot 701, remained completely empty even during the peak period as its use is only activated when Lot 731 nears capacity – which it never did throughout the course of the data collection period. It should be noted that as of October 2025, Lot 701 is under consideration by the Office of Council District 11 (CD11) for conversion into a 120-unit affordable housing complex, and Lot 731 is under consideration by CD11 for conversion into a regional mobility hub in support of the 2028 Summer Olympic Games.³⁷

Table 22 – Comparison of 2018 to 2025 Off-Street Occupancy Rates, Summer Weekend

	8 AM – 10AM	10AM – 12PM	12 PM – 2PM	2 PM – 4PM	4 PM – 6PM	6 PM – 8PM	Weekend Average
F&P (2018)	36.2%	60.7%	86.2%	90.2%	74.0%	46.3%	65.6%
Walker (2025)	15.3%	34.9%	62.5%	70.1%	66.4%	55.4%	50.8%

Source: Walker Consultants, 2025

3.4 Travel Behaviors

The travel behaviors analysis for the Venice Public Access Study comprised three primary analytical components, supported by Replica data to provide a detailed understanding of travel trends and access dynamics. Replica is a data-driven travel simulation software that allows for users to generate holistic insights on travel and mobility trends in areas of varying sizes and densities.

- **Neighborhood-Level Travel Analysis (2024 Baseline):** A neighborhood-wide analysis was conducted using Fall 2024 Replica data to compare weekday and weekend travel patterns associated with Venice. This analysis examined differences in trip volumes, trip purpose, audience composition, mode share, and trip distances between typical weekday and weekend conditions.
- **Sub-Neighborhood-Level Travel Patterns:** A more granular analysis examined travel dynamics across five Venice sub-neighborhoods defined by restaurant walksheds. This component focused on identifying localized differences in trip generation, audience composition, trip purpose, mode share, and trip distance.
- **Demand Forecasts and Temporal Comparison (2019 vs. 2024):** A comparative analysis was conducted using Fall 2019 and Fall 2024 Replica datasets to assess changes in travel behavior over time. This pre- and post-Al Fresco comparison evaluated differences in weekday trip volumes, audience composition, trip purpose, and mode share for overall, inbound, and internal trips. The analysis was used to contextualize observed trends and to assess whether access to Venice has changed over time, rather than to attribute causality to any single policy or program.

All analyses were conducted using Replica datasets representing a typical weekday (Thursday) and a typical weekend day (Saturday) to reflect both standard business activity and peak visitor conditions. To focus the analysis on parking demand and

public access impacts, only trips that intersected Venice and either originated or ended within the study area were included; pass-through trips that neither started nor ended in Venice were explicitly excluded in order to focus on parking needs.

- Trips were further segmented into three categories:
1. **Overall** trips, which are all trips that have started and/or ended in Venice,
 2. **Inbound** trips, which are all trips which did not start but did end in Venice, and
 3. **Internal** trips, which are all trips which originated and ended within Venice.

Note that outbound trips are not included in this approach, as outbound trips would only represent trips which leave the Venice Study Area, and are therefore not relevant to the purposes of this Study. As a result, the sum of all Inbound and Internal trips may not necessarily equal the number of Overall trips or equal 100% of all trips. This approach provided a focused assessment of travel behavior most relevant to curb use, parking availability, and access to coastal and commercial destinations.

Trips were further categorized by audience using Replica’s audience classification framework, which assigns travelers based on the relationship between their home location, work or school location, and the Venice study area. Audience categories include residents (individuals who live in Venice), workers or students (individuals who work or study in Venice), visitors (individuals who neither live nor work or study in Venice), and out-of-region visitors (individuals whose home location is outside the CA–NV region³⁸). A small share of trips may not be assigned to an audience category due to limitations in identifying home or work locations, particularly when comparing across analysis years.

38 For this analysis, out-of-region visitor trips are grouped under the CA–NV regional classification, which is the default external market boundary provided by Replica. This designation reflects the platform’s data structure rather than a study-specific selection of California–Nevada as a distinct visitor market.

3.4.1 Key Travel Behavior Findings

Overall, the travel patterns analysis indicates that Venice continues to accommodate both local and visitor travel under existing access conditions, providing important context for evaluating the long-term implementation of the Al Fresco outdoor dining program. The analysis suggests that changes to curb use and parking associated with Al Fresco have not resulted in a measurable reduction in overall access to Venice, and that travel behavior remains broadly consistent across weekdays, weekends, and over time. These findings support a transition to a permanent program accompanied by targeted, multimodal mitigation strategies that prioritize short-distance access, visitor wayfinding, and site-specific curb management to maintain public access while supporting outdoor dining activity.

Taken together, the 2019 to 2024 comparison indicates gradual shifts in travel behavior rather than abrupt changes. The presence of Al Fresco and associated curb reconfigurations does not appear to have suppressed overall weekday travel demand. Instead, demand has remained stable with slight growth, suggesting that future conditions under a permanent Al Fresco program are likely to resemble current patterns rather than represent a fundamental departure from pre-2020 travel behavior.

Neighborhood-Wide Findings

- **Venice functions as both an active residential neighborhood and a regional destination for non-work related activity.** Travel volumes are higher on weekends, reflecting increased leisure and visitor activity, but weekday trip-making remains substantial. This indicates that Venice is not solely a weekend destination, but a consistently active neighborhood throughout the week.
- **Residents account for the largest share of travel across all periods, with visitors driving weekend increases.** Across both weekdays and weekends, residents make up the largest portion of trips. On weekends, visitor trips increase while work-related travel declines, particularly for inbound trips, reinforcing the role of discretionary travel in shaping access and parking demand. For further details on the impact residential parking demand on the Study Area’s supply, see **SECTION 3.3 – PARKING UTILIZATION ANALYSIS**.
- **Non-work travel dominates trip purposes, especially for inbound and weekend travel.** Home-based trips account for roughly one third of all trips and remain stable across time periods. Shopping, dining, and social trips increase on weekends, while work trips decline, indicating that Venice’s travel demand is primarily driven by daily living needs and visitor-oriented activities rather than employment commuting.
- **Private autos remain the dominant mode, but weekend travel shows greater sharing and diversification.** Driving alone accounts for the majority of trips overall, though its share declines on weekends. This reduction is largely offset

by increased shared passenger trips (e.g. high-occupancy vehicles), suggesting more shared and group travel associated with leisure and social activity. Walking maintains a consistent and meaningful mode share, particularly for internal trips, reflecting Venice’s walkable urban form.

- **Internal trips are short, resident-driven, and highly walk-oriented.** Trips occurring entirely within Venice are dominated by residents, have very high walking mode shares, and are generally short in distance. These patterns highlight the importance of pedestrian access, neighborhood connectivity, and local circulation improvements in supporting everyday travel.
- **Most travel is local or sub-regional, with limited long-distance demand.** The majority of trips are short or moderate in length, with long-distance trips (32 miles or more) representing a small share of overall travel. This suggests that access and parking demand are shaped more by local and regional travel patterns than by long-haul trips.
- **One-to-two-mile trips present a clear opportunity for mode shift in key sub-neighborhoods.** Sub-neighborhoods such as Abbot Kinney and Oxford Triangle show a high concentration of trips in the one-to-two-mile range, a distance well suited for biking and micromobility. Targeted first and last mile improvements and safer micromobility infrastructure could meaningfully reduce short auto trips in these areas.
- **Travel demand is highly localized within Venice itself.** The most common origin-destination pairs are internal to Venice census tracts, indicating that many trips begin and end within the neighborhood. This reinforces that parking and access challenges are driven not only by regional visitors, but also by short, local trips that could be shifted to non-auto modes.

Sub-Neighborhood Findings

- **Sub-neighborhood travel patterns vary significantly based on land use and destination intensity.** Beachfront and commercial areas such as Venice Beach and Rose Avenue generate higher trip densities and attract more visitors, while residential areas like Marina Peninsula are dominated by resident travel and very short trips. These differences underscore the need for context-sensitive access, curb, and parking strategies rather than uniform approaches across Venice.

Comparison & Forecast Findings

- **Overall weekday travel demand in Venice has remained stable and has increased slightly since the 2018/19 Fehr & Peers study.** Total weekday trip volumes in Fall 2024 are modestly higher than in Fall 2019, indicating sustained demand for access to and within Venice over time. This growth has occurred alongside the implementation of the Al Fresco program and associated curb and parking changes, suggesting that overall access to Venice has been maintained despite reductions or reallocation of curb space.

- **The mix of travelers accessing Venice has remained generally consistent over time.** Across both 2019 and 2024, residents continue to account for a substantial share of weekday travel, with workers and students representing the next largest group and visitors comprising a meaningful but secondary portion. While small differences appear in audience percentages between years, these variations are best interpreted as data classification differences rather than fundamental shifts in who is traveling to and within Venice.
- **Weekday travel purposes have shifted modestly toward non-work activity.** Between 2019 and 2024, weekday travel shows a slight increase in non-work purposes such as shopping and social trips, alongside a decline in work-related travel. Home-based trips remain dominant in both years. These trends align with broader changes in work flexibility and remote work rather than Venice-specific interventions, but they nonetheless suggest continued weekday demand for discretionary and local trips.
- **Private auto use has increased relative to shared and sustainable modes.** Mode share trends between 2019 and 2024 indicate an increase in private auto trips across overall and inbound travel, largely offset by a decline in auto passenger trips. This suggests reduced vehicle sharing rather than a substantial increase in total vehicle trips. Public transit, biking, and walking each represent slightly smaller shares in 2024, while commercial vehicle trips have declined, reflecting broader shifts in travel behavior and delivery patterns.

- **Internal trips show some resilience in active travel despite overall auto increases.** For internal trips, private auto use has increased but walking and biking trips have also grown modestly. This indicates that short-distance travel within Venice continues to support active modes, even as broader travel trends lean more heavily toward private auto use.

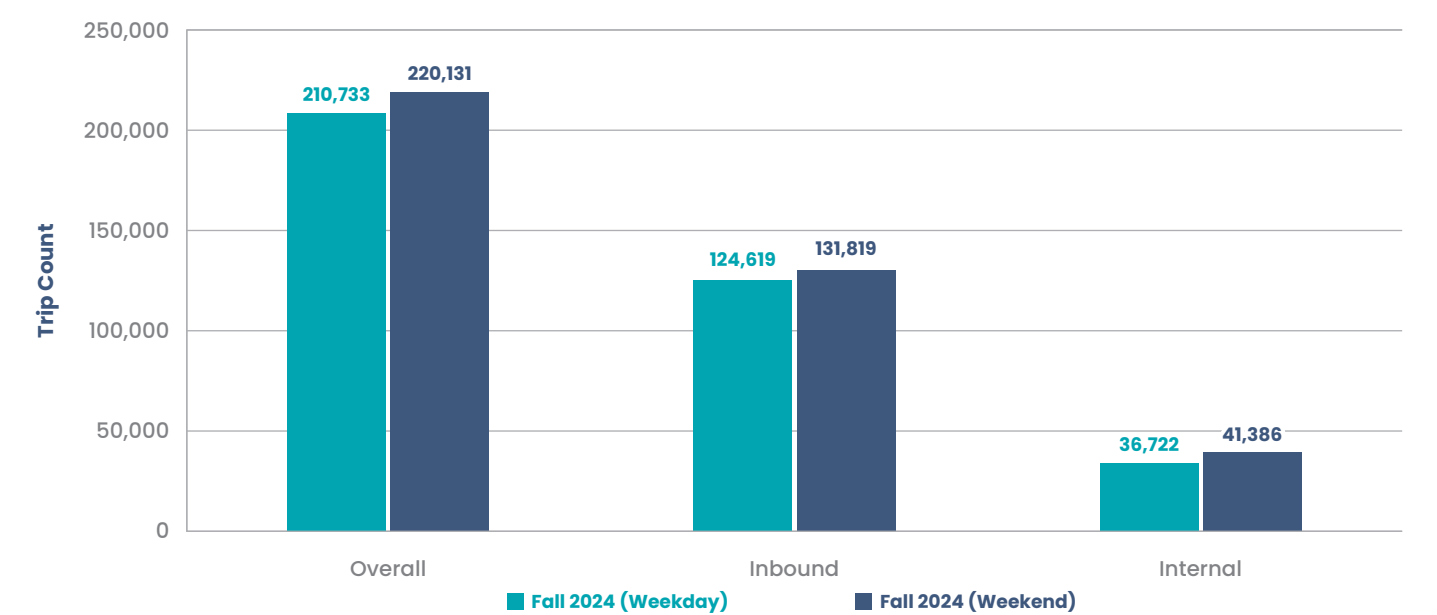
3.4.2 Neighborhood-Wide Comparison

This sub-section summarizes Venice-wide travel patterns to establish baseline trends in trip-making, audience composition, trip purpose, mode share, and travel distances. The analysis highlights how travel behavior differs between weekdays and weekends and provides context for understanding parking demand and access needs associated with both daily activity and peak visitor periods.

Total Daily Trip Counts

Total daily trip volumes are higher on weekends than weekdays, reflecting Venice’s strong role as a destination for leisure, dining, and recreational activities. This increase is consistent with elevated visitor activity during non-workdays and aligns with observed shifts toward non-work trip purposes on weekends. Despite this increase, weekday travel volumes remain substantial, underscoring Venice’s function as an active neighborhood throughout the week rather than a purely weekend-oriented destination.

Figure 20 – Total Trip Counts, Fall 2024 (Weekday & Weekend Comparison)



Trip Audience and Purpose

Overall Trip Audience and Purpose

Overall, trip audience composition remains relatively stable between weekdays and weekends, with residents accounting for the largest share of trips in both periods. Visitors and workers each represent substantial portions of overall travel, reinforcing Venice’s dual role as a lived-in neighborhood and a destination. Subtle shifts occur on weekends, with visitor trips increasing and worker-related travel declining, reflecting reduced commute activity and greater leisure-oriented travel.

Across both weekdays and weekends, travel in Venice is dominated by home-based and non-work travel. Home-related trips account for roughly one third of all trips and remain highly consistent across time periods. Shopping, eating, and social trips increase modestly on weekends (due in part to the growth of the Al Fresco Dining program), while work trips decline in a trend consistent with reduced commuting. These patterns indicate that Venice travel demand is driven primarily by local living needs and visitor-oriented activity rather than weekday employment travel.

Inbound Trip Audience and Purpose

Inbound trips to Venice show a stronger visitor presence compared to overall trips, particularly on weekends. While residents and workers continue to contribute to inbound travel, the weekend increase in visitor share highlights Venice’s role as a destination for dining, recreation, and coastal access.

Inbound trip purposes are largely driven by non-work activities, with shopping, eating, and social trips playing a prominent role, especially on weekends. Work-related inbound travel declines on weekends, reinforcing the importance of discretionary travel in shaping access and parking demand near commercial corridors.

Internal Trip Audience and Purpose

Internal trips are dominated by residents across both weekdays and weekends, indicating that a substantial share of travel within Venice reflects local circulation rather than external visitation. The share of Venice workers/students declines by about eight percent over the weekend – highlighting the prevalence of weekday work-travel.

Internal trip purposes are primarily home-based and non-work oriented, with relatively limited work travel (which is even less substantial on the weekends). This pattern reflects short-distance, neighborhood-scale activity and highlights the importance of walkability and local access in supporting internal travel needs.

Trip distance distributions show that internal trips are generally short, reflecting neighborhood-scale travel, while inbound trips include a wider range of distances that span both local and regional distances, indicating that Venice draws travelers from across Los Angeles County while still supporting substantial local circulation. Long-distance trips though (32+ miles) only represent a small share of overall trip distances.

Figure 21 – Area-wide Trip Audience, Weekday vs Weekend (2024)

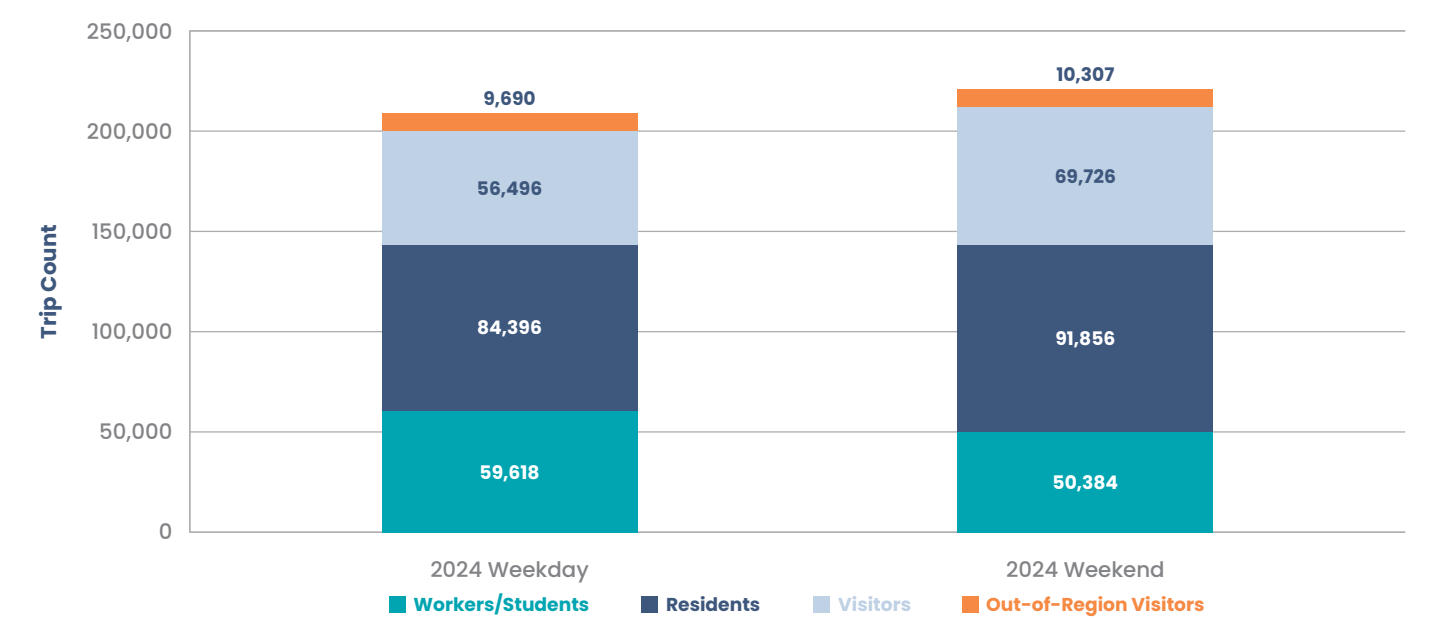


Figure 22 – Area-wide Trip Purpose, Weekday vs Weekend (2024)

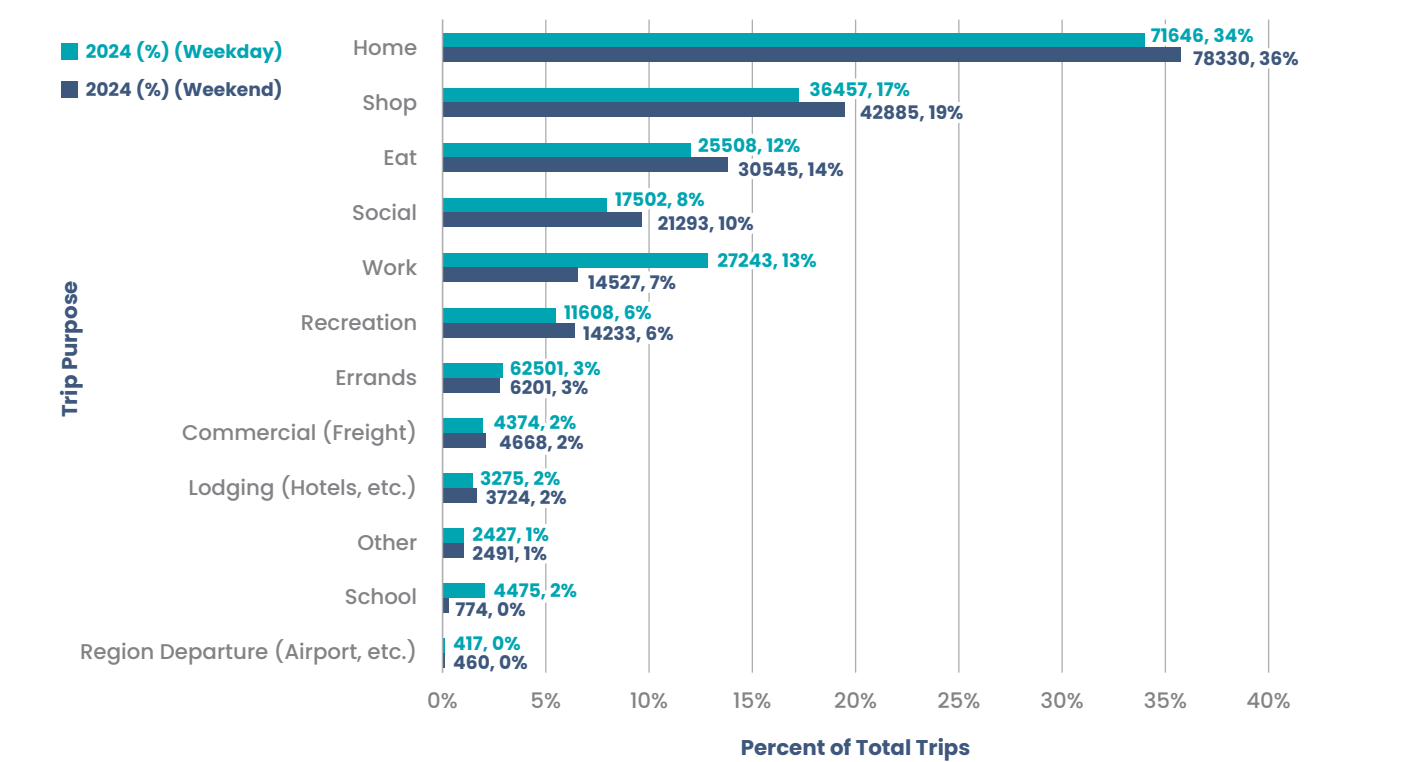


Figure 23 – Inbound Trip Audience, Weekday vs Weekend (2024)

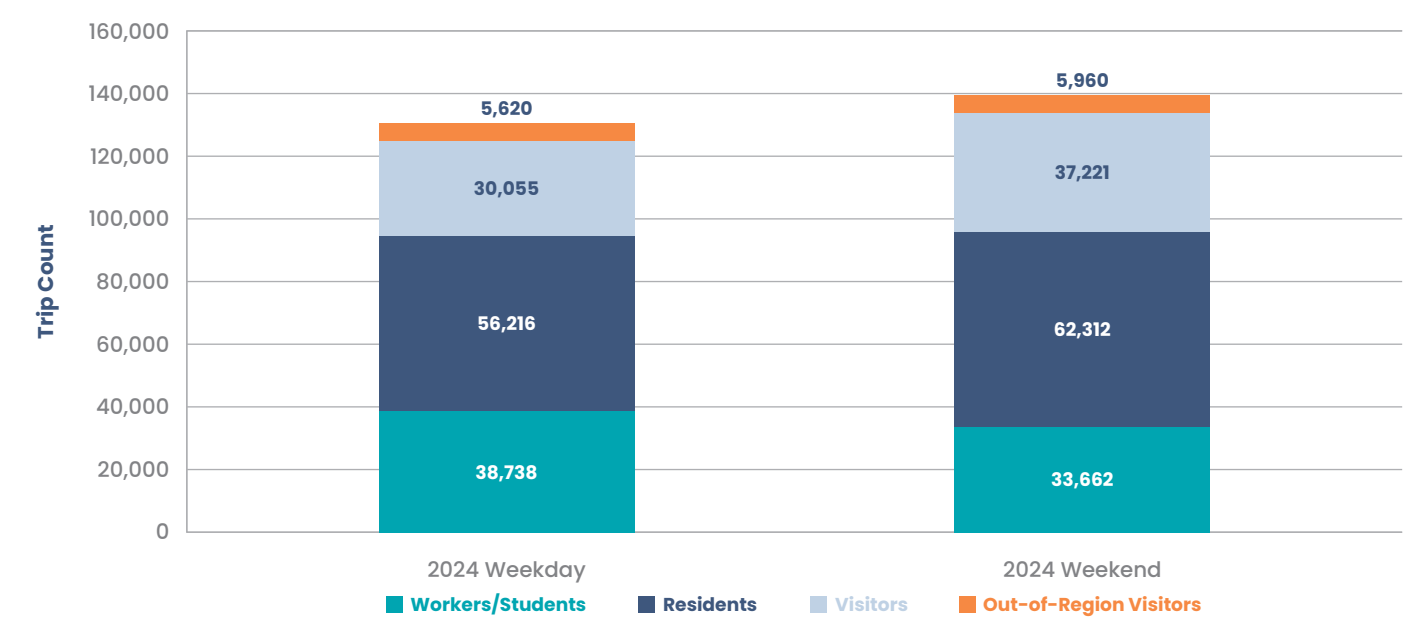


Figure 24 – Inbound Trip Purpose, Weekday vs Weekend (2024)

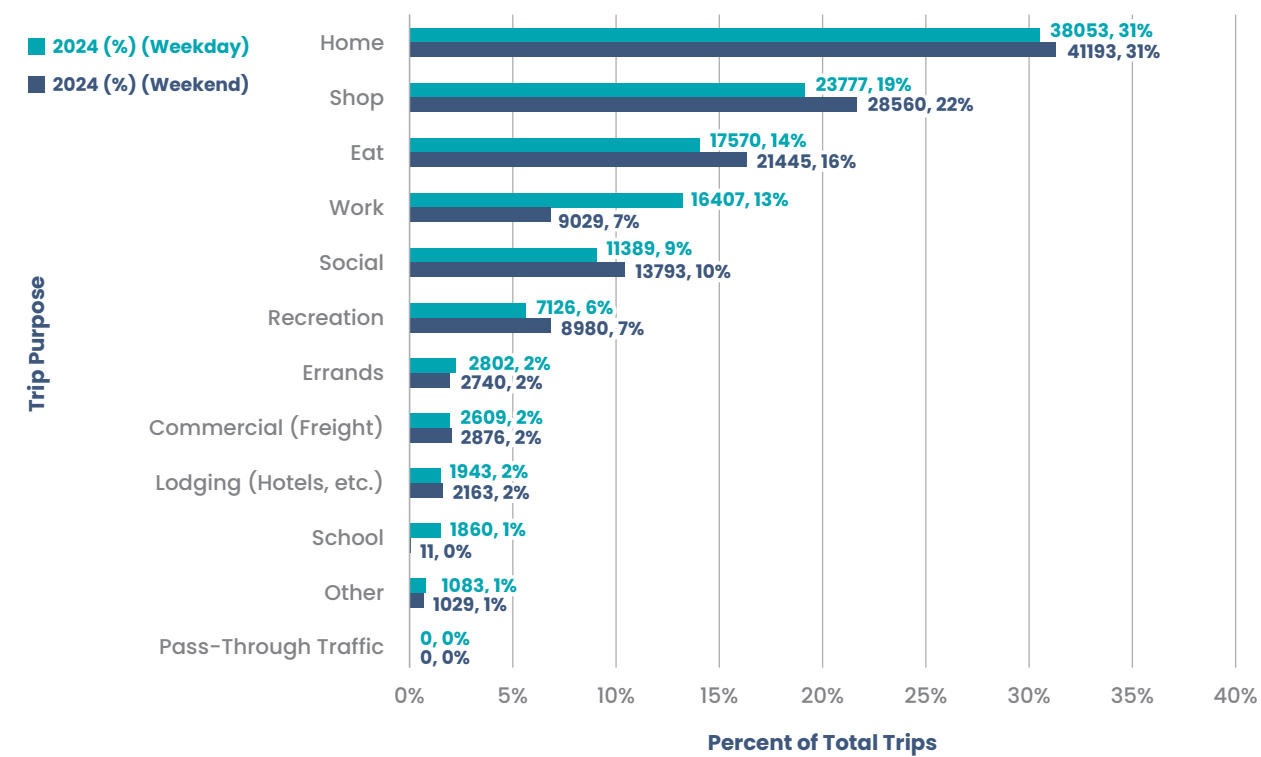


Figure 25 – Internal Trip Audience, Weekday vs Weekend (2024)

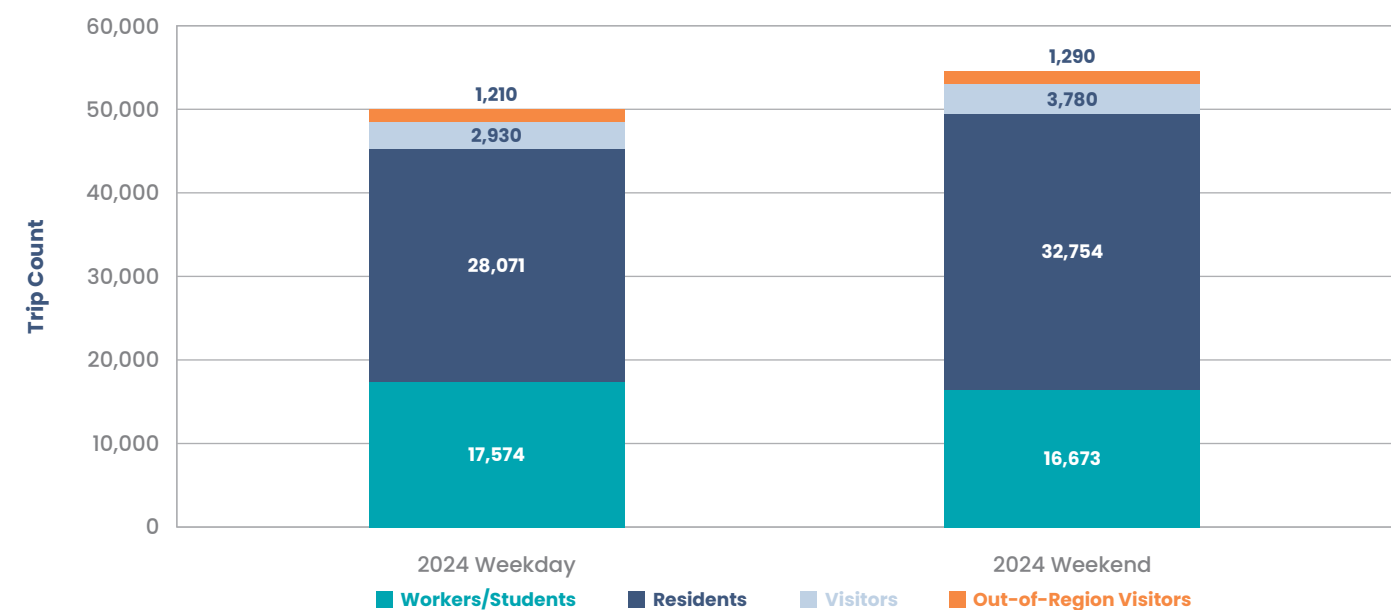
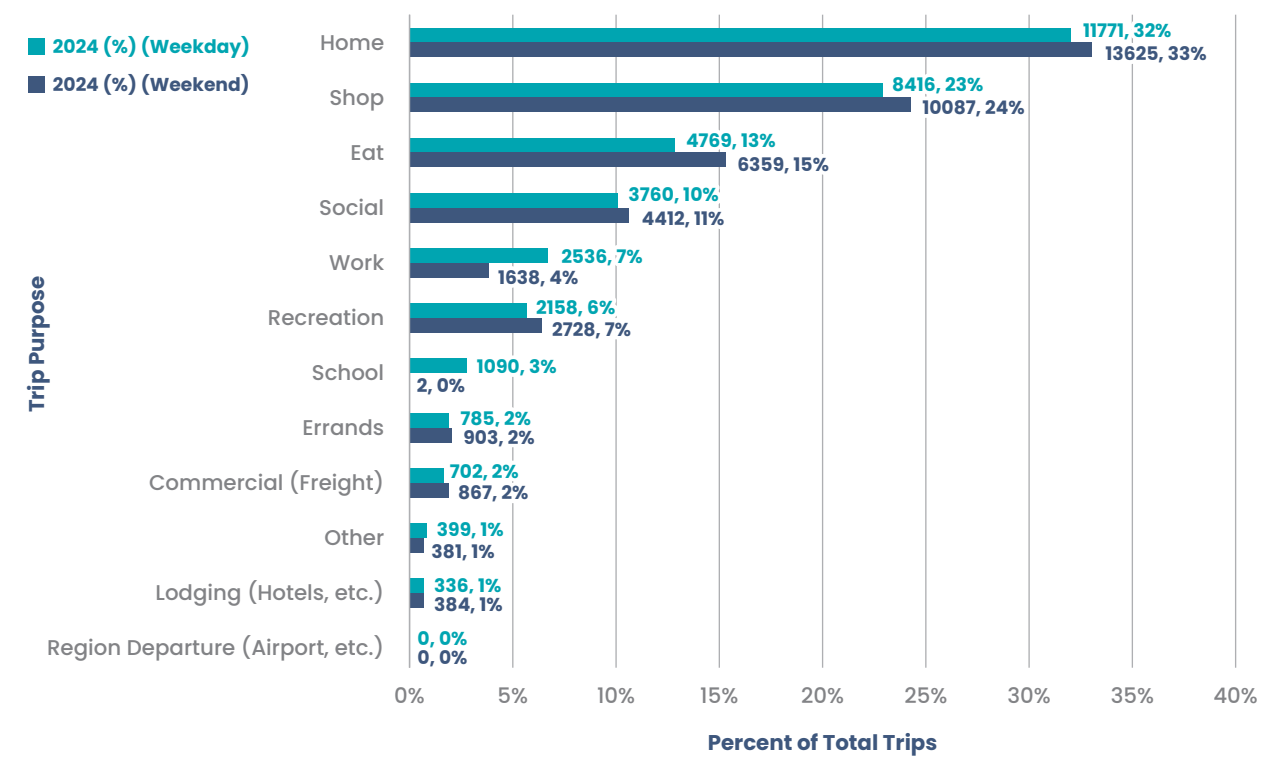


Figure 26 – Internal Trip Audience, Weekday vs Weekend (2024)



Trip Distance Distribution, Origin, and Destinations

Trip Distance Distributions (Weekday)

Trip distance distributions show that internal trips are generally short, reflecting neighborhood-scale travel, while inbound trips include a wider range of distances that Overall trips span both local and regional distances, indicating that Venice draws travelers from across Los Angeles County while still supporting substantial local circulation. Long-distance trips though (32+ miles) only represent a small share of overall trip distances.

Trip Origin and Destinations

Overall trip origins are concentrated within Venice and surrounding Westside areas, with broader distribution across Los Angeles County. Notably, higher concentrations appear in areas with strong transit connectivity, including corridors linked to the Metro E Line, which can provide indirect access to Venice via transfers, micromobility, or bus connections. This pattern suggests opportunities to strengthen multimodal access and wayfinding from nearby transit hubs.

Top origin-destination pairs are largely internal to Venice, reflecting short local trips and reinforcing the importance of neighborhood-scale access improvements. Inbound and internal trip patterns further emphasize that many trips begin or end within Venice itself, highlighting localized parking demand pressures rather than reliance on long-distance travel.

Figure 27 – 2024 Weekday Trip Distance Distribution (Overall vs Inbound vs Internal)

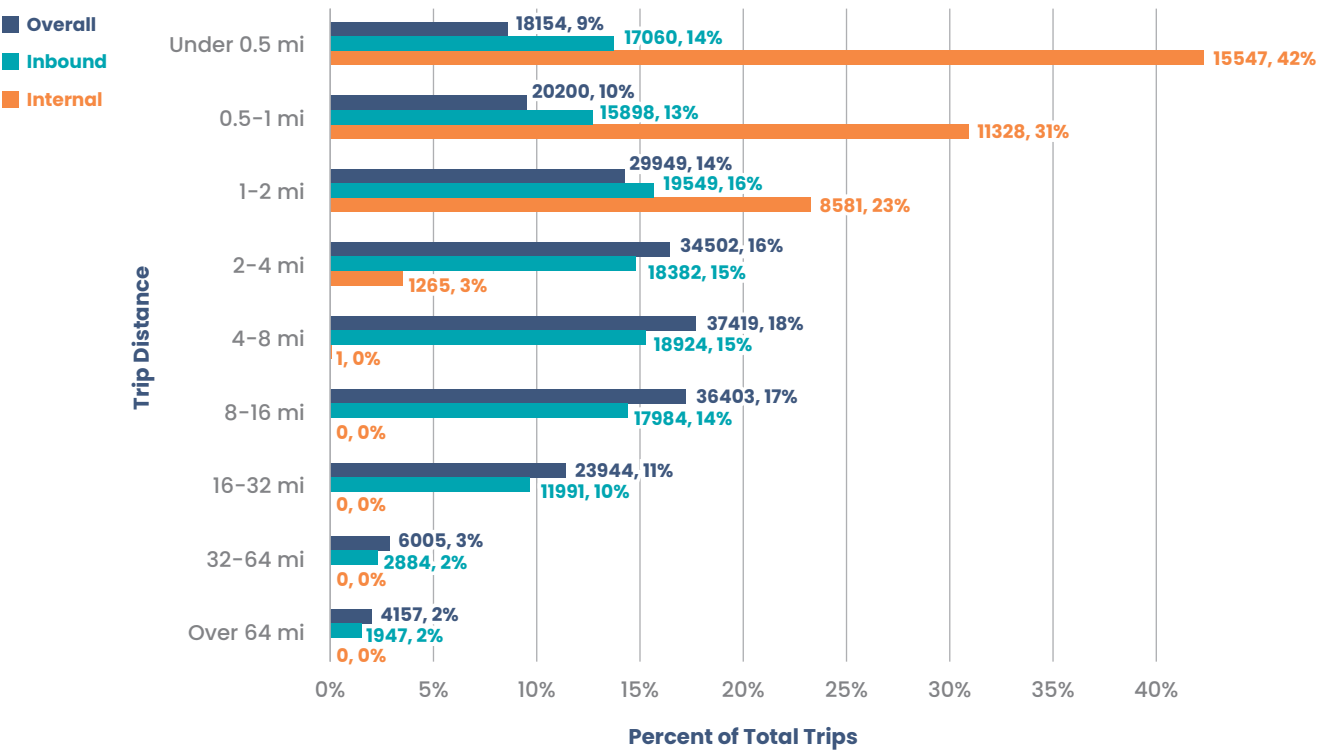


Table 23 – 2024 Weekday Top Five Origin–Destination Pairs (Overall Trips)

Origin Tract	Destination Tract	Trip Count	Percent (of All Trips)
2741 (Los Angeles, CA)	2741 (Los Angeles, CA)	3258	1.6%
2739.02 (Los Angeles, CA)	2739.02 (Los Angeles, CA)	2517	1.2%
2735.02 (Los Angeles, CA)	2735.02 (Los Angeles, CA)	2131	1.0%
2742.02 (Los Angeles, CA)	2742.02 (Los Angeles, CA)	1838	0.9%
2732 (Los Angeles, CA)	2732 (Los Angeles, CA)	1755	0.8%

Table 24 – 2024 Weekday Top Five Origin–Destination Pairs (Inbound Trips)

Origin Tract	Destination Tract	Trip Count	Percent (of All Trips)
2741 (Los Angeles, CA)	2741 (Los Angeles, CA)	3289	2.6%
2739.02 (Los Angeles, CA)	2739.02 (Los Angeles, CA)	2517	2.0%
2735.02 (Los Angeles, CA)	2735.02 (Los Angeles, CA)	2131	1.7%
2732 (Los Angeles, CA)	2732 (Los Angeles, CA)	1755	1.4%
2742.02 (Los Angeles, CA)	2742.02 (Los Angeles, CA)	1744	1.4%

Table 25 – 2024 Weekday Top Five Origin–Destination Pairs (Internal Trips)

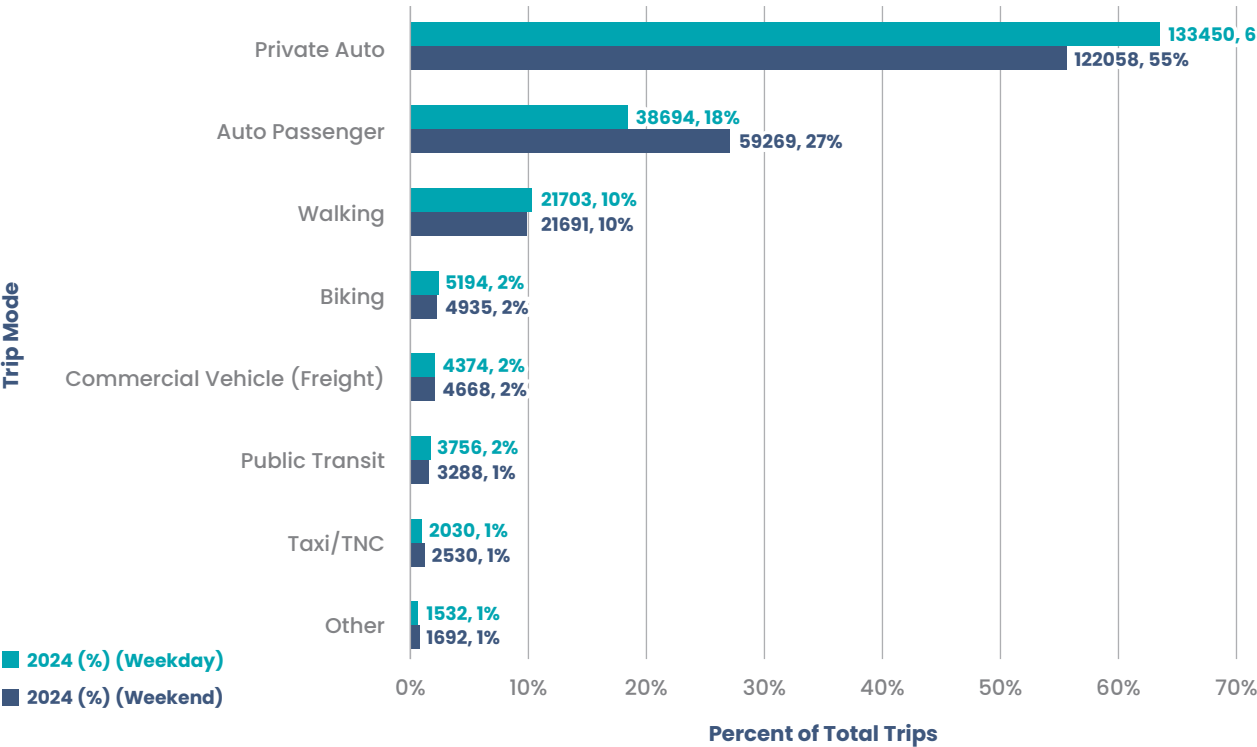
Origin Tract	Destination Tract	Trip Count	Percent (of All Trips)
2741 (Los Angeles, CA)	2741 (Los Angeles, CA)	3271	8.9%
2739.02 (Los Angeles, CA)	2739.02 (Los Angeles, CA)	2517	6.9%
2735.02 (Los Angeles, CA)	2735.02 (Los Angeles, CA)	2131	5.8%
2732 (Los Angeles, CA)	2732 (Los Angeles, CA)	1755	4.8%
2742.02 (Los Angeles, CA)	2742.02 (Los Angeles, CA)	1659	4.5%

Mode Split

Overall Mode Split

Across both weekdays and weekends, travel in Venice is overwhelmingly auto-oriented, with private auto trips accounting for the majority of total trips in both periods. While driving alone remains the dominant mode throughout the week, its share declines on weekends, dropping from roughly two thirds of trips on weekdays to just over half on weekends. This shift is primarily offset by an increase in auto passenger trips, which rise substantially on weekends, suggesting higher levels of shared and group travel associated with leisure and social activity. Walking maintains a consistent and meaningful share across both periods, reflecting Venice’s walkable urban form and short trip lengths, while biking, transit, and other modes each account for relatively small but stable shares. Overall, the mode share patterns indicate modest weekend diversification away from solo driving, but continued reliance on automobiles for most travel to and within Venice.

Figure 28 – 2024 Weekend vs Weekday Mode Share Breakdown, Total Trips



Inbound Mode Split

Inbound trips show slightly higher reliance on private autos compared to internal travel, though weekend shifts toward auto passenger trips indicate opportunities for shared travel strategies and visitor-focused access management.

Internal Mode Split

Internal trips exhibit very high walking shares and lower auto reliance relative to overall and inbound trips, underscoring the importance of pedestrian access and short-distance travel within Venice neighborhoods.

Figure 29 – 2024 Weekend vs Weekday Mode Share Breakdown (Inbound Trips)

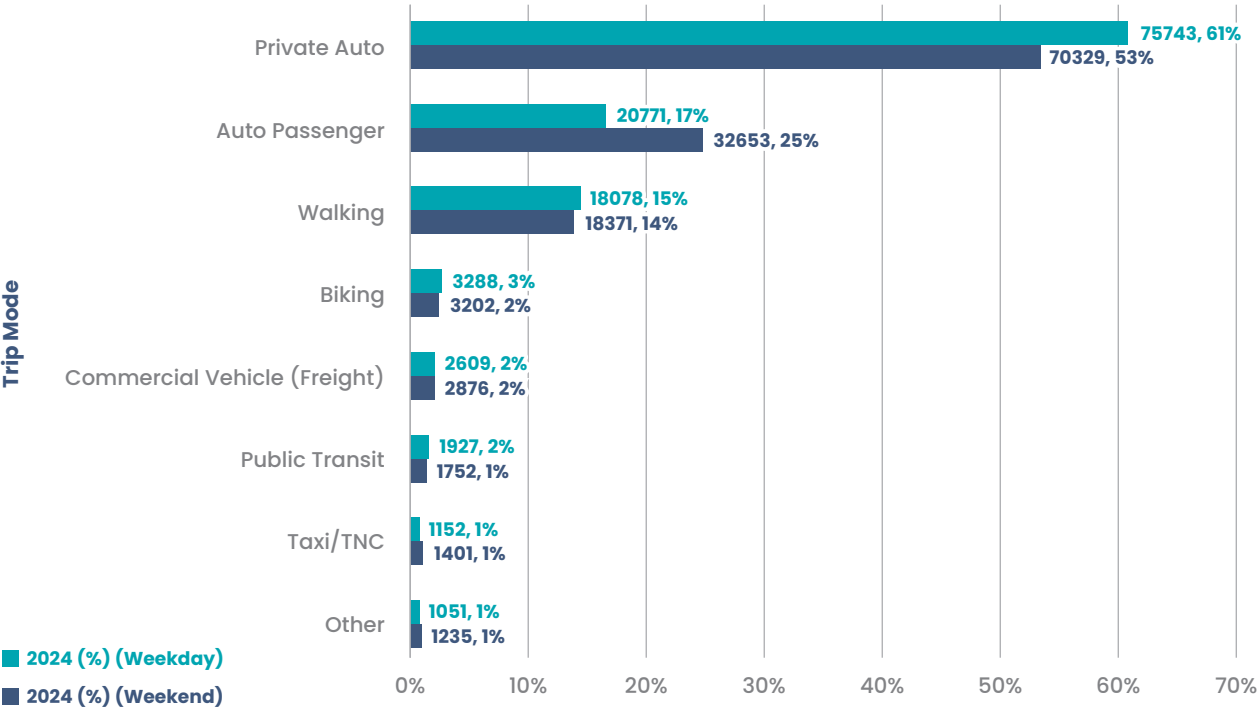
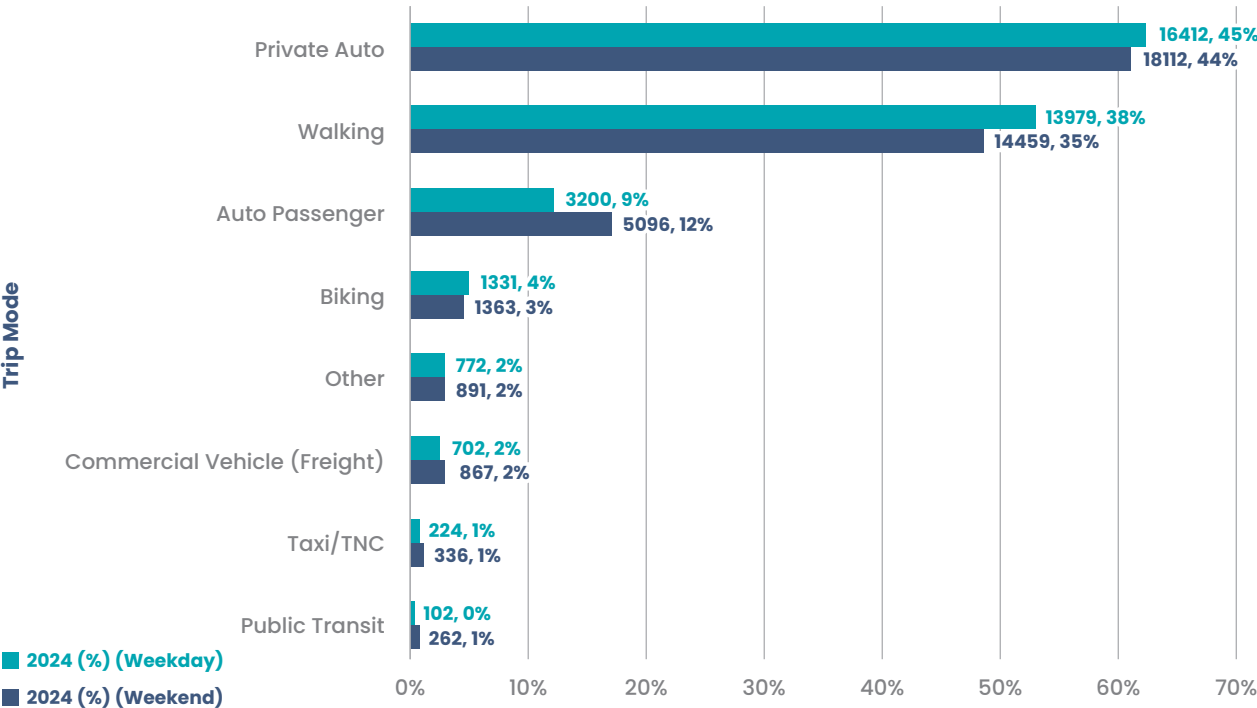


Figure 30 – 2024 Weekend vs Weekday Mode Share Breakdown (Internal Trips)



3.4.3 Sub-Area Comparison

Venice’s five sub-neighborhoods exhibit distinct travel patterns shaped by land use, access to the coastline, and concentration of commercial activity. While some areas generate higher total trip volumes due to the presence of restaurants, retail, and beach access, others reflect primarily residential travel patterns.

Spatial Distribution

Rose Avenue generates the highest total number of trips, reflecting its mix of beachfront access and commercial activity. Venice Beach, while smaller in area and lower total trip count, exhibits the highest trip density when measured per square mile, consistent with its role as a major visitor destination. Marina Peninsula shows lower trip density, aligning with its predominantly residential character.

Total Daily Trip Counts

Sub-neighborhood trip volumes vary considerably, reflecting differences in land use, neighborhood size, and destination attractiveness. These variations underscore the need for site-specific access and parking strategies.

Trip Audience and Purpose

Audience composition differs across sub-neighborhoods, with visitor shares higher in areas closer to the beach and commercial corridors (Rose Ave and Venice Beach), while residential areas are more heavily dominated by resident trips, with Marina Peninsula having the highest share of residential trips, reflecting its more residential land use.

Trip purposes vary by sub-neighborhood, with dining and shopping trips more prominent in commercial and beachfront areas (Venice Beach, Rose Ave, Oxford Triangle), and home-based trips dominating residential areas, especially Marina Peninsula. Work-based trip share is relatively consistent across the neighborhoods.

Trip Distance

Trip distances vary meaningfully by sub-neighborhood, and the one-to-two-mile band stands out as a key opportunity area for mode shift. In particular, Abbot Kinney and Oxford Triangle show a high concentration of trips in the one to two mile range, a distance that is very feasible for biking and micromobility, suggesting these areas are strong candidates for targeted first and last mile strategies and safer micromobility access. Marina Peninsula and Venice Beach have the highest shares of very short trips (under one to two miles), consistent with more local circulation and short hop travel that can be supported through walking, biking, and curb management strategies. At the other end of the spectrum, Venice Beach and Abbot Kinney also appear to draw a relatively larger share of longer-distance trips compared to other sub-neighborhoods, consistent with their role as major destination hubs and likely contributors to parking demand from visitors traveling in from farther parts of the region.

Mode Split

Mode share is generally consistent across sub-neighborhoods, with most areas displaying similar proportions of trips by walking, biking, and transit. The main variation occurs between private auto drivers and auto passengers, where some neighborhoods show a higher share of private auto use while others see more trips made as auto passengers.

Figure 31 – Total Daily Trip Count per Sub-Area, 2024 (Weekday)

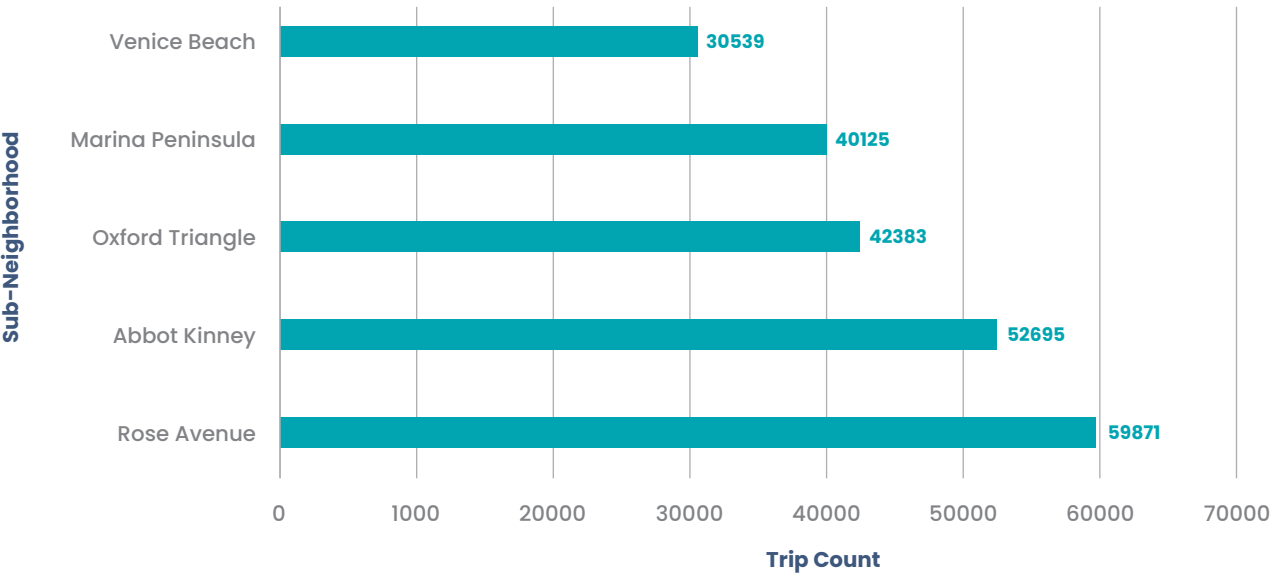


Figure 32 –Trip Audience per Sub-Area, 2024 (Weekday)

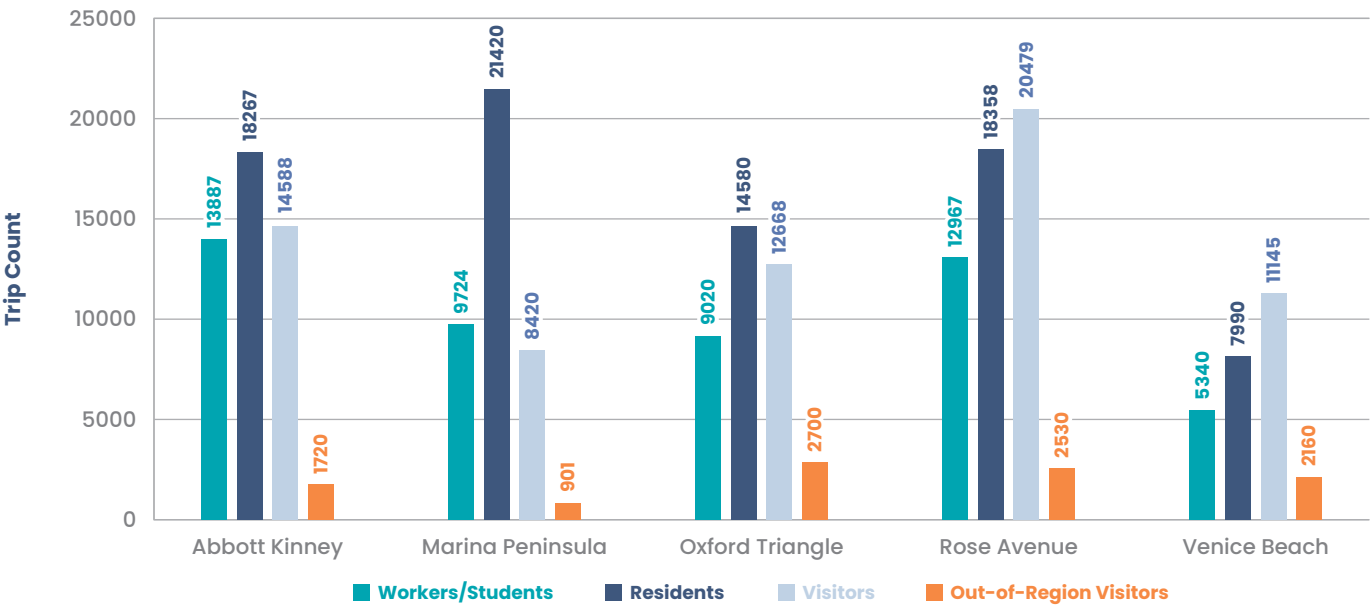


Figure 33 – Trip Purpose per Sub-Area, 2024 (Weekday)

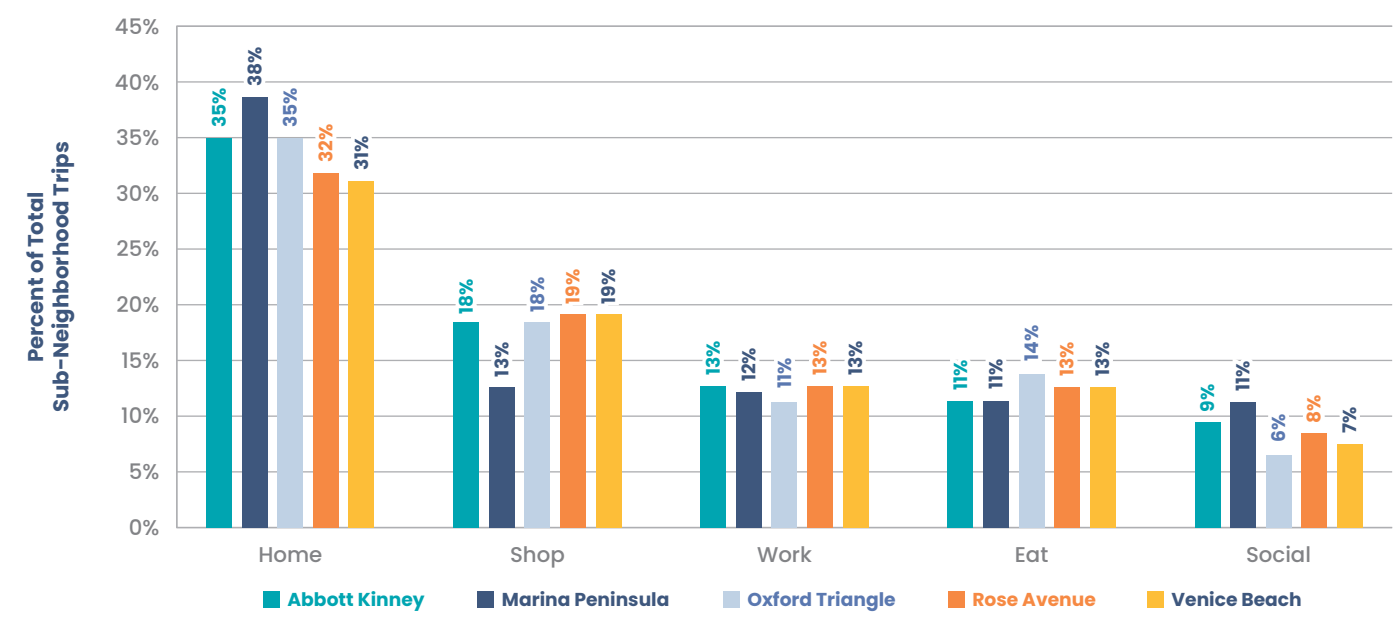


Figure 34 – Mode Split per Sub-Area, 2024 (Weekday)

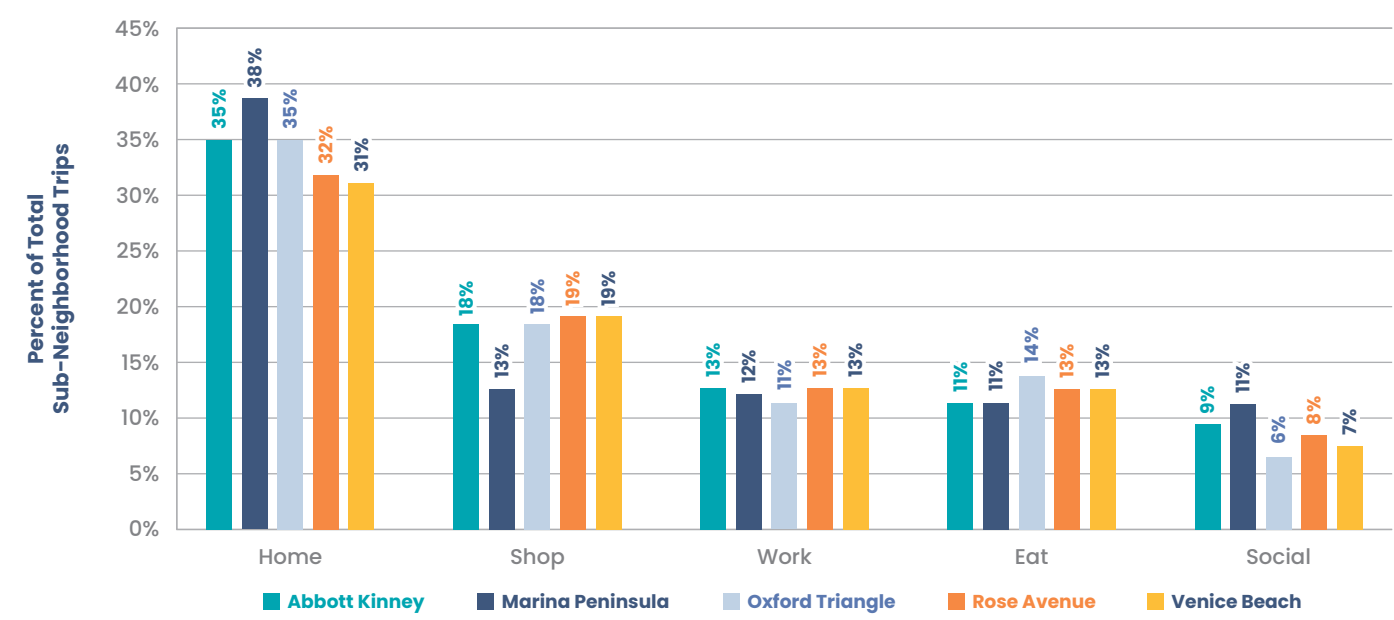
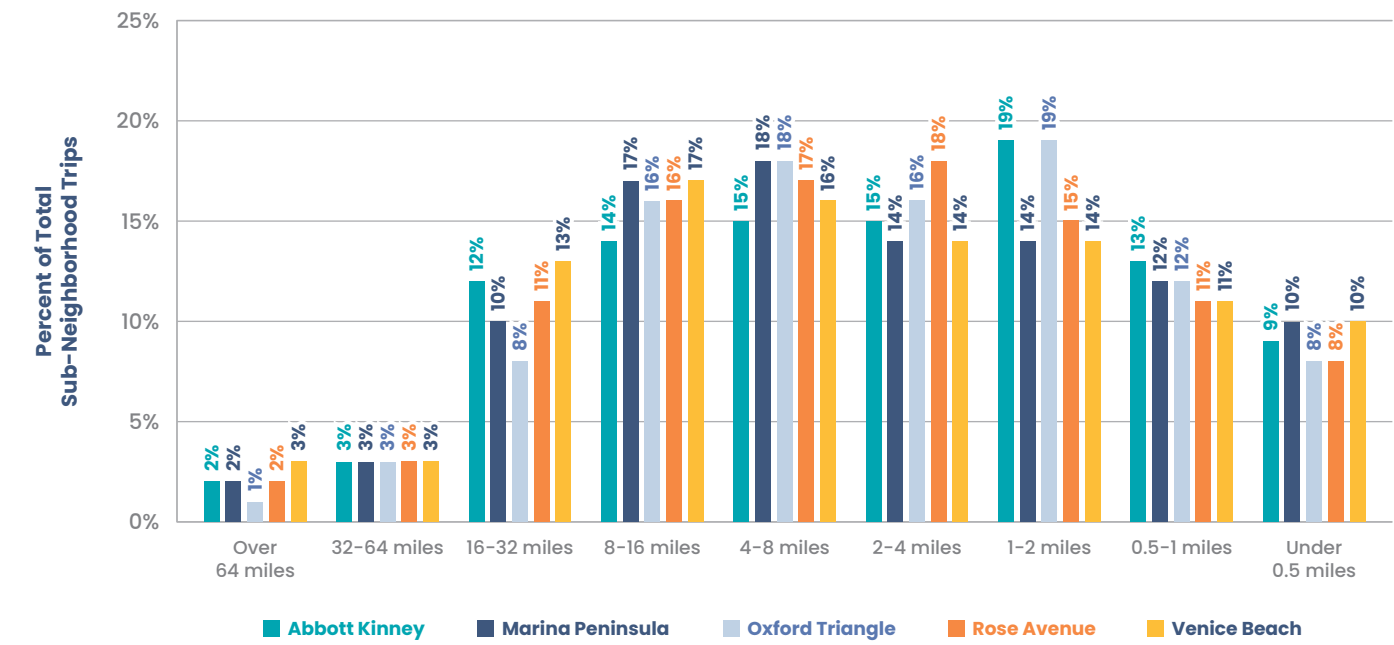


Figure 35 – Trip Distance Distribution per Sub-Area, 2024 (Weekday)



3.4.4 Travel Demand Comparisons

This section compares weekday travel patterns in Venice between Fall 2019 and Fall 2024 to assess how travel behavior has evolved over time and to understand potential implications for public access and parking conditions. The comparison provides a pre- and post–Al Fresco program snapshot, helping to contextualize observed changes in trip volumes, trip purpose, audience composition, and mode share as the City considers transitioning the program to a permanent condition.

Total Daily Trip Counts

Total weekday trip volumes associated with Venice have increased slightly between Fall 2019 and Fall 2024. This growth has occurred even with the implementation of the Al Fresco dining program and associated changes to curb use and parking supply, suggesting that overall access to Venice has been maintained over time. The modest increase in trips indicates continued demand for travel to and within the area.

Trip Audience and Purpose

Overall Audience and Purpose

Trip audience distributions in Venice are broadly similar in 2019 and 2024, indicating stable weekday travel patterns over time. In both years, residents account for a substantial share of trips, followed by workers and students, with visitors comprising a meaningful but secondary portion of overall travel. While the total percentage of trips assigned to specific audience categories differs slightly between years, this variation likely reflects changes in data coverage and classification confidence rather than underlying shifts in travel behavior. As a result, the 2019 and 2024 audience breakdowns are best interpreted as

exhibiting comparable distributions, suggesting that the overall mix of residents, workers, and visitors traveling to and within Venice has remained generally consistent over time.

Trip purpose distributions show subtle but meaningful changes between 2019 and 2024. Home-based trips remain the dominant purpose in both years, with slight increases in 2024. In 2024, non-work purposes such as shopping, and social trips accounted for a slightly larger share of weekday travel, while work trips decline slightly compared to 2019. Eating trips also declined slightly. This shift aligns with increased flexibility in work arrangements with the onset of work-from-home policies.

Inbound Audience and Purpose

Inbound weekday trip audience composition in Venice appears broadly consistent between 2019 and 2024. In both years, inbound trips are distributed across workers and students, residents, and visitors, indicating that Venice continues to attract a mix of commute-related and non-work travel. Inbound trip purposes reflect a parallel shift toward non-work travel. Shopping and social trips increase modestly in 2024 relative to 2019 while eating trips decline slightly over the same time period.

Internal Audience and Purpose

Internal trips remain strongly resident-driven in both years, with relatively limited change in audience composition between 2019 and 2024. Internal trip purposes have shifted slightly over time, with modest increases in shopping and social trips, while eating and work-related trips have experienced slight declines.

Figure 36 – Total Trip Counts (2019 vs 2024)

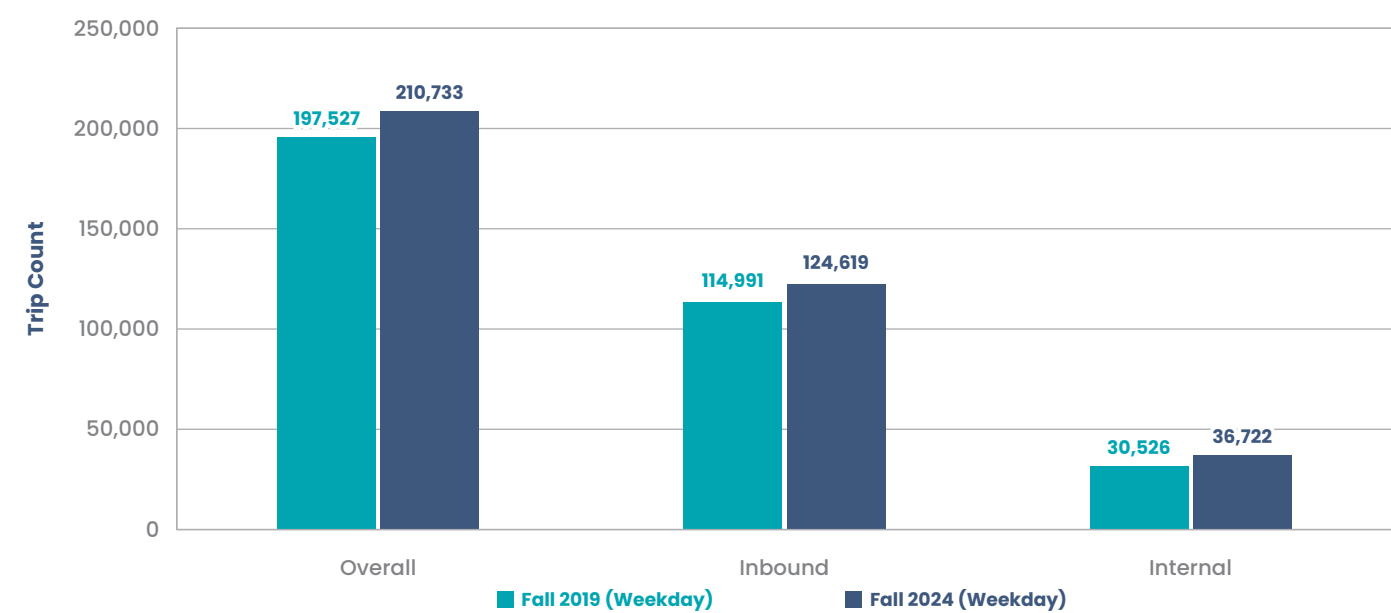


Figure 38 – Overall Trip Purpose (2019 vs 2024)

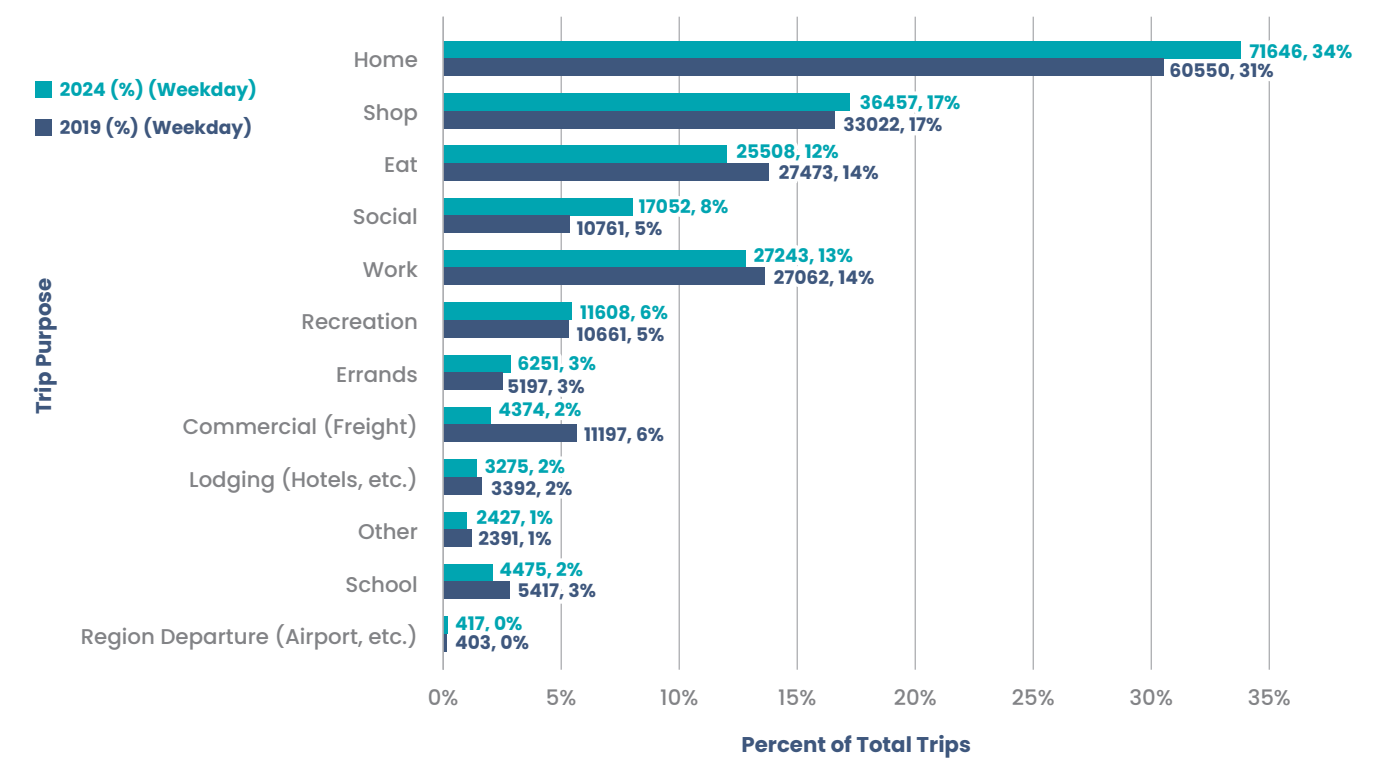


Figure 37 – Overall Trip Audience (2019 vs 2024)

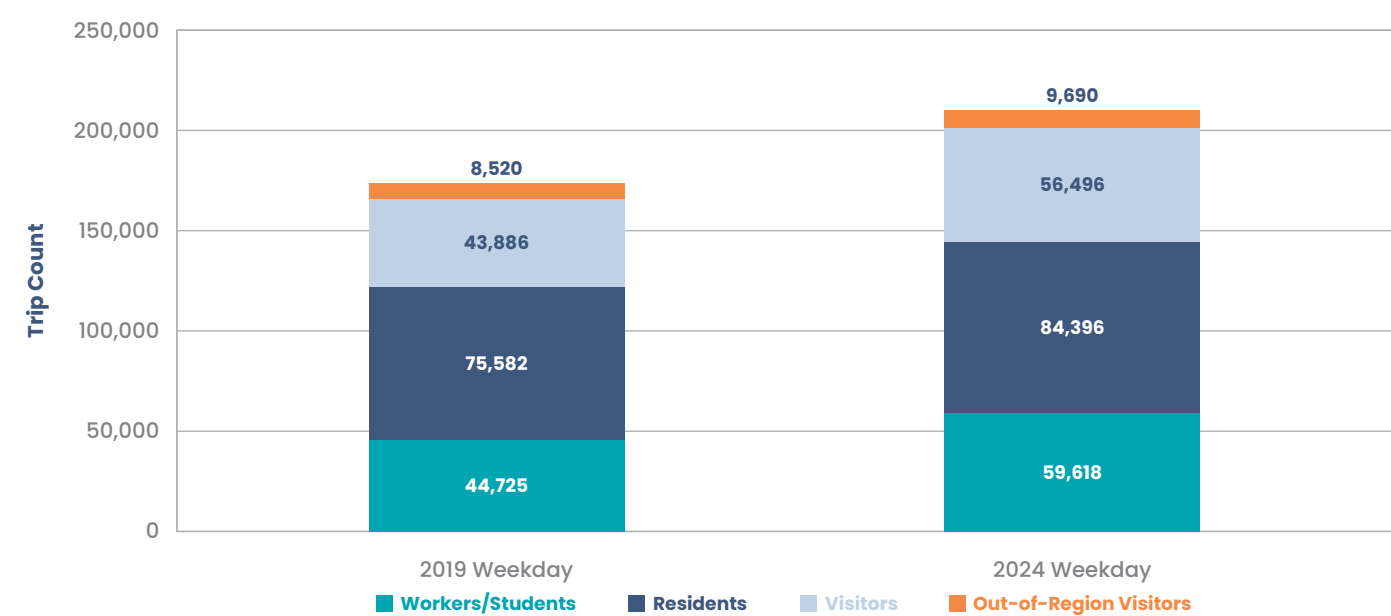


Figure 39 – Inbound Trip Audience (2019 vs 2024)

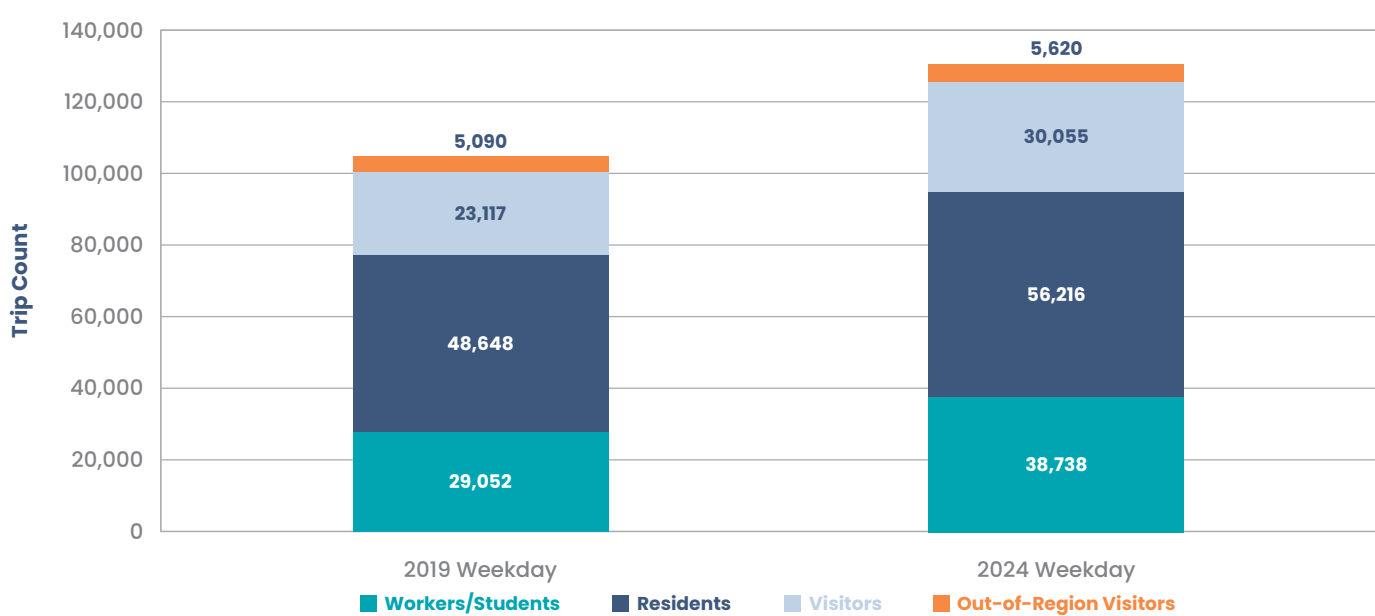


Figure 40 – Inbound Trip Purpose (2019 vs 2024)

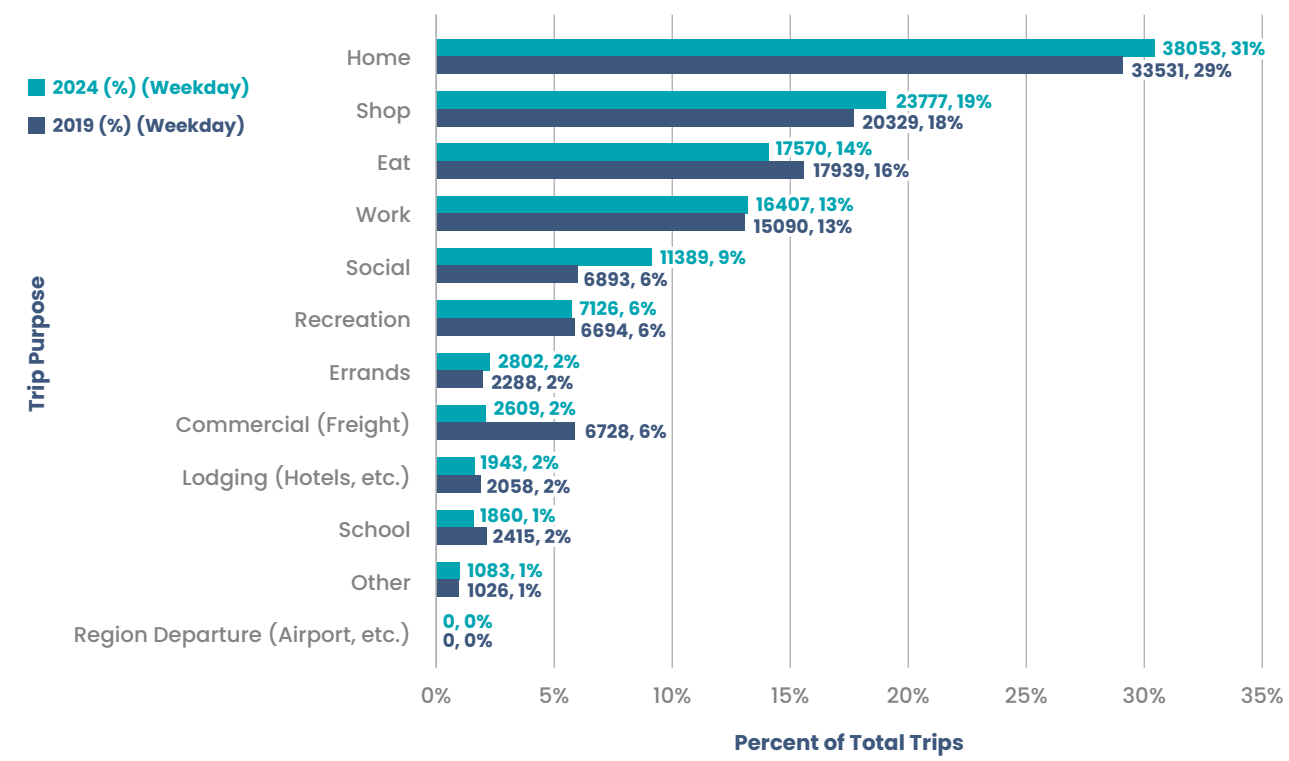


Figure 42 – Internal Trip Purpose (2019 vs 2024)

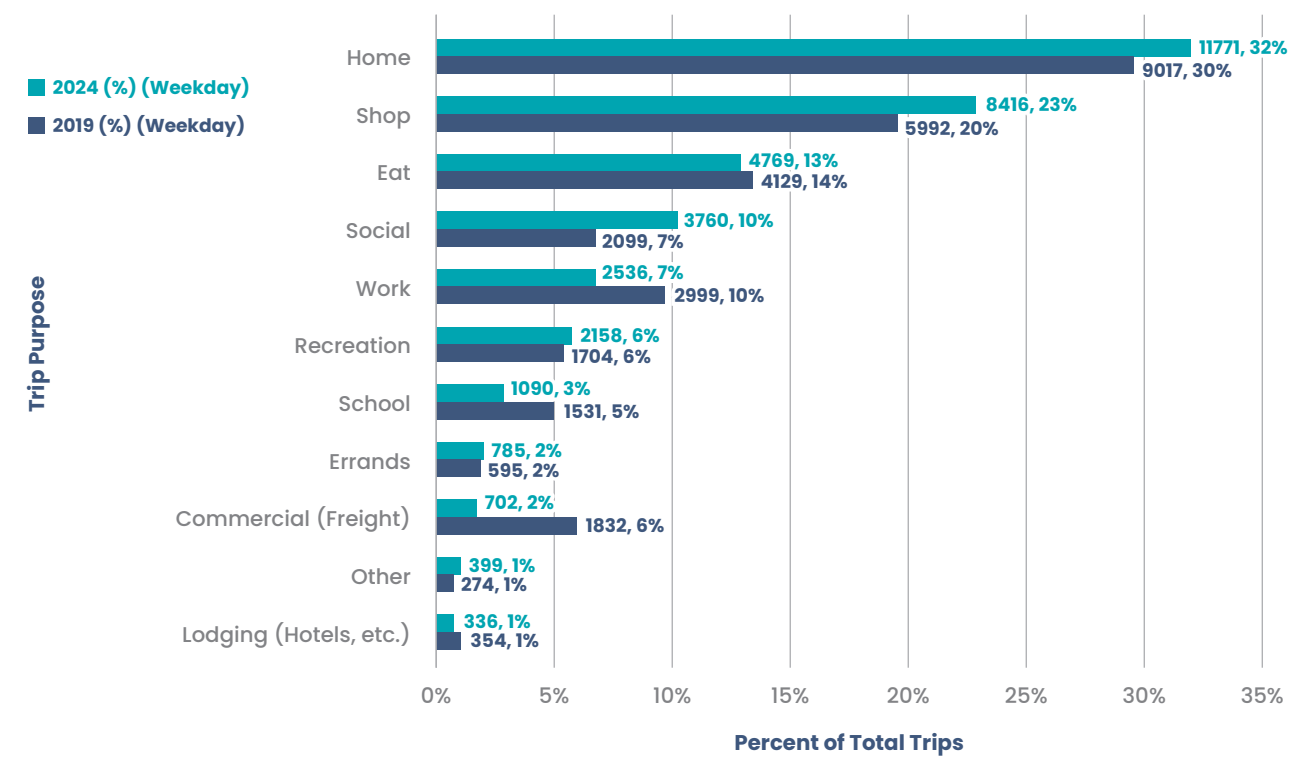
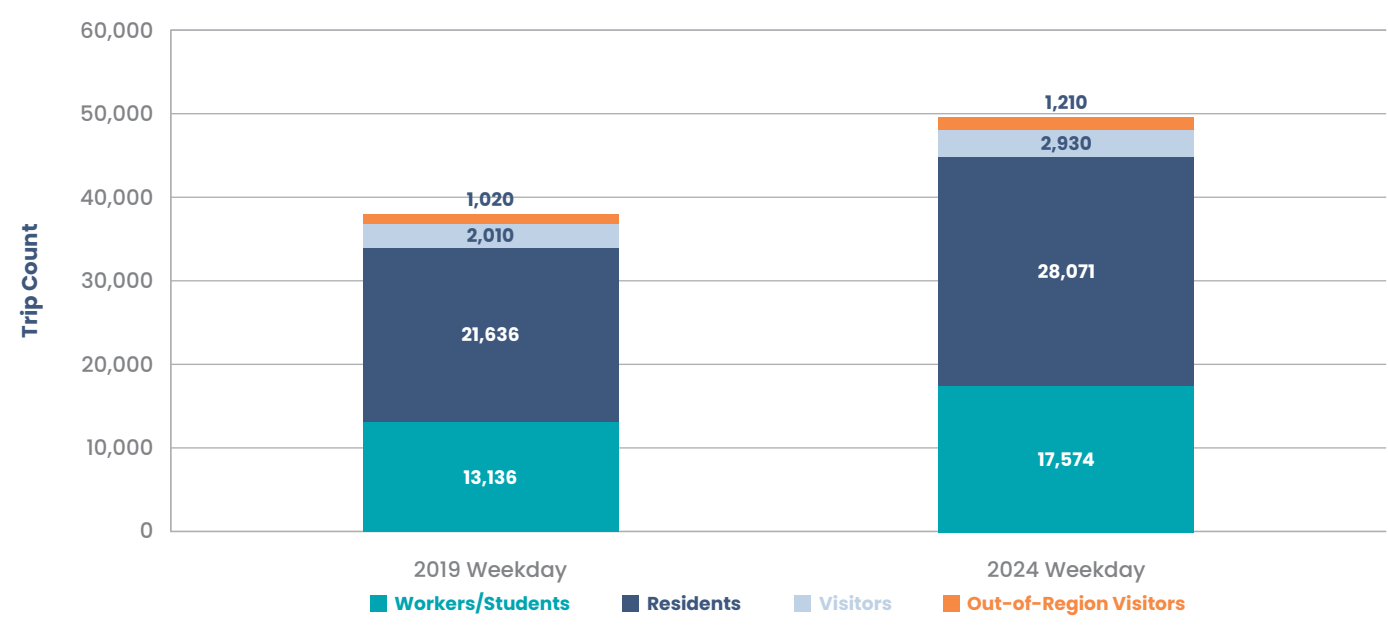


Figure 41 – Internal Trip Audience (2019 vs 2024)



Mode Split

Overall, mode share for trips associated with Venice continues to be dominated by private auto travel. Compared to 2019, the primary change observed in 2024 is a substantial increase in private auto trips, which largely offsets a decline in auto passenger trips. This shift suggests a reduction in shared vehicle travel over time. Commercial vehicle trips also represent a noticeably smaller share in 2024. Additionally, public transit, biking, and walking each account for slightly smaller shares of trips in 2024 compared to 2019.

For inbound trips, a pattern similar to the overall trips pattern was observed, with a decline in sustainable travel modes and commercial vehicle usage, alongside an increase in private auto trips. Additionally, there is a slight rise in taxi and TNC trips.

For internal trips, the pattern differs slightly: there is an increase not only in private auto use, but also in the number of walking and biking trips. Similarly, commercial vehicle trips continue to decline, while there is a modest upward trend in TNC usage.

Figure 43 – Overall Mode Split Comparison (2019 vs 2024)

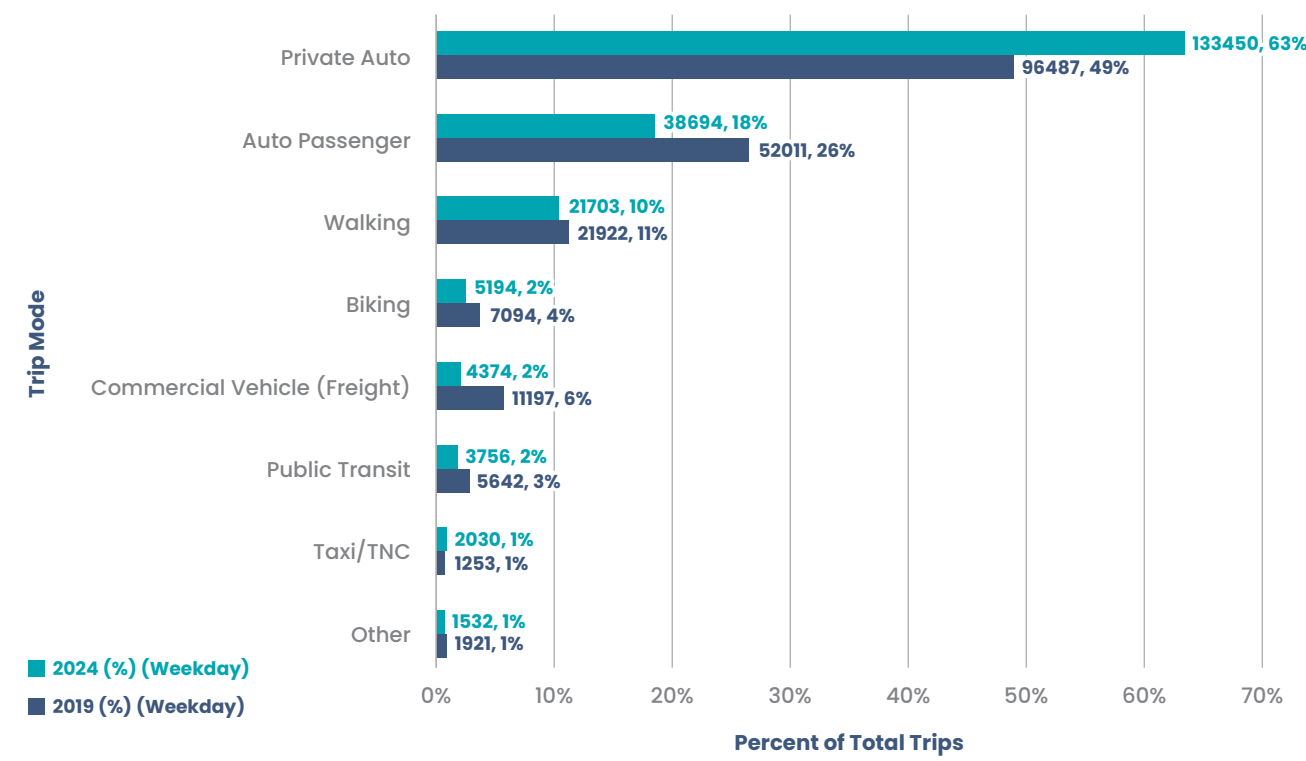


Figure 45 – Internal Mode Split Comparison (2019 vs 2024)

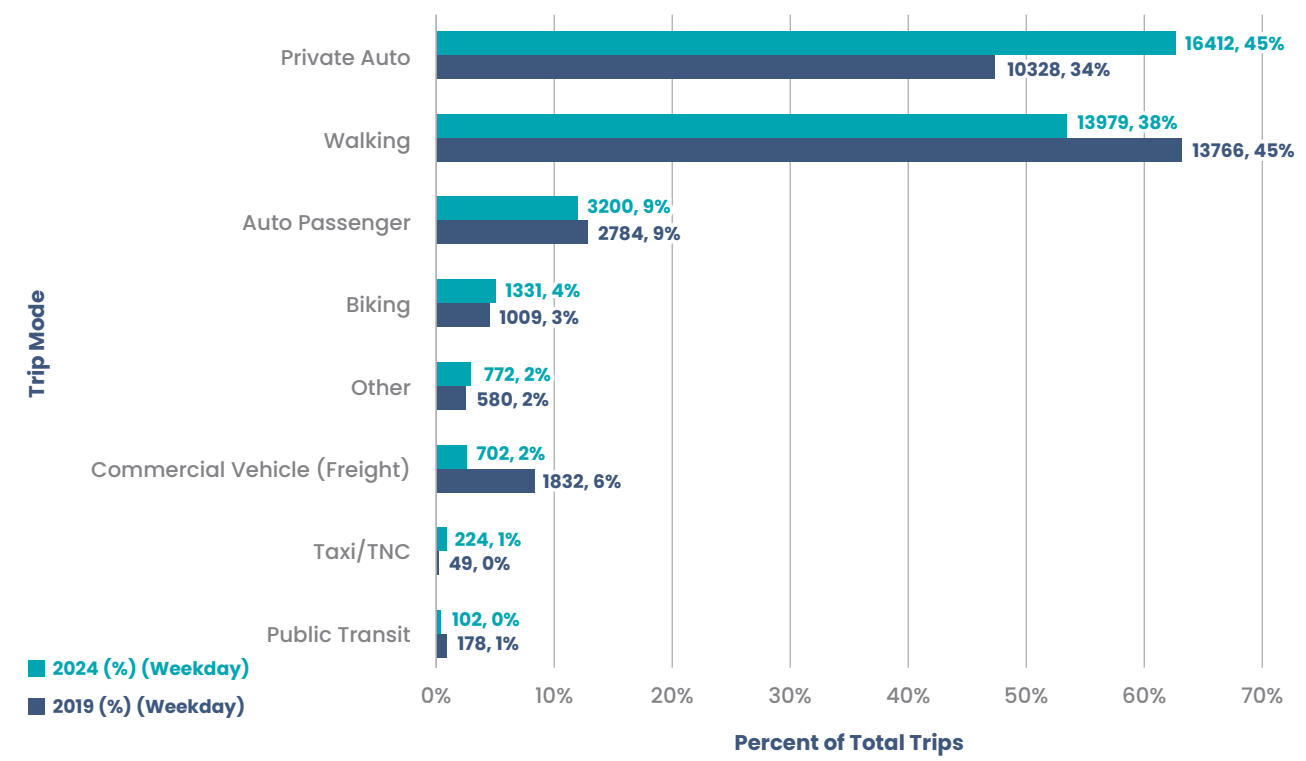
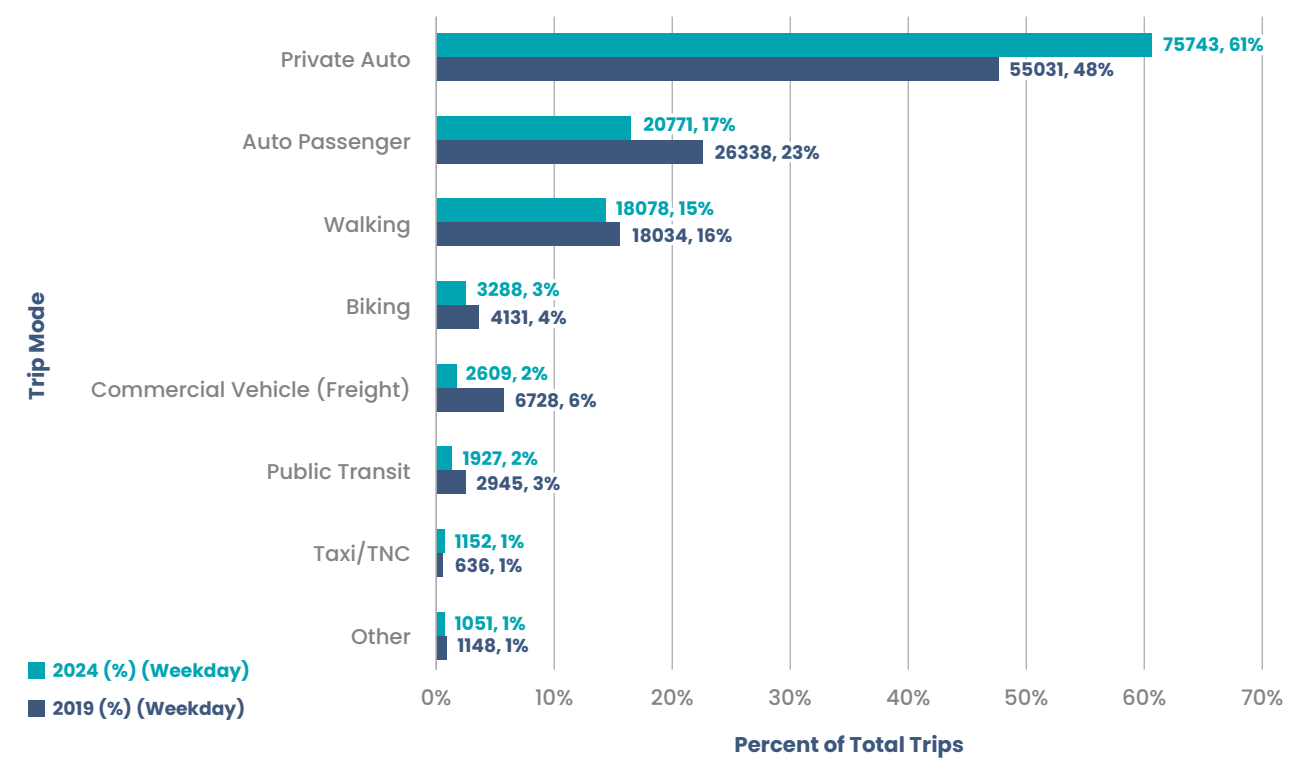


Figure 44 – Inbound Mode Split Comparison (2019 vs 2024)



04

Public Outreach

4.1 Outreach Methodology

Intercept Survey

Walker developed a bilingual postcard (English and Spanish) for direct outreach within the study area. The postcard featured a URL and a QR code linking to the survey. Walker Consultants printed and distributed approximately 1,000 postcards between December 17th and December 19th. Although the primary audience of the intercept survey was Venice residents and Al Fresco Dining operators, the survey was also open to any other business owners and visitors of the area that frequently utilize parking within the Venice Study Area.

Electronic Survey

Walker also developed an electronic survey to capture community perspectives on mobility and access within the Venice Study Area. Public input provided valuable insights into travel patterns, existing challenges, and opportunities to enhance mobility for all.

The survey incorporated internal logic to distinguish between four self-identified categories: residents, visitors, business owners, and employees. While most questions were consistent across groups, targeted questions were included to gather deeper insights based on classification. Participants who identified with multiple categories were instructed to select the role that kept them within the area for the longest amount of time.

The survey was available in both English and Spanish to broaden access and participation across a larger portion of the population. Visitors and residents received identical questions, with options to clarify which category they identified as. They also had the option to indicate business ownership and respond to business-specific questions.

Figure 46 – Intercept Survey Postcard Design, English Version



The survey consisted of three main sections:

4. **General Intake**
 - a. Frequency of visits to the study area
 - b. Self-categorization
5. **Category-Specific Questions**
 - a. Business Owners: Demographics (age, ZIP code), parking habits, employee parking practices, and any programs or incentives supporting multimodal transportation.
 - b. Employees: Demographics (age, ZIP code), parking habits during work visits, and general parking behavior.
 - c. Residents/Visitors: Demographics (age, ZIP code), parking habits, with the option to skip questions not applicable to residents.
6. **Open-Ended Feedback**
 - a. Additional thoughts on parking and mobility
 - b. Suggestions for improvements

The survey was distributed to the public from December 9th, 2025, to January 30th, 2026, with the support of several community partners, including the Venice Neighborhood Council, the Abbot Kinney Boulevard Association, and the Venice Chamber of Commerce. They each have their own network of merchants and businesses in the Venice Coastal Zone.

Question Breakdown

Depending on how survey respondents identified themselves in the self-categorization section of the survey, each respondent was provided with one of four sets of questions.

- **Business Owners:** 16 questions
- **Employees:** 14 questions
- **Visitors/Residents:** 15 questions
- **Visitors/Residents that are also Business Owners:** 19 questions

4.2

Summary Outreach Findings

The following sub-section provides a summary breakdown of both the intercept survey and electronic survey, with responses provided for each question. A visual breakdown of each question, where applicable, is available in **APPENDIX D – ELECTRONIC SURVEY QUESTIONNAIRE AND VISUAL RESPONSES**

4.2.1 Intercept Surveys

Intercept surveys were conducted during the weekend period of the Winter Holiday season, with data collectors walking on foot throughout the Study Area and requesting input from any interested participants. The format of the intercept survey was conversational, allowing collectors to hold a natural conversation with participants that loosely followed the questions being asked in the full electronic survey. At the end of each conversation, collectors were also tasked with providing participants with a flyer containing a QR code that linked to the full electronic survey, where participants could provide additional feedback if they so desired.

In total, **26 responses** were collected from these intercept surveys, with **18 responses** coming from employees in the area that were either working at the time or has just completed their shifts. **1 response** came from a local business owner. **6 responses** came from visitors of the Study Area, specifically visiting the beach. **1 response** came from a resident of the Study Area, living along Ocean Front Walk.

Listed below are some of the key findings of the intercept surveys, which again were mainly hosted in a conversational format:

- **Local Employee** – “I don’t have trouble finding parking when I come to work, but the free parking is further away and requires a 10-to-15-minute walk here. It’s not inconvenient, but I wish that there were more options for people who work in the area.”
- **Business Owner** – “Demand for parking in our lots is significantly down. We don’t know if it has to do with the current political climate or with fewer people coming to the beach, but fewer people have been needing parking all year.”
- **Visitor** – “We chose not to rent a car for our trip because we are used to taking transit back home. Despite some safety issues, we felt comfortable riding the bus and found it easy to get here. We also took Waymo for the novelty.”

- **Visitor** – “We chose to stay nearby because that way we don’t need to rent a car.”
- **Resident** – “The City really needs to do something about the broken kiosks on Washington. Most don’t work and people don’t pay.”³⁹

The general sentiment voiced by employees of the area was that they typically do not have trouble finding parking in unrestricted and untimed areas near their workplaces, even if it requires a short walk. This morning demand created by employees is facilitated by the increased availability seen across all periods and seasons of the data collection period, in which residents of the area leave and make their parking space available for those entering the area.

4.2.2 Online Survey Summary

In total, 36 responses were collected through the online survey.

Response Breakdown:

- **Business Owners only:** 2
- **Employees only:** 0
- **Visitors only:** 4
- **Residents only:** 19
- **Residents that are also Business Owners:** 10
- **Visitors that are also Business Owners:** 1

While these results cannot be taken as statistically significant, the responses provide insight/a pulse check on people’s opinions over the state of parking, particularly along important corridors/streets (Washington Blvd, pier, etc.)

Some responses total less than 36 responses due to four residents not completing the survey. Other responses total more than 36 responses due to the question asking respondents to “select all that apply” or respondents providing multiple sentiments within a single written response.

Online Survey Breakdown

1. **How often do you visit the Venice Study Area (Venice)?**
 - Most respondents live in Venice (30%) or visit Venice either daily or multiple times a week (58%).
2. **What is your age?**
 - Almost half of the respondents were over the age of 56 (47%).
3. **What ZIP code do you live in?**
 - 56% of respondents live within the 90291 (Venice) zip code, and 14% live in the 90292 (Marina Del Rey) zip code.
4. **What is your primary form of transportation to Venice?**
 - 67% of respondents use a personal vehicle/carpool, and 22% use other multimodal forms of transportation (walking, biking, bussing, etc.) when they go to Venice.
5. **If you use your personal vehicle/carpool, where do you typically park when you drive to Venice?**
 - 60% of respondents reported primarily on-street parking, and 22% reported using private parking lots/garages when parking in Venice.
6. **Please rank the following factors in how much they influence your decision on WHERE to park. With 1 being the most important factor and 5 being the least important factor.**
 - **Overall Response:** Distance from destination and safety/security were ranked as the most important factors that influence where people will park. Alignment of space was ranked as the least important factor.
 - **Response from Business Owners (inc. Al Fresco Dining operators):** Compared to overall totals, business owners were less likely to rank safety/security as most important, 23% compared to 43%. They ranked ease of finding parking as the 2nd most important factor at 40% compared to 25% in the overall survey totals. They were less likely to rank alignment of space as important at all, with 100% ranking it at 4 or 5, while only 75% of total responses ranked it at 4 or 5.
7. **If you use your personal vehicle/carpool, how long does it typically take you to find parking?**
 - 39% of respondents report it taking them six (6) to ten (10) minutes to find parking in Venice. 28% report it takes six (6) minutes or less, while 14% report it takes over ten (10) minutes to find parking in Venice.
8. **How long do you typically remain parked in Venice when you come to visit for the purposes listed below?**
 - 61% of respondents who park to access the beach report they typically remain parked three (3) or more hours. 60% of respondents who park to access events/entertainment report they remain parked for three (3) hours or less. 74% of respondents who park for shopping/errands report they remain parked for one (1) to three (3) hours. 79% of respondents who park to access their place of work report spending over four (4) hours parked. 71% of respondents who park for dining report they remain parked for three (3) hours or less.
9. **What would make it easier for you to get to Venice? Select all that apply.**
 - **Overall Response:** When asked to choose what would make it easier for them to get to Venice, respondents reported that more parking (19 total responses), increased safety (13 total responses), and improved pedestrian infrastructure (8 total responses) would be the most helpful.
 - **Response from Business Owners (inc. Al Fresco Dining operators):** Business owners indicated that more parking and more/faster public transit options would make it easier for them to reach their businesses. Compared with the combined results, which indicated that more parking and increased safety would make it easier to get to Venice.
10. **What is your primary reason for visiting Venice? Select all that apply.**
 - The main reasons reported for visiting Venice (aside from living there) were for dining and for accessing the beach, each having received eleven (11) responses. The next most chosen reasons were shopping and boardwalk access, with eight (8) responses each.
11. **If you use your personal vehicle/carpool, what prevents you from using other forms of transportation? Select all that apply.**
 - **Overall Response:** Time (13 responses), safety (11 responses), and lack of options (10 responses) were reported as the primary hurdles that keep respondents from using other modes of transportation besides their personal vehicle/carpooling. There were ten (10) respondents who also cited that they prefer using their personal vehicle/carpooling over other modes of transportation. Other comments included the following:
 - It’s too long and the buses are uncomfortable [with] poor suspension.
 - Distance to my work
 - Lack of knowledge
 - I live here as does my car.
 - I use other forms of transit within Venice.

39 It should be noted that the multi-space-meter kiosks on Washington Bl between Pacific Ave and Ocean Front Walk also include mobile payment as a valid method of paying for parking time, displayed as a sticker on the side of each kiosk.

12. What would improve your mobility around the Venice neighborhood?

- **Overall Response:** Out of the 32 respondents who commented, there were 37 individual sentiments shared regarding what would improve their mobility around the Venice neighborhood. The main sentiments shared were decreasing or removing Al Fresco Dining in busy corridors (9 responses), increasing safety (7 responses), and having more parking options (6 responses). Three (3) respondents did not provide a comment. Other one-off, comments not reflected in the main themes included:
 - Close off Abbott Kinney Blvd. to traffic.
 - Removing some stoplights and replacing them with stop signs.
 - Signage/information on where there is available parking.
- **Response from Business Owners (inc. Al Fresco Dining operators):** Out of the 15 sentiments expressed across 13 business owner responses, a third of the responses expressed a desire for more bus, bike, and other public transportation options/infrastructure.

13. Is there anything else you would like to share about your parking and access experience in Venice?

- **Overall Response:** The main themes in these comments reflected question 12, with most responses raising issues with Al Fresco Dining (10 responses), and the next two most popular responses relating to having more parking options (7 responses) and improved cleanliness/safety (4 responses).
- **Business Owners (inc. Al Fresco Dining operators):** Out of the 15 sentiments expressed across 13 responses, a third of the responses expressed a desire for more buses, biking infrastructure, and other public transportation options/infrastructure. The following breaks down the major themes expressed by business owners:
 - More parking - 3
 - Less Al Fresco - 1
 - More bus, bike, and other public transportation options/infrastructure - 5
 - Safety - 4
 - N/A – 2

The following set of questions were only asked if the respondent had identified as a business owner in the Venice Study Area.

14. Business Owners Only: What (if any) policies or programs do you have to incentivize your employees to use other forms of transportation aside from their personal vehicle? E.g. rideshare, bicycle amenities, etc.

- No/Not Applicable - 9
- Desire more public transit options - 1
- Do not have employees - 2
- Offer Bike Parking – 1

15. BUSINESS OWNERS ONLY: Does your business offer outdoor dining?

- Out of the thirteen (13) business owners that responded to the survey, only 3 offered outdoor dining.

16. BUSINESS OWNERS ONLY: What is the primary form of transportation of most of your employees to your business?

- The two “other” responses are from business owners without employees. A limitation of the survey was that it did not ask how many employees each business has.

17. BUSINESS OWNERS ONLY: Where do your employees typically park when they come to work?

- Out of the thirteen (13) business owners that responded to the question, five (5) did not know how their employees got to work, six (6) said their employees park on-street, and 2 indicated the question was not applicable to their business.

All other Business Owners Only questions are closely aligned with the combined results outlined in the “All Responses” section.





05

Mitigation Measures Implementation Plan

The **MITIGATION MEASURES IMPLEMENTATION PLAN (MITIGATIONS TOOLKIT)** provides a detailed list of strategies, policies, and mitigations that either an applicable lead agency – such as the City or other City department – or a local employer can implement to mitigate the impacts of lost parking in the Venice Coastal Zone due to the AI Fresco Dining program. A full breakdown of every mitigation, including its feasibility and proposed timeline of implementation, is available in the accompanying document titled ‘**MITIGATION MEASURES IMPLEMENTATION PLAN**’. A summary list of the strategies, policies, and mitigations in the Toolkit is listed below.

As of June 30th, 2026, all existing AI Fresco Dining operators currently operating with a coastal development permit (CDP) waiver will have their waivers expire, requiring operators to submit a CDP demonstrating the methods that operators will use to mitigate any impacts to coastal public access as a result of their outdoor dining operations. This plan’s strategies were chosen based on an analysis of existing parking conditions, field observations, parking and transportation industry best practices, and input from City staff. Strategies aim to manage parking demand, streamline parking enforcement and permit management systems, advance parking technology, improve public awareness of parking options, expand bicycle parking facilities, and provide new transportation options (on-demand micro-transit and bike share) to improve overall mobility and access for those who live, shop, work, or play in the Venice Coastal Zone.

The strategies and mitigations listed throughout the Mitigation Toolkit range across all levels of feasibility and may be implemented independently of each other if necessary. However, the most effective strategy transformation for the Venice Coastal Zone will involve a combination of short-term and longer-term strategies and mitigations to be implemented across a varying timeline. When an existing or transitioning AI Fresco Dining operator implements the strategies laid out in the Mitigations Toolkit that pertain to AI Fresco Dining operators specifically, these strategies may aid in mitigating or minimizing any adverse impacts that the AI Fresco Dining operation would otherwise have on access to the coast. By contrast. The City or Agency-Led mitigations are designed in such a way that their implementation works to improve mobility throughout the Venice Coastal Zone as a whole, rather than only benefiting AI Fresco Dining operators. Although they are not necessarily required to offset the impacts of the AI Fresco Dining Program, their implementation may greatly assist in improving mobility and parking experience throughout the Venice Coastal Zone. As such, the most effective implementation path for this Toolkit is a combined approach of immediate, short-term strategies led by AI Fresco Dining operators, followed by a long-term effort by the City of Los Angeles to implement as many of its strategies as it deems feasible.

5.1

Summary of Strategies & Mitigations

1. AI Fresco Operator–Led Mitigations

1.1. Employee Incentives

- 1.1.1. Bicycling Incentive Program
- 1.1.2. Implement a Guaranteed Ride Home (GRH) Program
- 1.1.3. Metro Bike Share Buy in Bulk Program
- 1.1.4. Mobility Wallet
- 1.1.5. Local Parking Cash-Out (PCO) Implementation
- 1.1.6. Shared Micromobility Subsidy for Employees
- 1.1.7. Transit or Mobility Stipend

1.2. Customer Incentives

- 1.2.1. Customer Incentives for Non-Drive Trips
- 1.2.2. Metro Bike Share Buy in Bulk Program
- 1.2.3. Secure Bicycle Parking (Employee or Shared)

1.3. Parking Management & Operations

- 1.3.1. Carpool and Vanpool Matching Support
- 1.3.2. Consolidated and Low-Impact Supply Deliveries
- 1.3.3. Local Parking Cash-Out (PCO) Implementation
- 1.3.4. Local Parking Management Policies

- 1.3.5. Secure Bicycle Parking (Employee or Shared)
- 1.3.6. “Park Once” Coordinated Valet Parking District.

1.4. Communications

- 1.4.1. Employer Communications (Newsletter, Flyers, Announcements, Memo, or Letter to Employees)
- 1.4.2. New Hire Transportation Orientation
- 1.4.3. Reservation and Website Messaging
- 1.4.4. Social Media Messaging

2. City or Agency–Led Mitigations

2.1. Mobility and Micromobility

- 2.1.1. Expand short-term and long-term secure bicycle parking facilities for public use.
- 2.1.2. Empower community organizations to establish a Bike Valet program, providing secure bicycle parking for special event attendees, residents, and visitors during seasonal peaks.
- 2.1.3. Consider expanding the Metro Bikeshare program, including expanding existing stations or installing new stations.
- 2.1.4. Expand the LANow program to operate daily with extended hours of service.
- 2.1.5. Identify opportunities for remote parking options and shuttle transportation services.
- 2.1.6. Implement a local fixed-route “Beach Shuttle” service on either a seasonal or regular schedule.
- 2.1.7. Continue support for the Urban Transit Amenities Program (UTAP) to ensure continued upgrades and maintenance to in-need transit shelters throughout the Study Area.
- 2.1.8. Consider continuing support for LADOT Vision Zero initiatives, such as the Lincoln Fast Forward Program, among other key corridors.

2.2. Transportation Demand Management

- 2.2.1. Implement a Transportation Management Association / Organization (TMA/TMO)

- 2.2.2. Offer Discounted Employee Rideshare Services

- 2.2.3. Implement a local Parking Cash Out (PCO) program for the Venice Coastal Zone.

2.3. Mobility Hub

- 2.3.1. Identify opportunities to construct a Mobility Hub in the Venice Coastal Zone

2.4. Parking Supply Management

- 2.4.1. Consider applying demand-based rates to metered off-street parking facilities.
- 2.4.2. Consider the implementation of paid parking on additional corridors, such as segments of Venice Boulevard, Main Street, Pacific Avenue, and other key locations.
- 2.4.3. Identify potential public and private parking properties that could meet current and future parking needs through shared parking agreements.
- 2.4.4. Transition existing Commercial Loading Zones (CLZs) into new Flex Zones (FZs)
- 2.4.5. Consider reviewing and identifying corridors suitable for additional on-street parking.
- 2.4.6. Consider the construction of additional off-street parking facilities.

2.5. Mitigations Already Proposed And/or in Progress

- 2.5.1. Extend enforcement hours of non-metered, on-street parking to reflect peak activity and encourage turnover.
- 2.5.2. Modify off-street parking time limits for public facilities
- 2.5.3. Continue the conversion of existing free public off-street facilities to paid parking.
- 2.5.4. Complete the installation of on-street parking meters along Abbot Kinney Boulevard between Venice Boulevard and Main Street, per the LA Express Park program.

3. Policy & Revenue Tools

3.1. Policy Options

- 3.1.1. Adjust or reference non-residential bicycle parking requirements in the Venice Coastal Zone to meet or exceed the CALGreen Building Standards Code
- 3.1.2. Modify the existing minimum parking requirements under the Venice Coastal Zone Specific Plan (VSP) to match or exceed city-wide requirements under LAMC.

3.2. Local Revenue Programs

- 3.2.1. Implement an Al Fresco Dining Mitigation Fee in the Venice Coastal Zone.
- 3.2.2. Modify and re-implement the parking in-lieu fee requirement for new developments and changes of use.
- 3.2.3. Review and Update the Local Transportation Impact Mitigation Fee.

3.3. Regional Funding Programs

- 3.3.1. Consider applying for the LA Metro Active Transportation Program (MAT)
- 3.3.2. Consider the use of the Metro Multi-Year Subregional Program
- 3.3.3. Consider the use of Measure M Local Return funds
- 3.3.4. Consider the use of Transportation Development Act (TDA) Article 3 funds
- 3.3.5. Consider using the Los Angeles Proposition A Local Transit Assistance (PALTA) Fund

3.4. State Funding Programs

- 3.4.1. Consider applying for the California Active Transportation Program (ATP)
- 3.4.2. Consider applying for the CARB STEP Implementation Grant Program



06

Appendices



Appendix A:

On-Street Parking Utilization

Summer Season

Weekday

- Figure A1.1 – Summer Season, Weekday Period, 8AM – 10AM
- Figure A1.2 – Summer Season, Weekday Period, 10AM – 12PM
- Figure A1.3 – Summer Season, Weekday Period, 12PM – 2PM
- Figure A1.4 – Summer Season, Weekday Period, 2PM – 4PM
- Figure A1.5 – Summer Season, Weekday Period, 4PM – 6PM
- Figure A1.6 – Summer Season, Weekday Period, 6PM – 8PM
- Figure A1.7 – Summer Season, Weekday Period, 8PM – 10PM

Weekend

- Figure A1.8 – Summer Season, Weekend Period, 8AM – 10AM
- Figure A1.9 – Summer Season, Weekend Period, 10AM – 12PM
- Figure A1.10 – Summer Season, Weekend Period, 12PM – 2PM
- Figure A1.11 – Summer Season, Weekend Period, 2PM – 4PM (Peak)
- Figure A1.12 – Summer Season, Weekend Period, 4PM – 6PM
- Figure A1.13 – Summer Season, Weekend Period, 6PM – 8PM
- Figure A1.14 – Summer Season, Weekend Period, 8PM – 10PM

Non-Summer Season

Weekday

- Figure A2.1 – Non-Summer Season, Weekday Period, 8AM – 10AM
- Figure A2.2 – Non-Summer Season, Weekday Period, 10AM – 12PM
- Figure A2.3 – Non-Summer Season, Weekday Period, 12PM – 2PM
- Figure A2.4 – Non-Summer Season, Weekday Period, 2PM – 4PM
- Figure A2.5 – Non-Summer Season, Weekday Period, 4PM – 6PM
- Figure A2.6 – Non-Summer Season, Weekday Period, 6PM – 8PM
- Figure A2.7 – Non-Summer Season, Weekday Period, 8PM – 10PM

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Weekend

- Figure A2.8 – Non-Summer Season, Weekend Period, 8AM – 10AM
- Figure A2.9 – Non-Summer Season, Weekend Period, 10AM – 12PM
- Figure A2.10 – Non-Summer Season, Weekend Period, 12PM – 2PM
- Figure A2.11 – Non-Summer Season, Weekend Period, 2PM – 4PM (Peak)
- Figure A2.12 – Non-Summer Season, Weekend Period, 4PM – 6PM
- Figure A2.13 – Non-Summer Season, Weekend Period, 6PM – 8PM
- Figure A2.14 – Non-Summer Season, Weekend Period, 8PM – 10PM

Winter Holiday Season

Weekday

- Figure A3.1 – Winter Holiday Season, Weekday Period, 8AM – 10AM
- Figure A3.2 – Winter Holiday Season, Weekday Period, 10AM – 12PM
- Figure A3.3 – Winter Holiday Season, Weekday Period, 12PM – 2PM
- Figure A3.4 – Winter Holiday Season, Weekday Period, 2PM – 4PM
- Figure A3.5 – Winter Holiday Season, Weekday Period, 4PM – 6PM
- Figure A3.6 – Winter Holiday Season, Weekday Period, 6PM – 8PM
- Figure A3.7 – Winter Holiday Season, Weekday Period, 8PM – 10PM

Weekend

- Figure A3.8 – Winter Holiday Season, Weekend Period, 8AM – 10AM
- Figure A3.9 – Winter Holiday Season, Weekend Period, 10AM – 12PM
- Figure A3.10 – Winter Holiday Season, Weekend Period, 12PM – 2PM
- Figure A3.11 – Winter Holiday Season, Weekend Period, 2PM – 4PM (Peak)
- Figure A3.12 – Winter Holiday Season, Weekend Period, 4PM – 6PM
- Figure A3.13 – Winter Holiday Season, Weekend Period, 6PM – 8PM
- Figure A3.14 – Winter Holiday Season, Weekend Period, 8PM – 10PM

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SUMMER SEASON

Figure A1.1 – Summer Season, Weekday Period, 8AM – 10AM

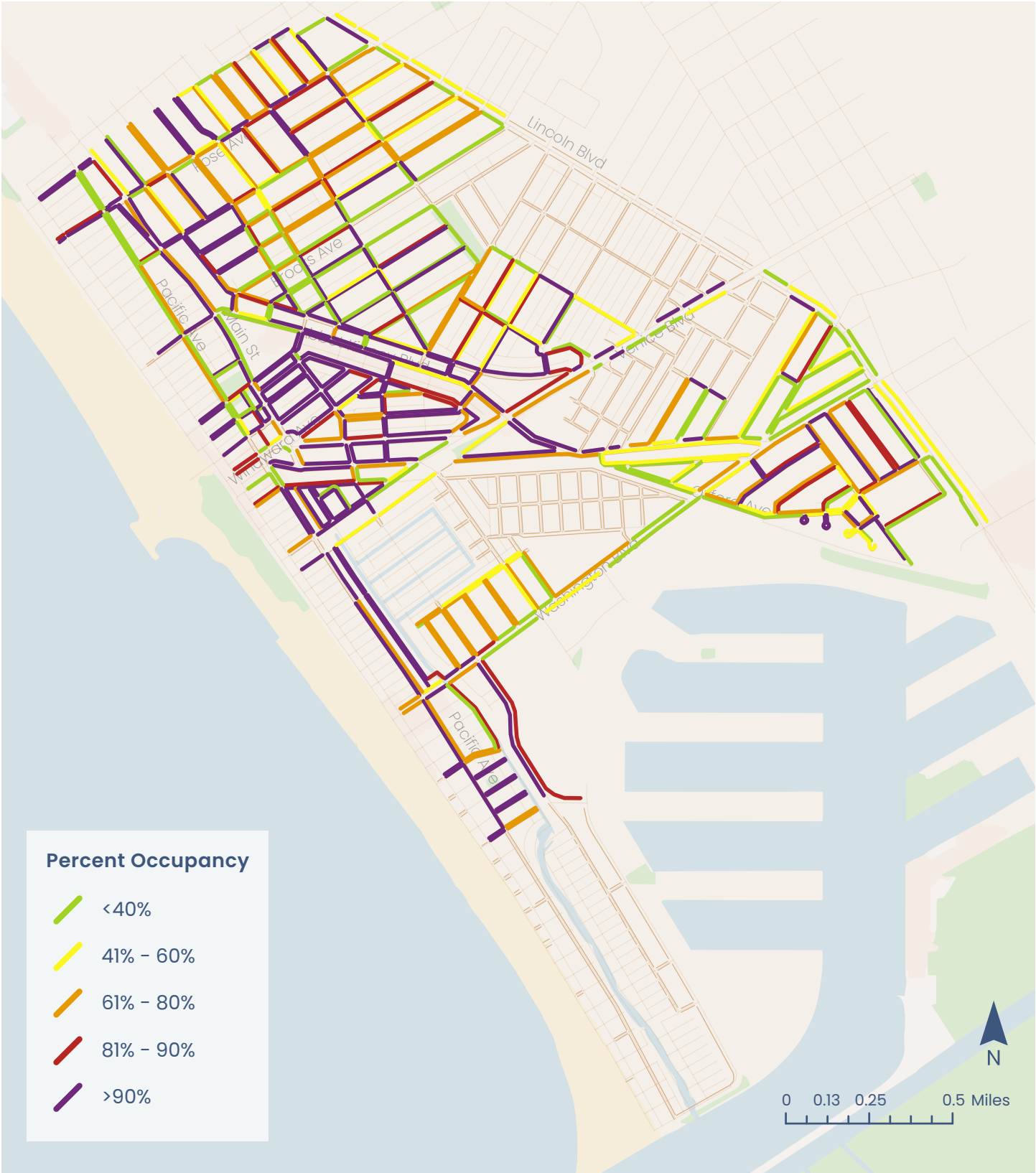
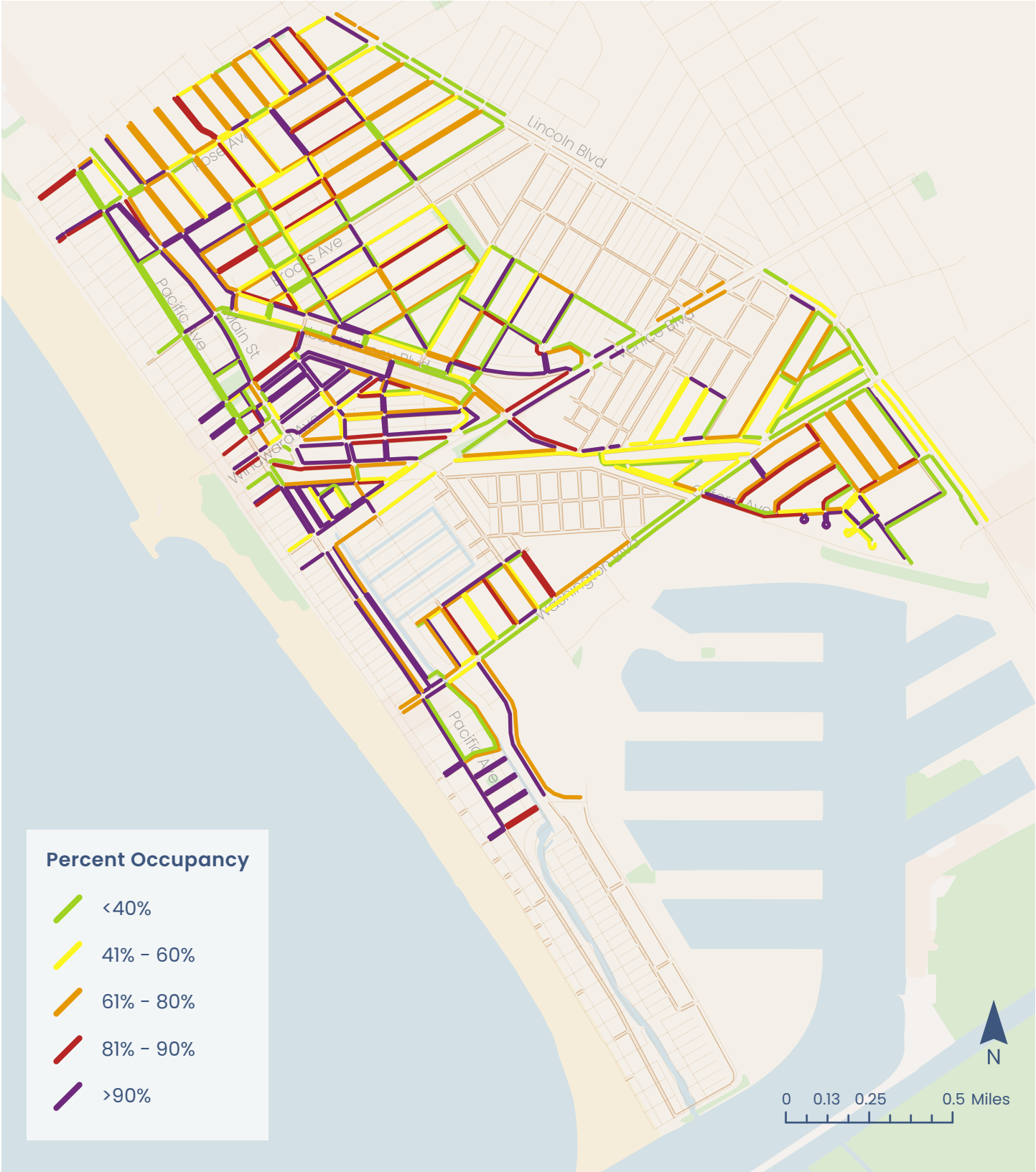


Figure A1.2 – Summer Season, Weekday Period, 10AM – 12PM

Figure A1.3 – Summer Season, Weekday Period, 12PM – 2PM

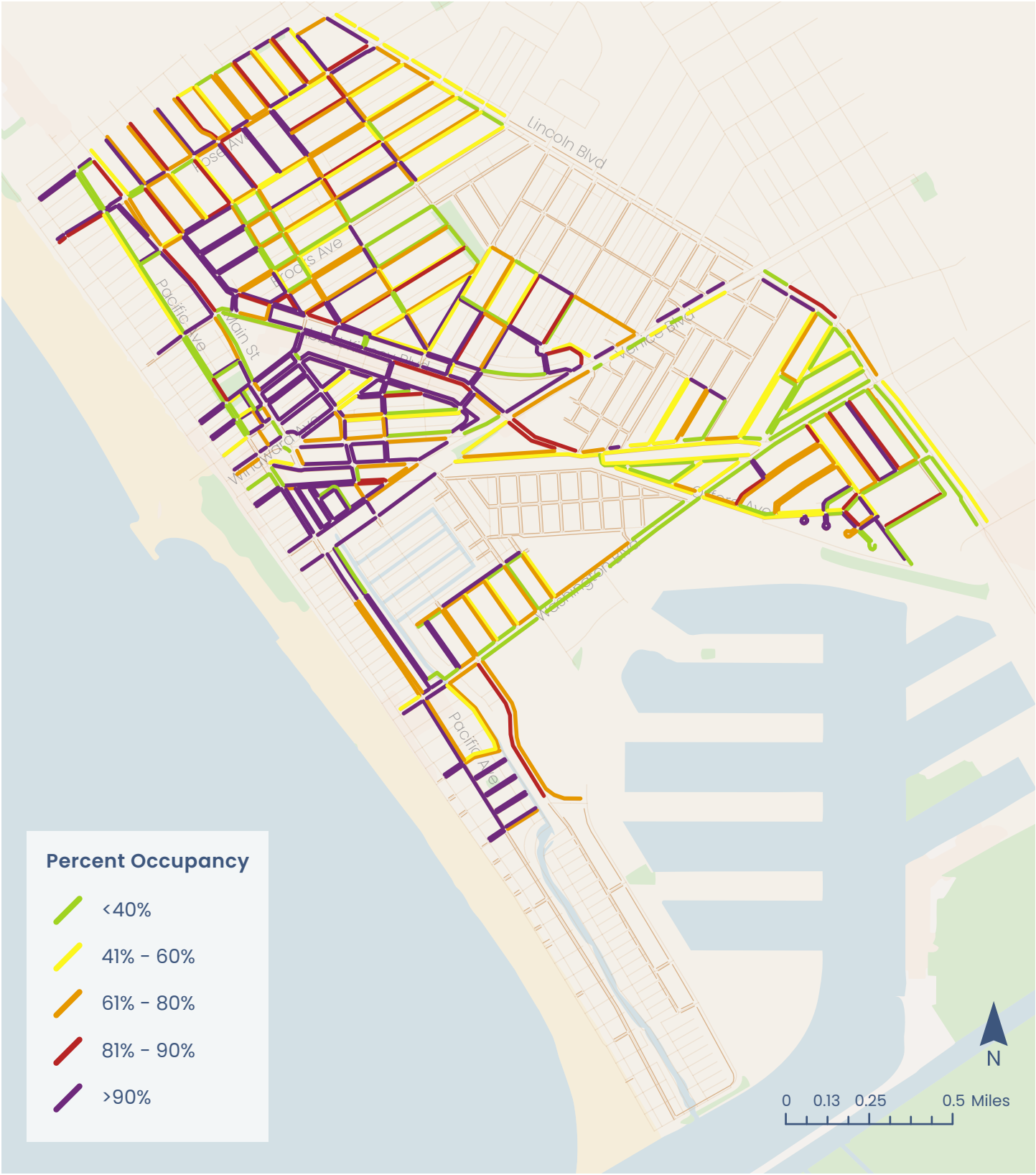
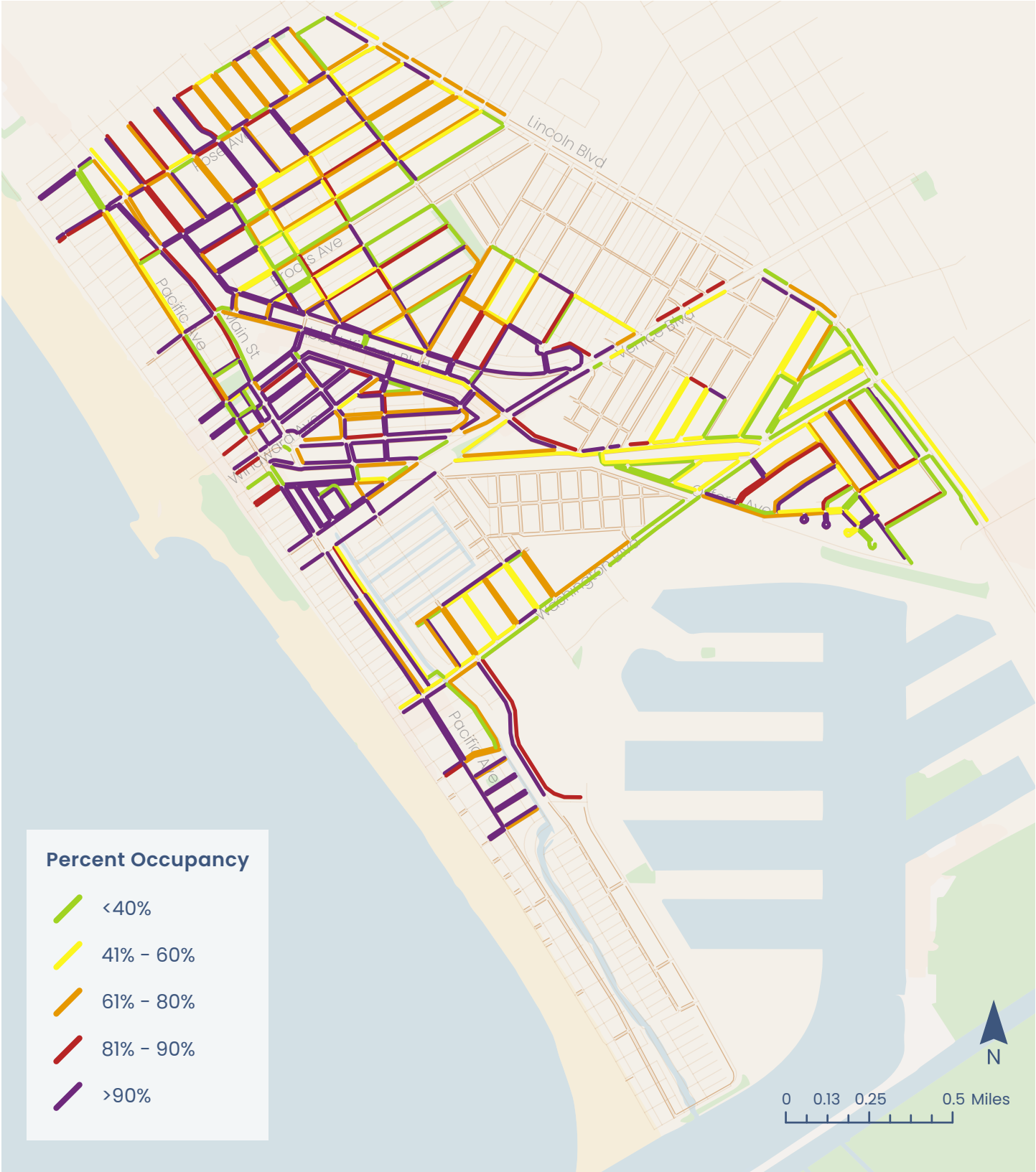


Figure A1.4 – Summer Season, Weekday Period, 2PM – 4PM

Figure A1.5 – Summer Season, Weekday Period, 4PM – 6PM

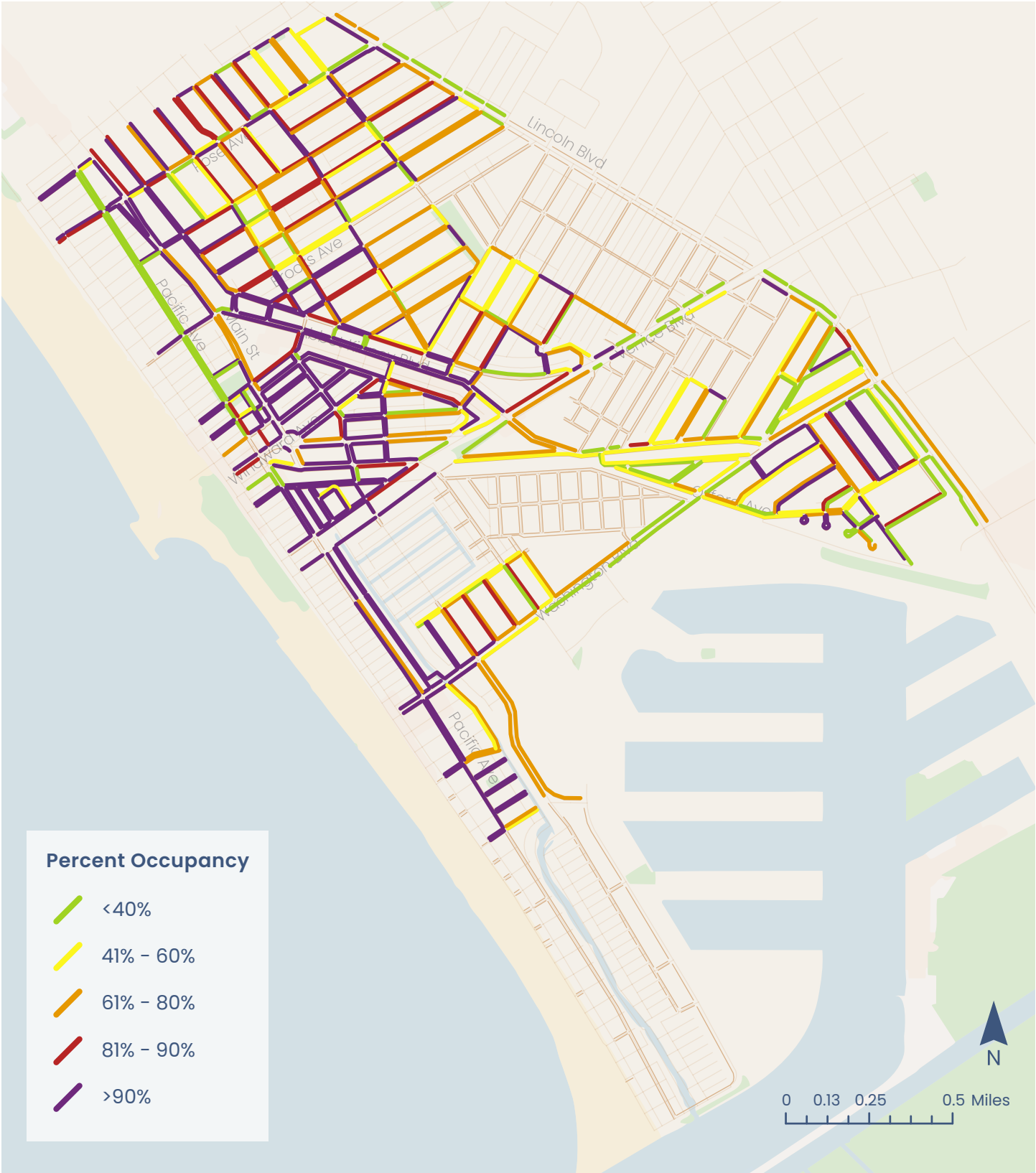
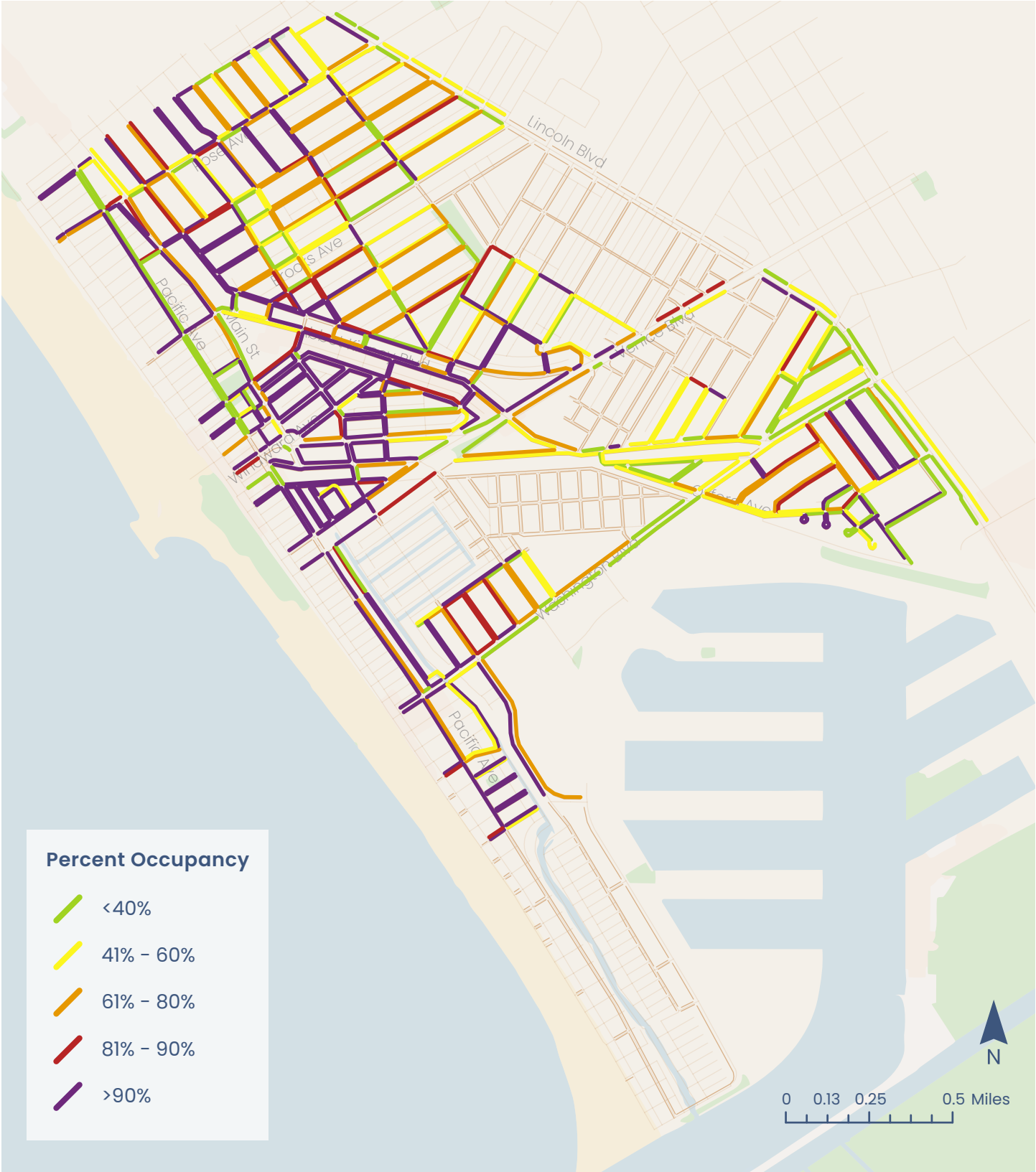


Figure A1.6 – Summer Season, Weekday Period, 6PM – 8PM

Figure A1.7 – Summer Season, Weekday Period, 8PM – 10PM

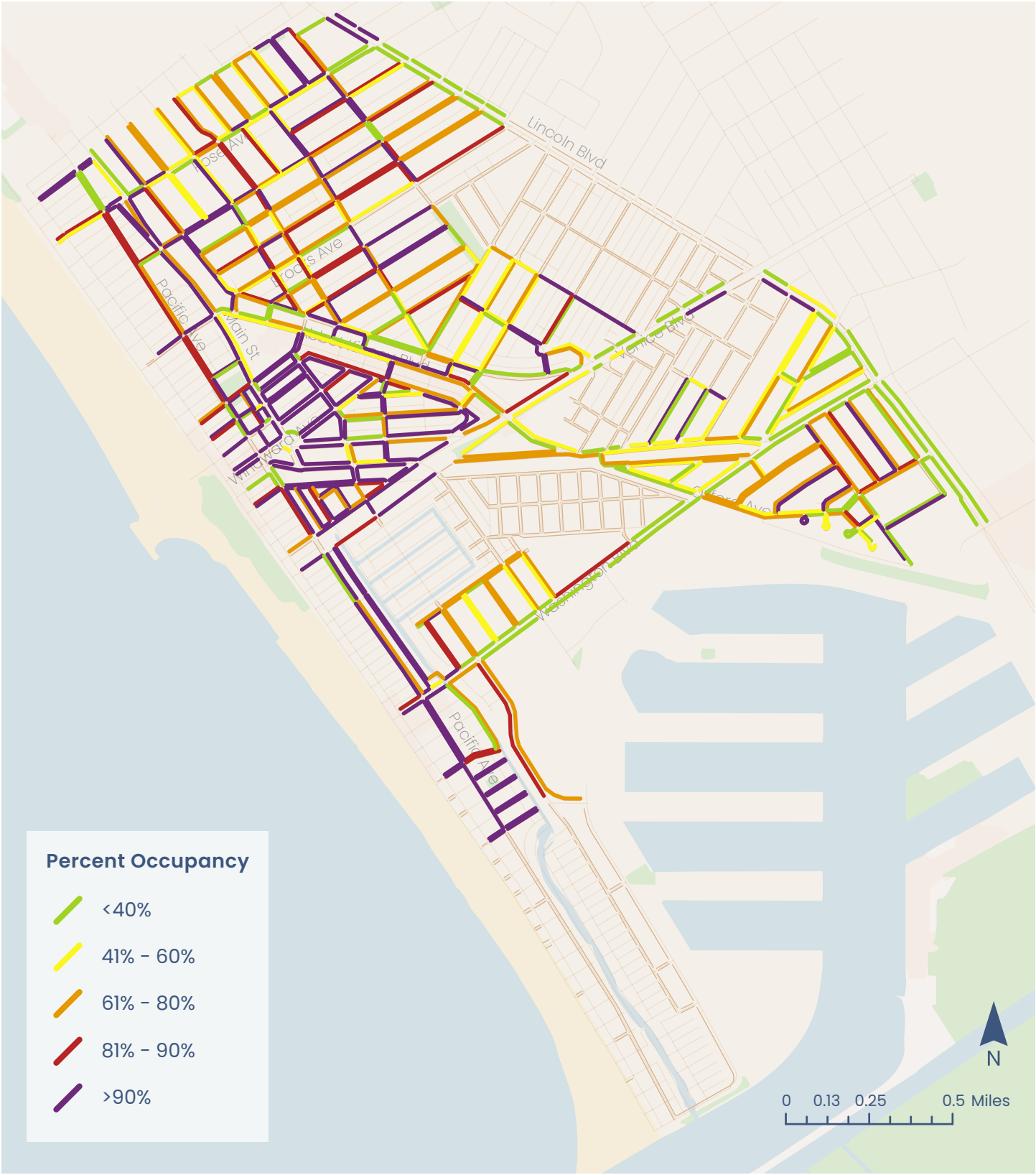
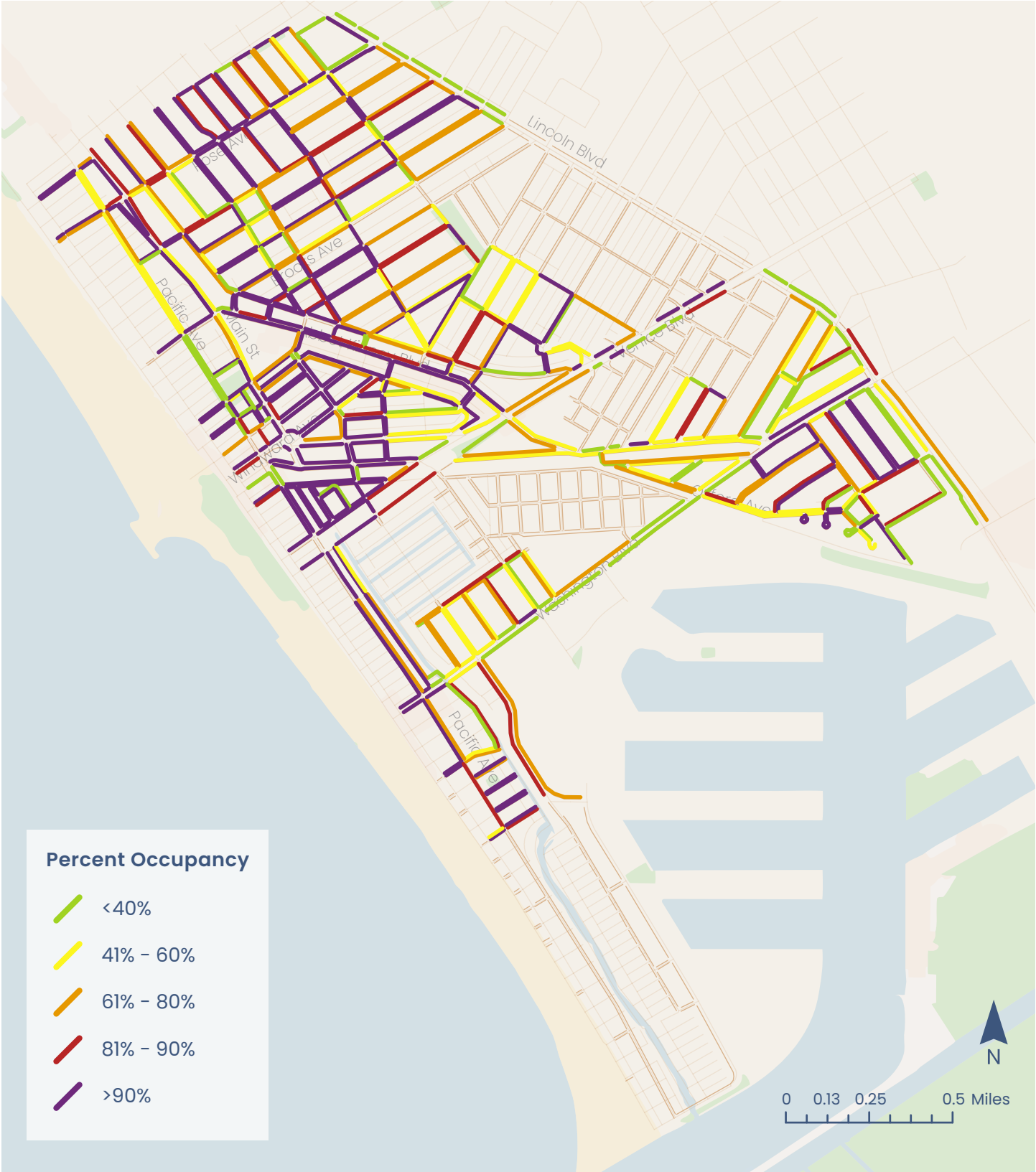


Figure A1.8 – Summer Season, Weekend Period, 8AM – 10AM

Figure A1.9 – Summer Season, Weekend Period, 10AM – 12PM

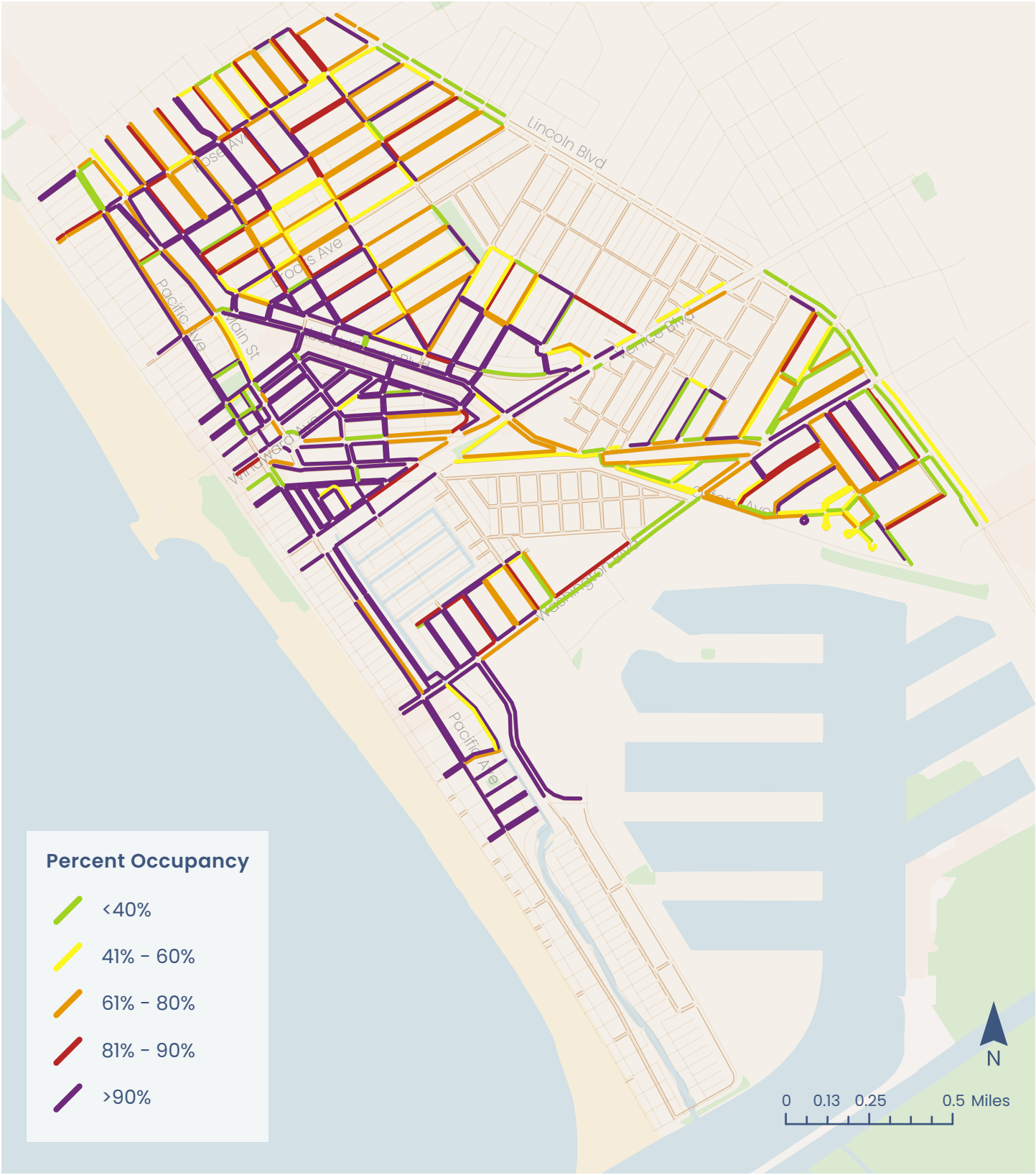
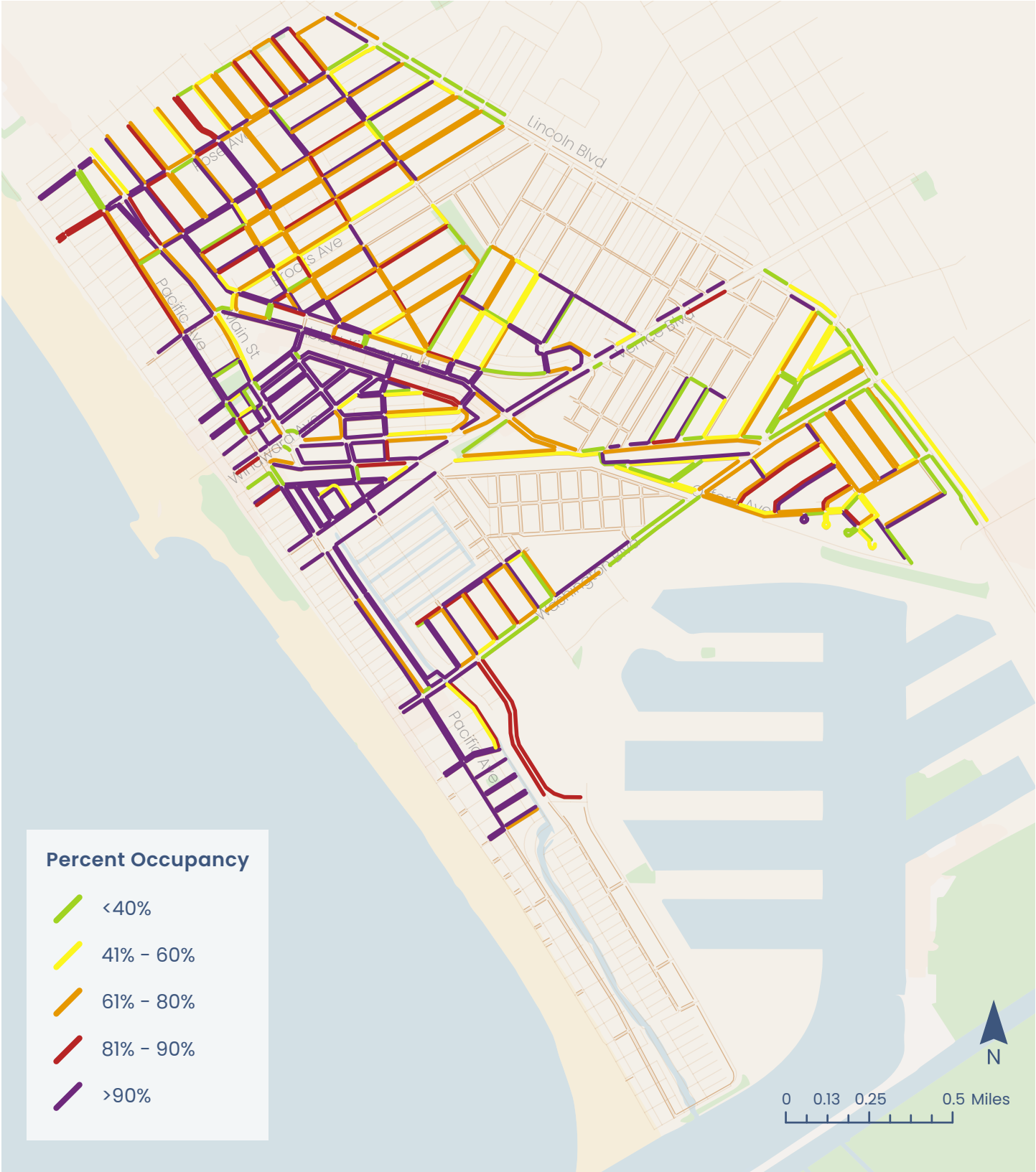


Figure A1.10 – Summer Season, Weekend Period, 12PM – 2PM

Figure A1.11 – Summer Season, Weekend Period, 2PM – 4PM (Peak)

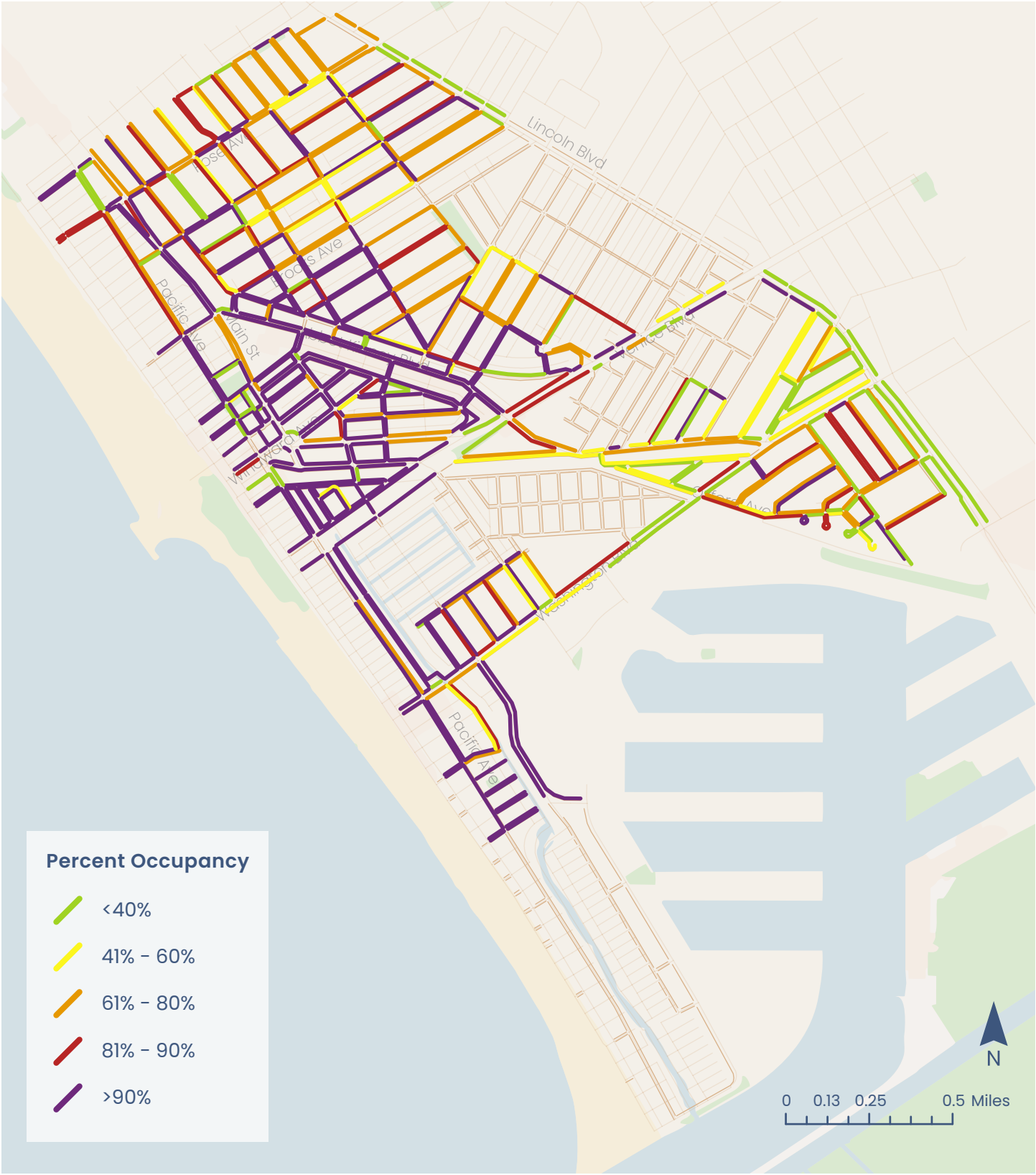
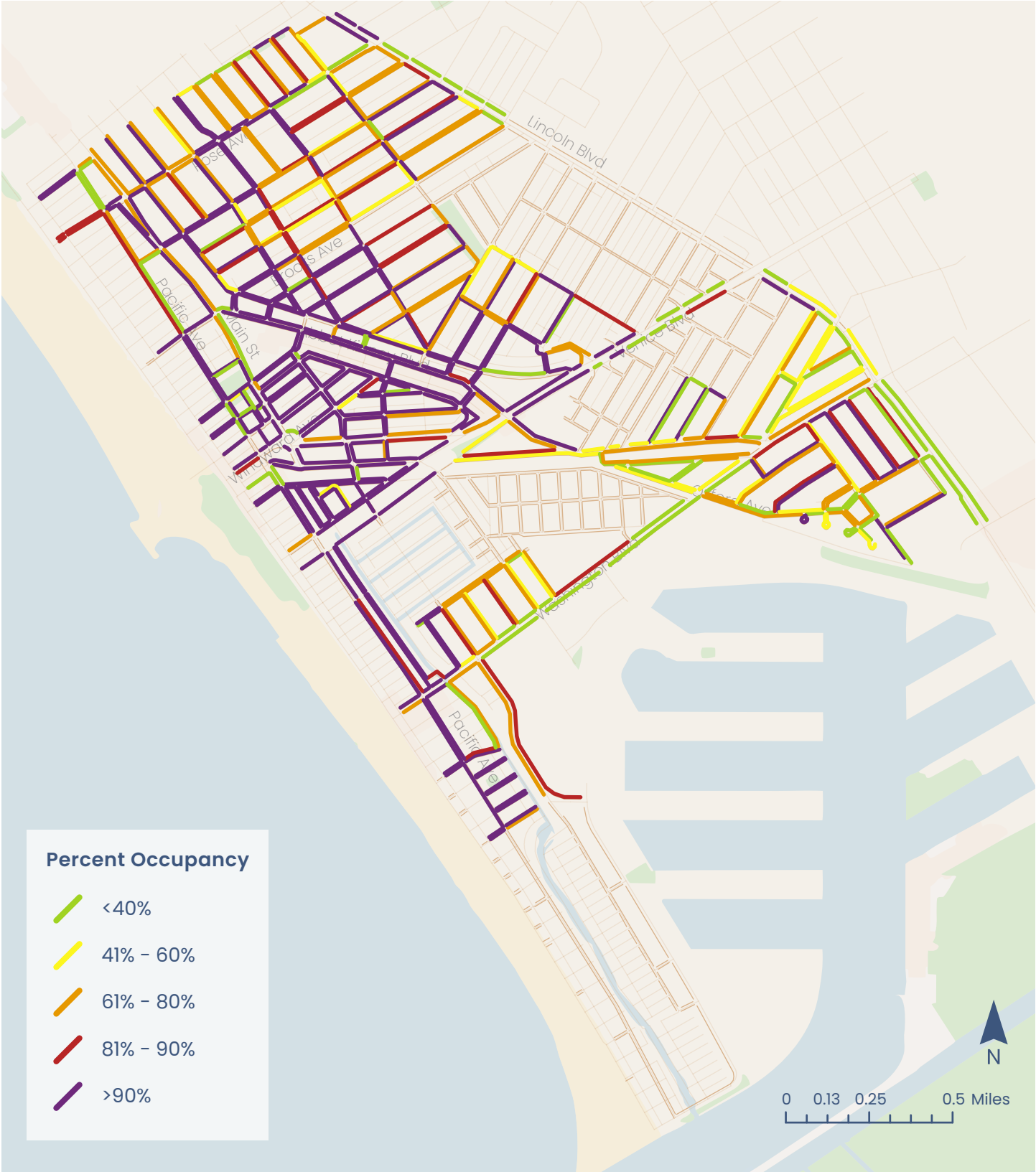


Figure A1.12 – Summer Season, Weekend Period, 4PM – 6PM

Figure A1.13 – Summer Season, Weekend Period, 6PM – 8PM

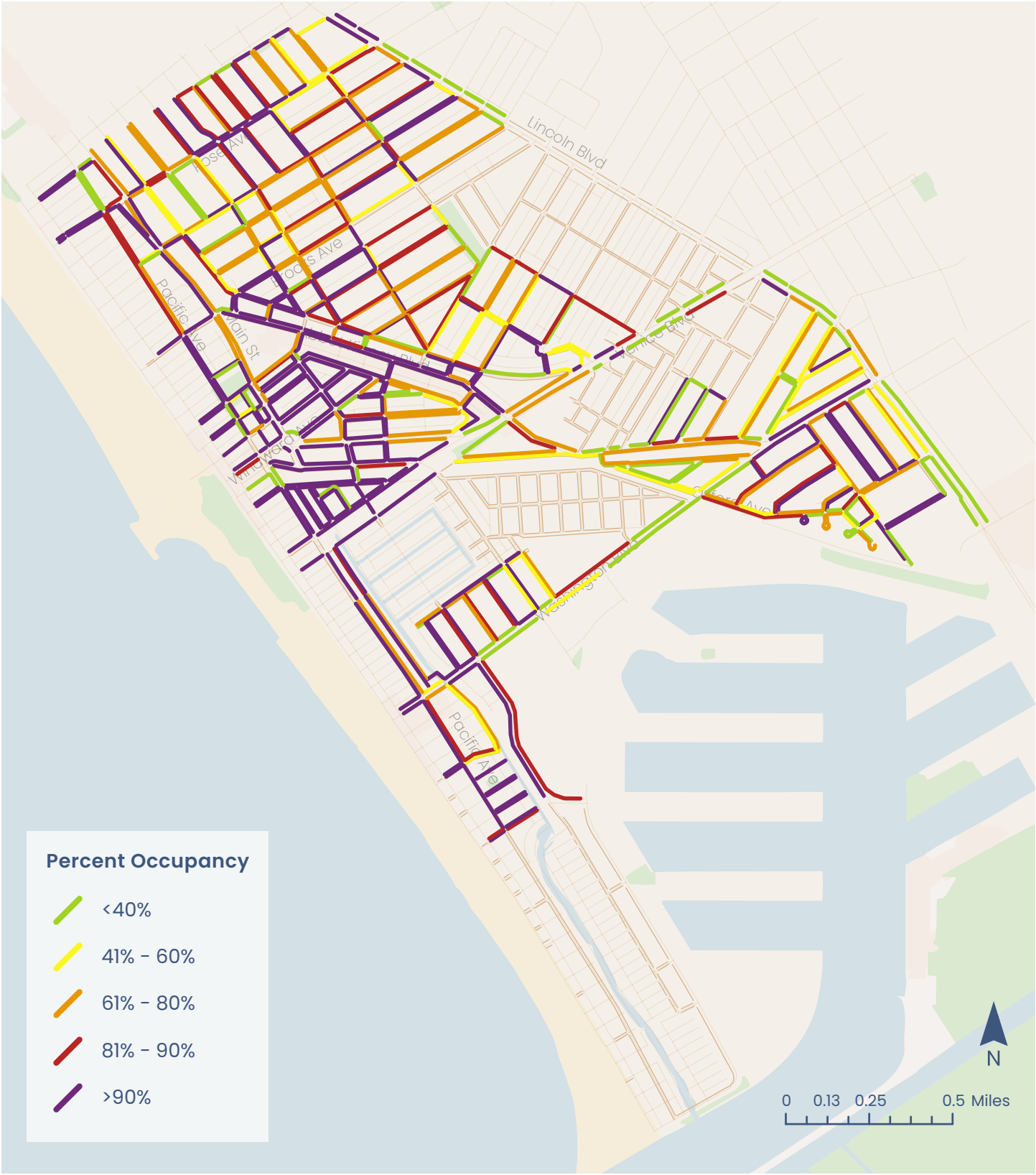
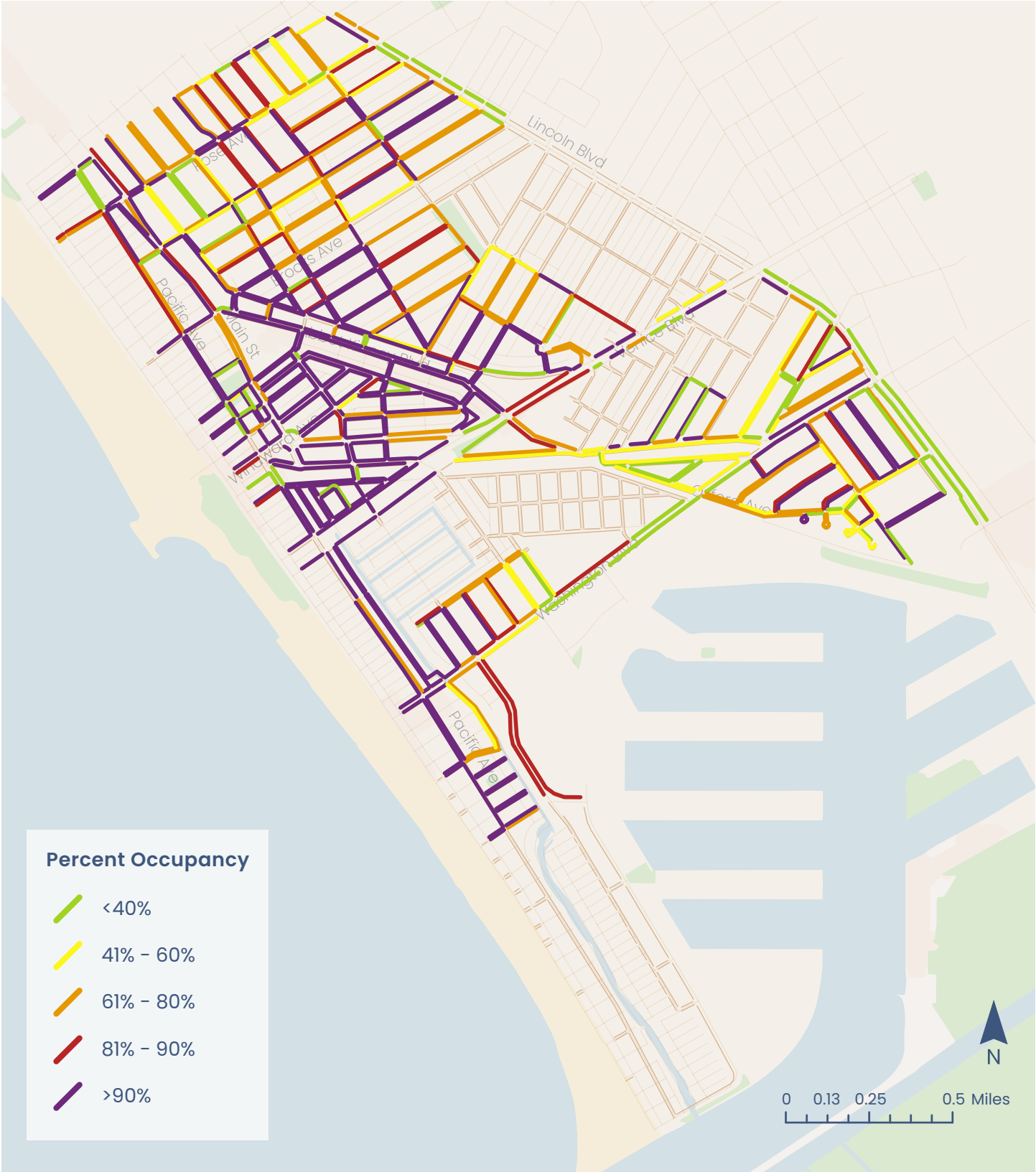


Figure A1.14 – Summer Season, Weekend Period, 8PM – 10PM

NON-SUMMER SEASON

Figure A2.1 – Non-Summer Season, Weekday Period, 8AM – 10AM

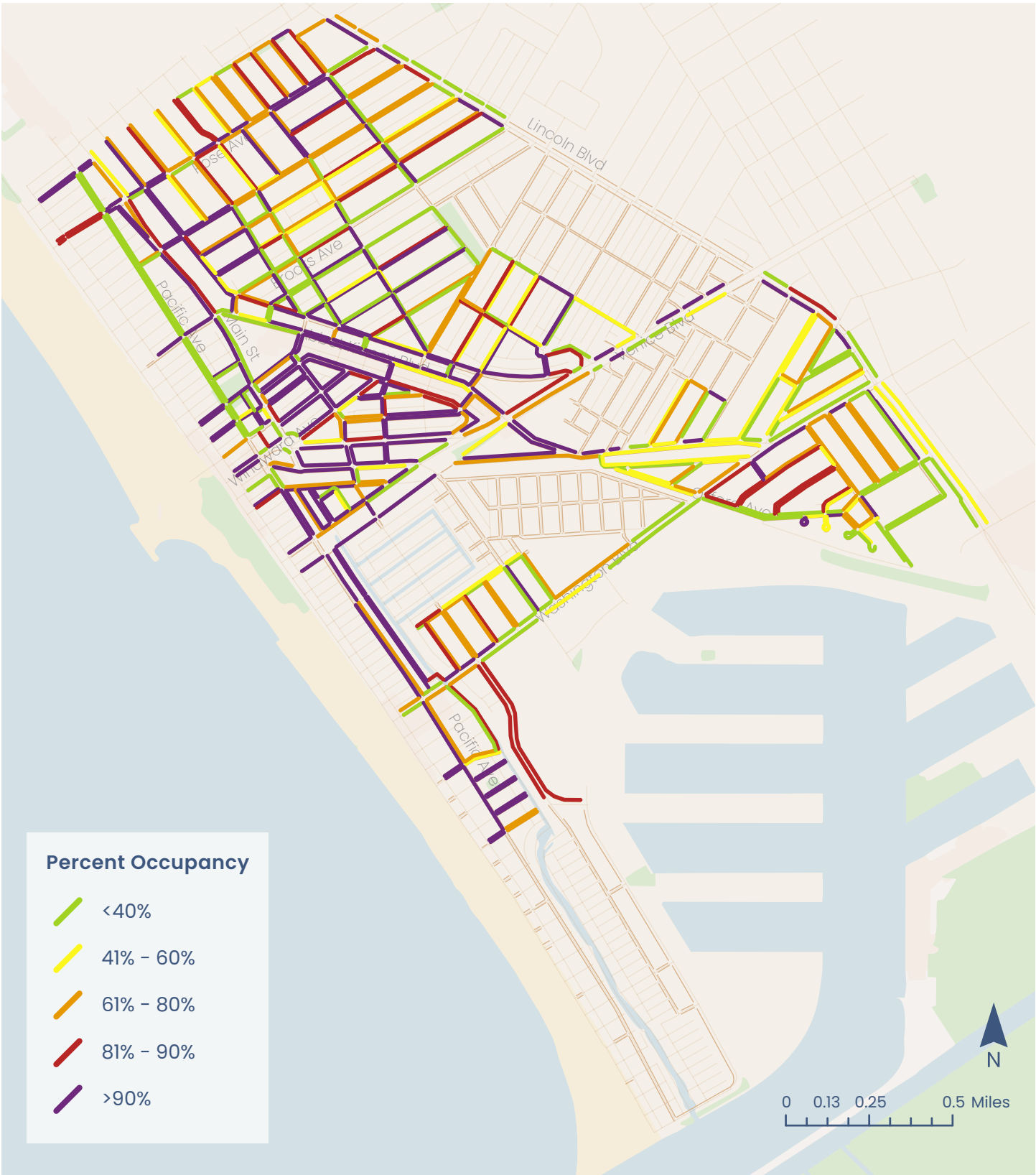
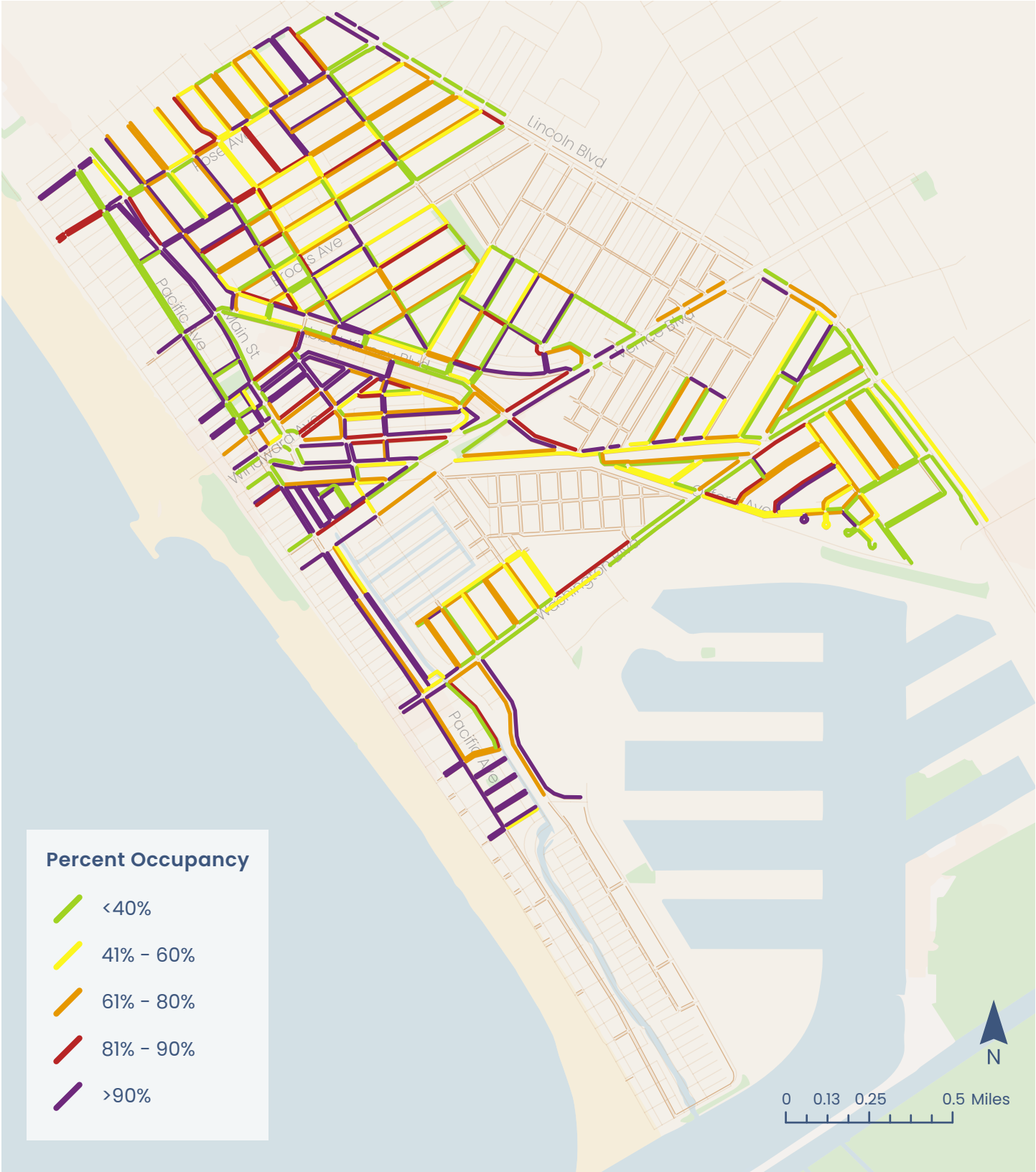


Figure A2.2 – Non-Summer Season, Weekday Period, 10AM – 12PM

Figure A2.3 – Non-Summer Season, Weekday Period, 12PM – 2PM

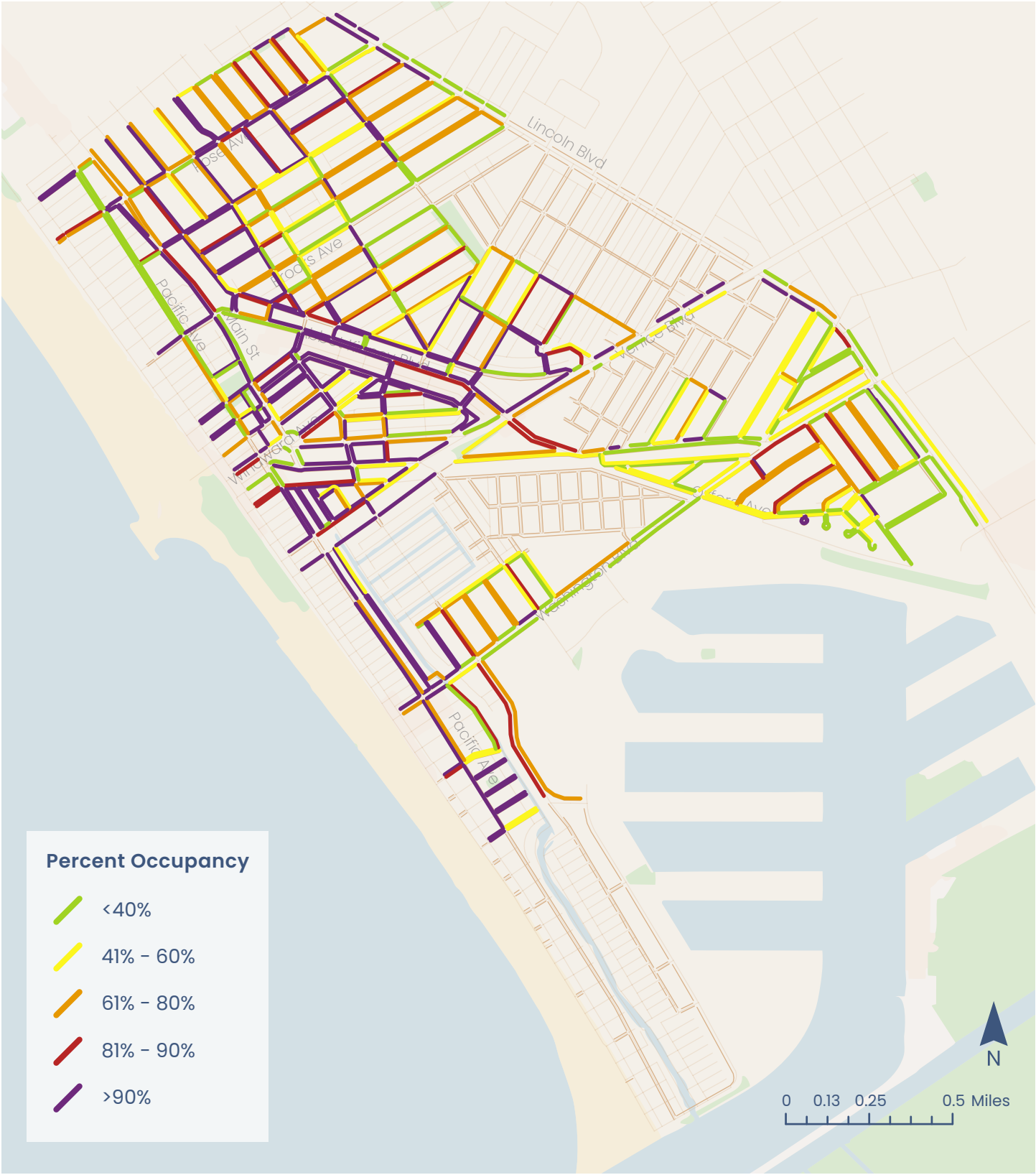
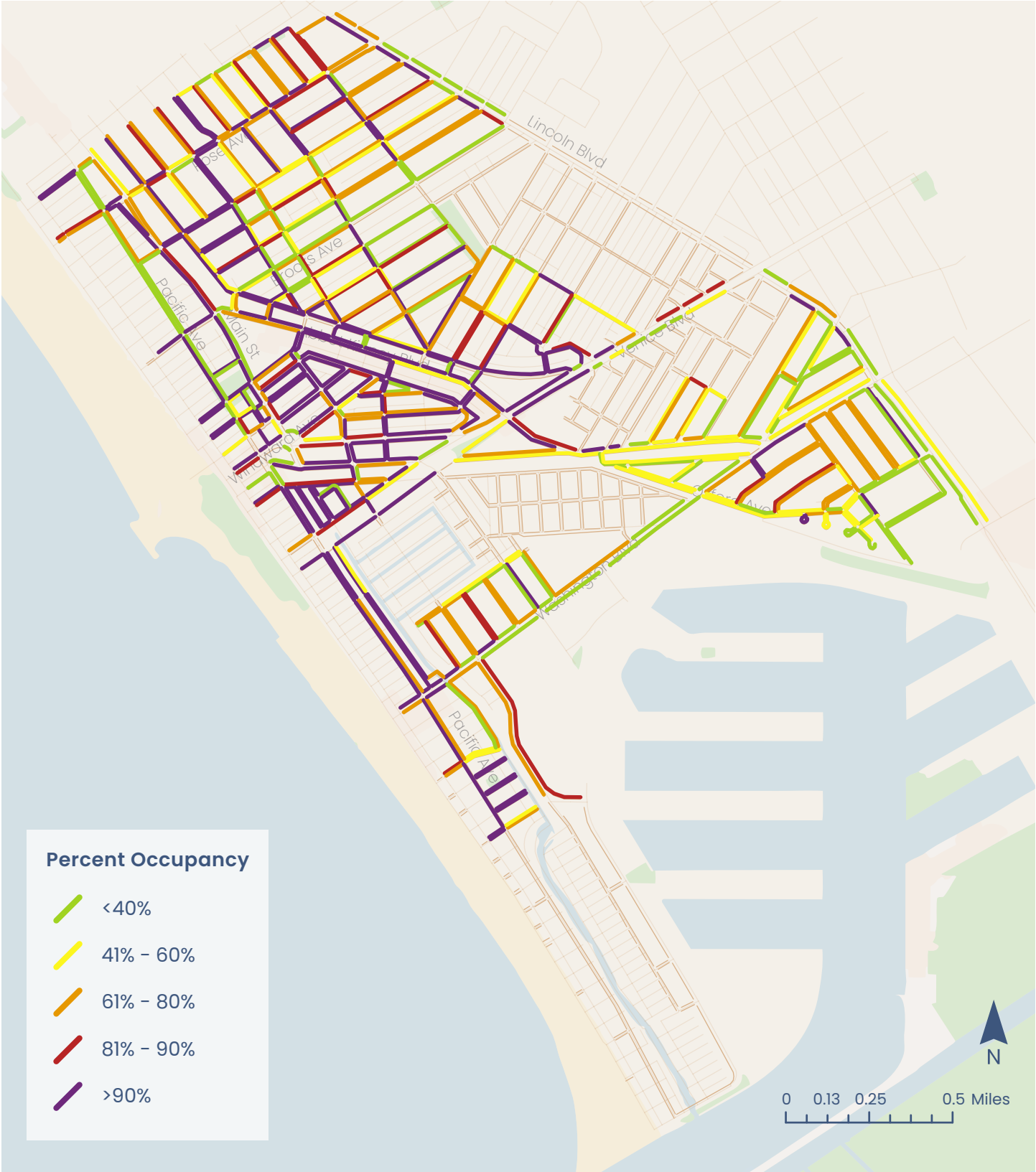


Figure A2.4 – Non-Summer Season, Weekday Period, 2PM – 4PM

Figure A2.5 – Non-Summer Season, Weekday Period, 4PM – 6PM

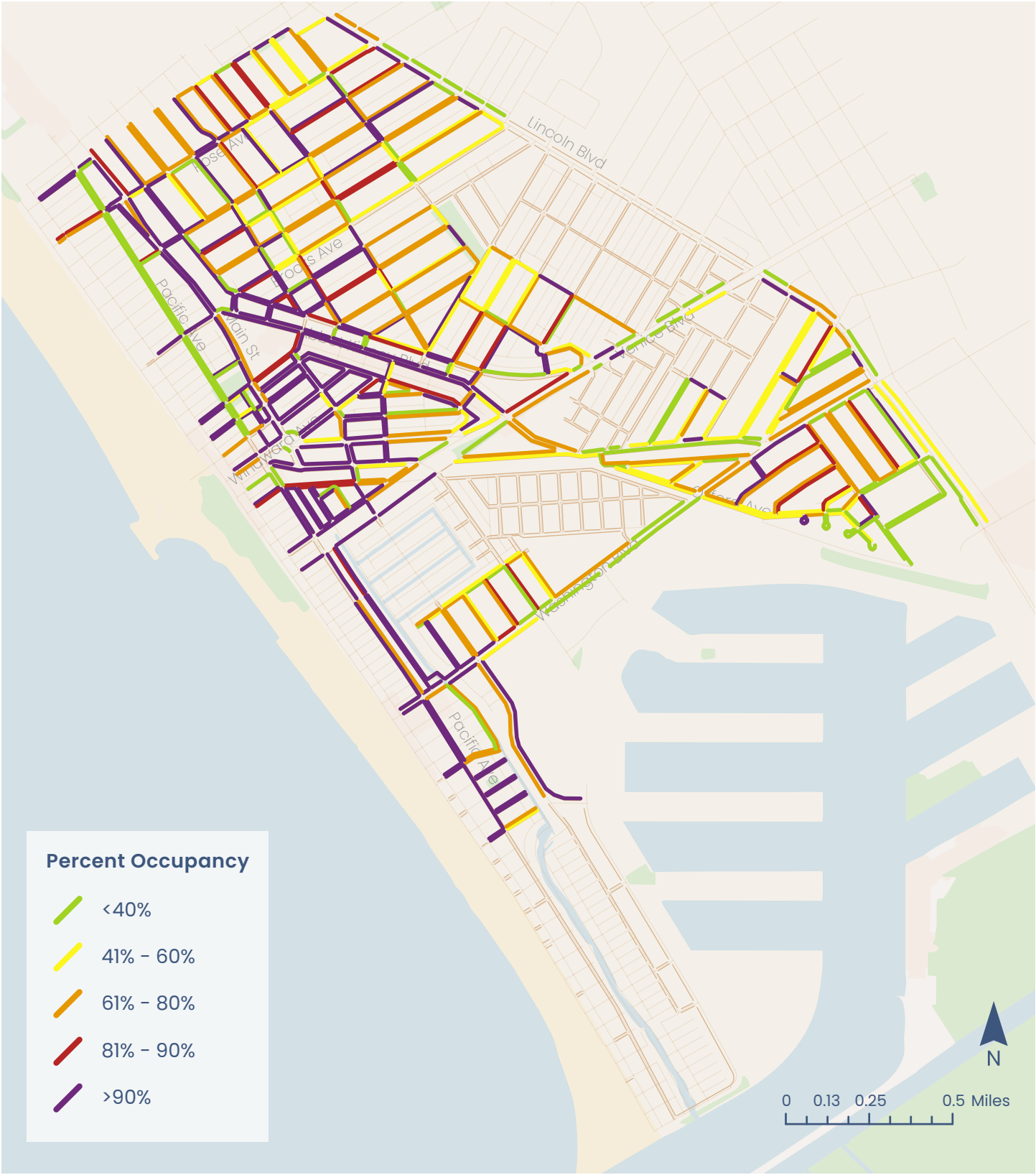
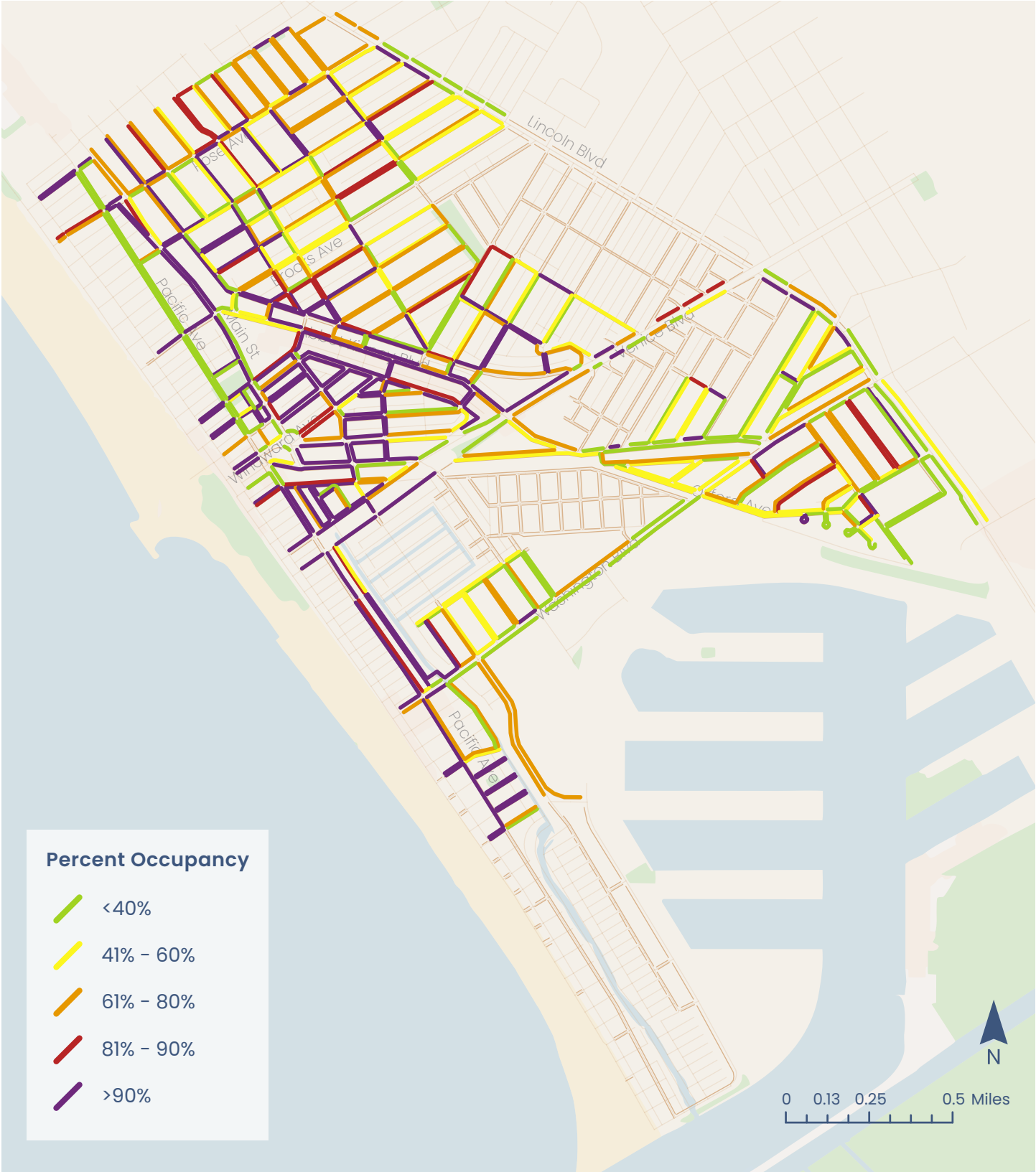


Figure A2.6 – Non-Summer Season, Weekday Period, 6PM – 8PM

Figure A2.7 – Non-Summer Season, Weekday Period, 8PM – 10PM

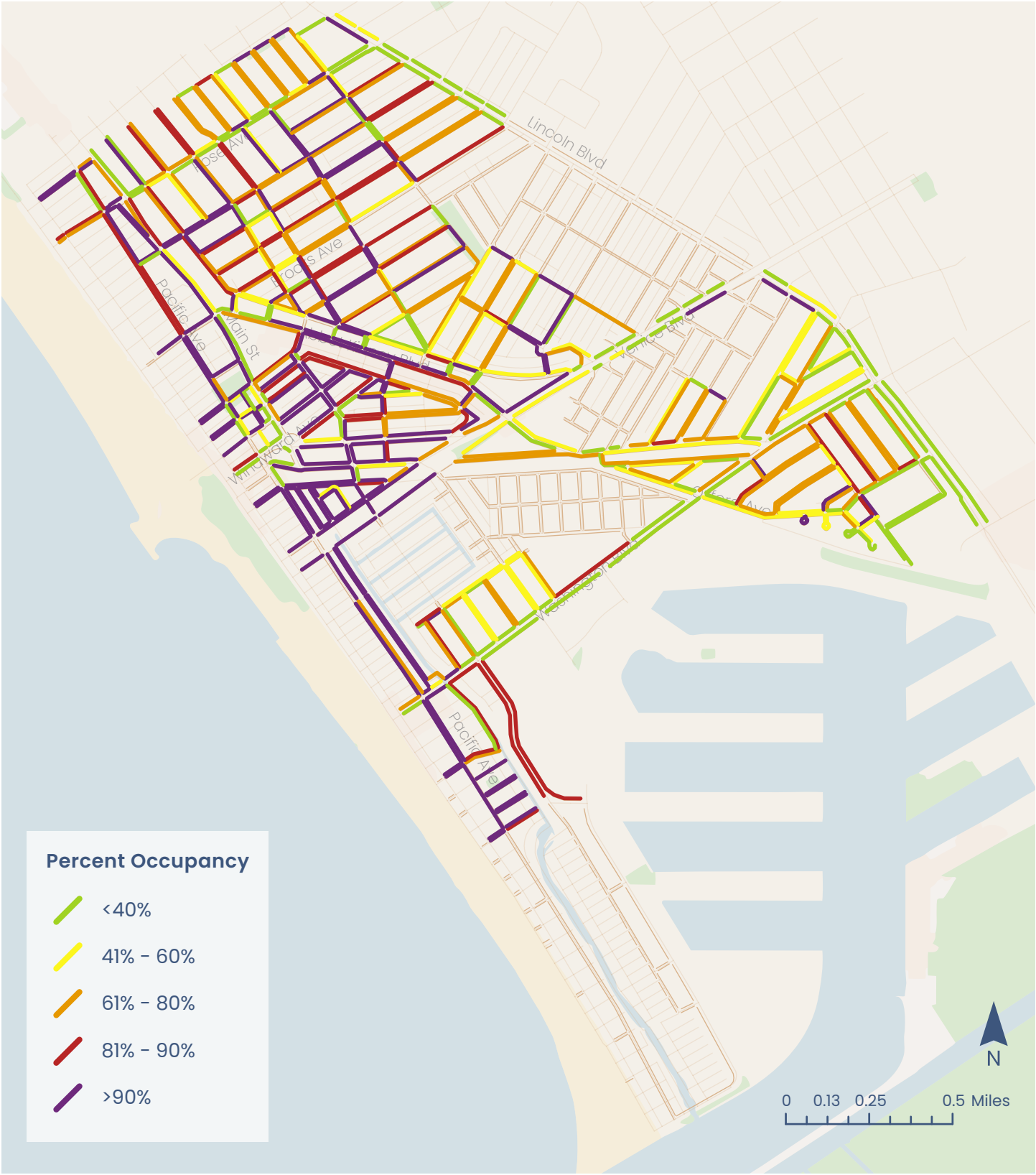
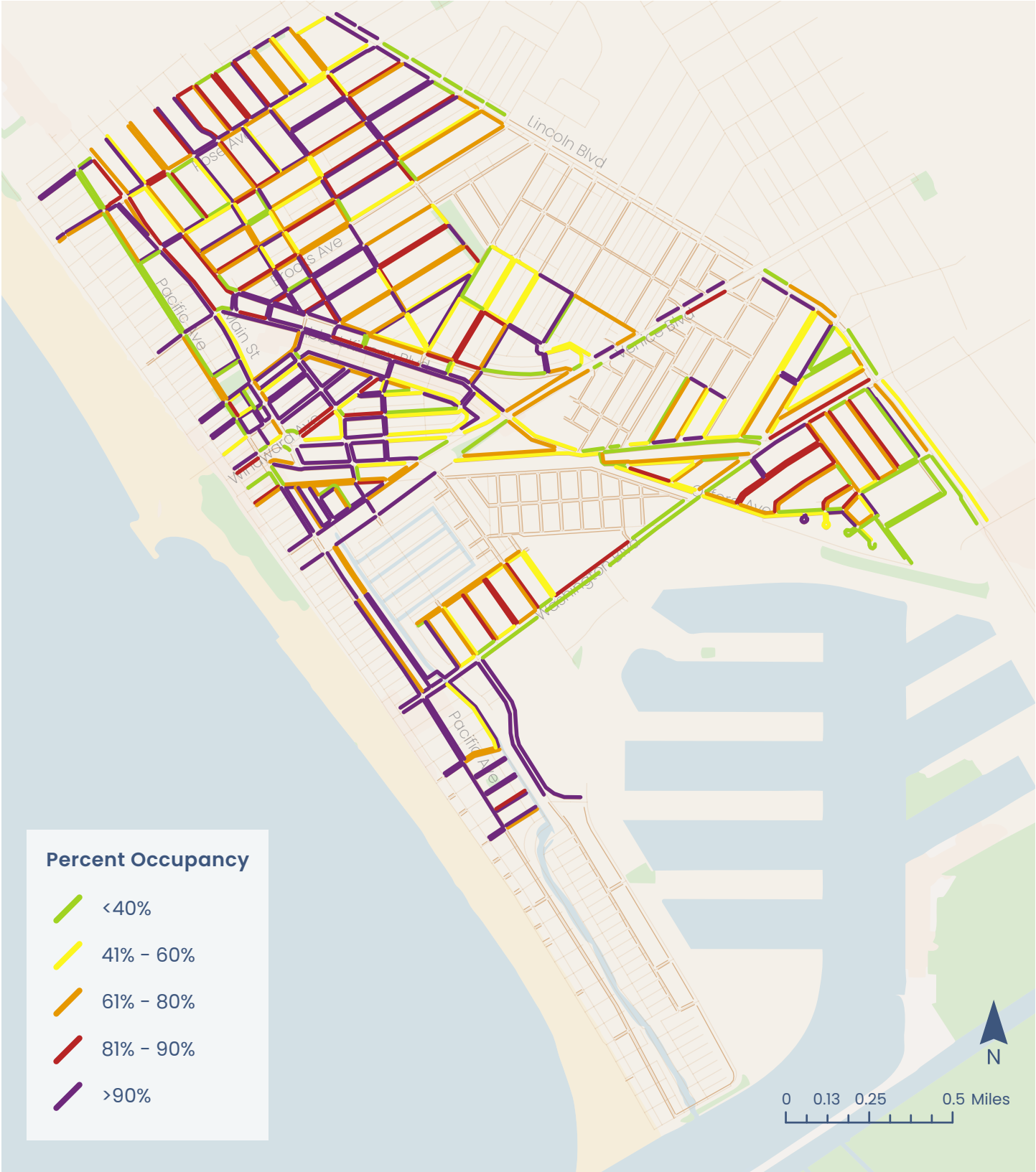


Figure A2.8 – Non-Summer Season, Weekend Period, 8AM – 10AM

Figure A2.9 – Non-Summer Season, Weekend Period, 10AM – 12PM

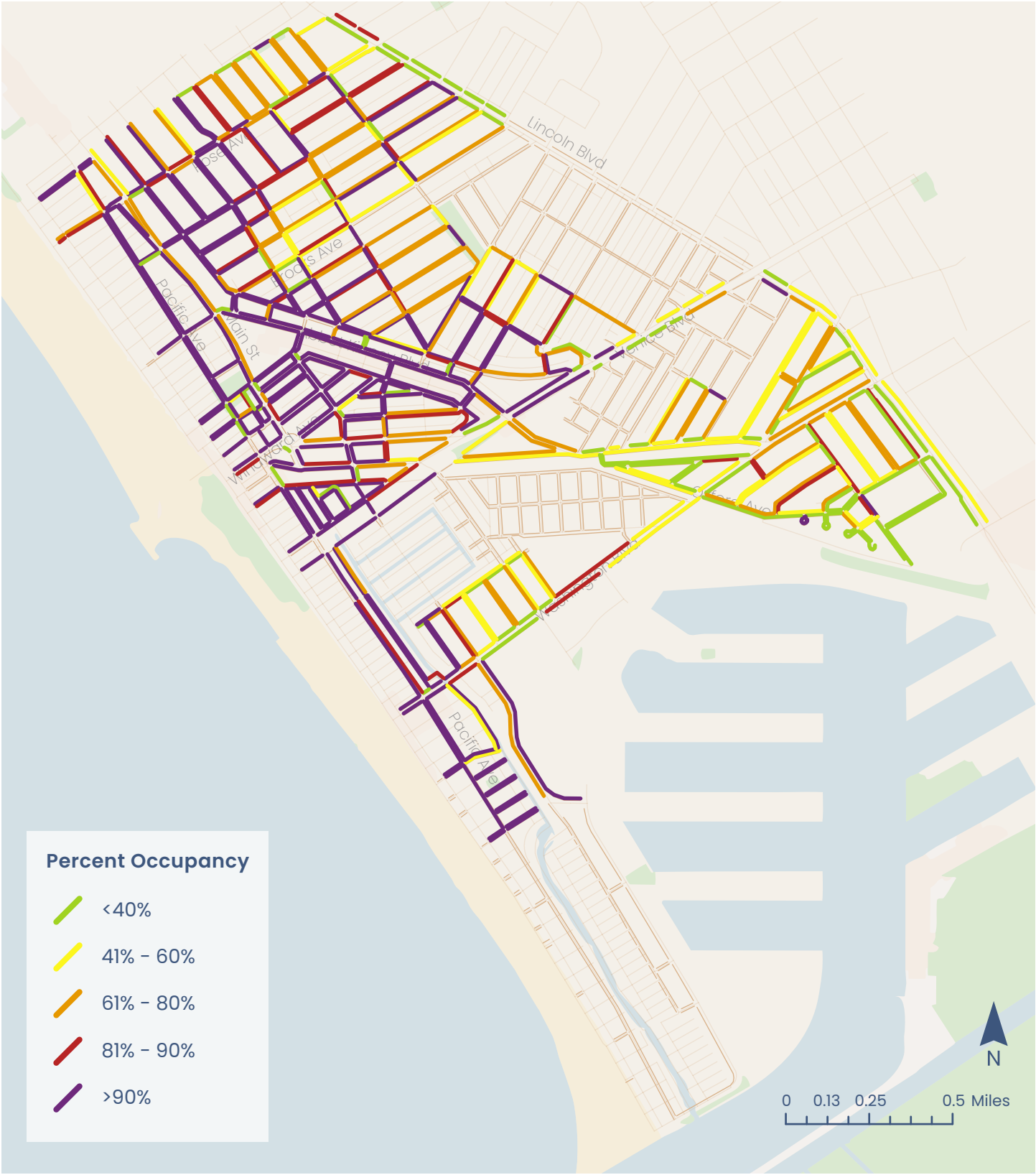
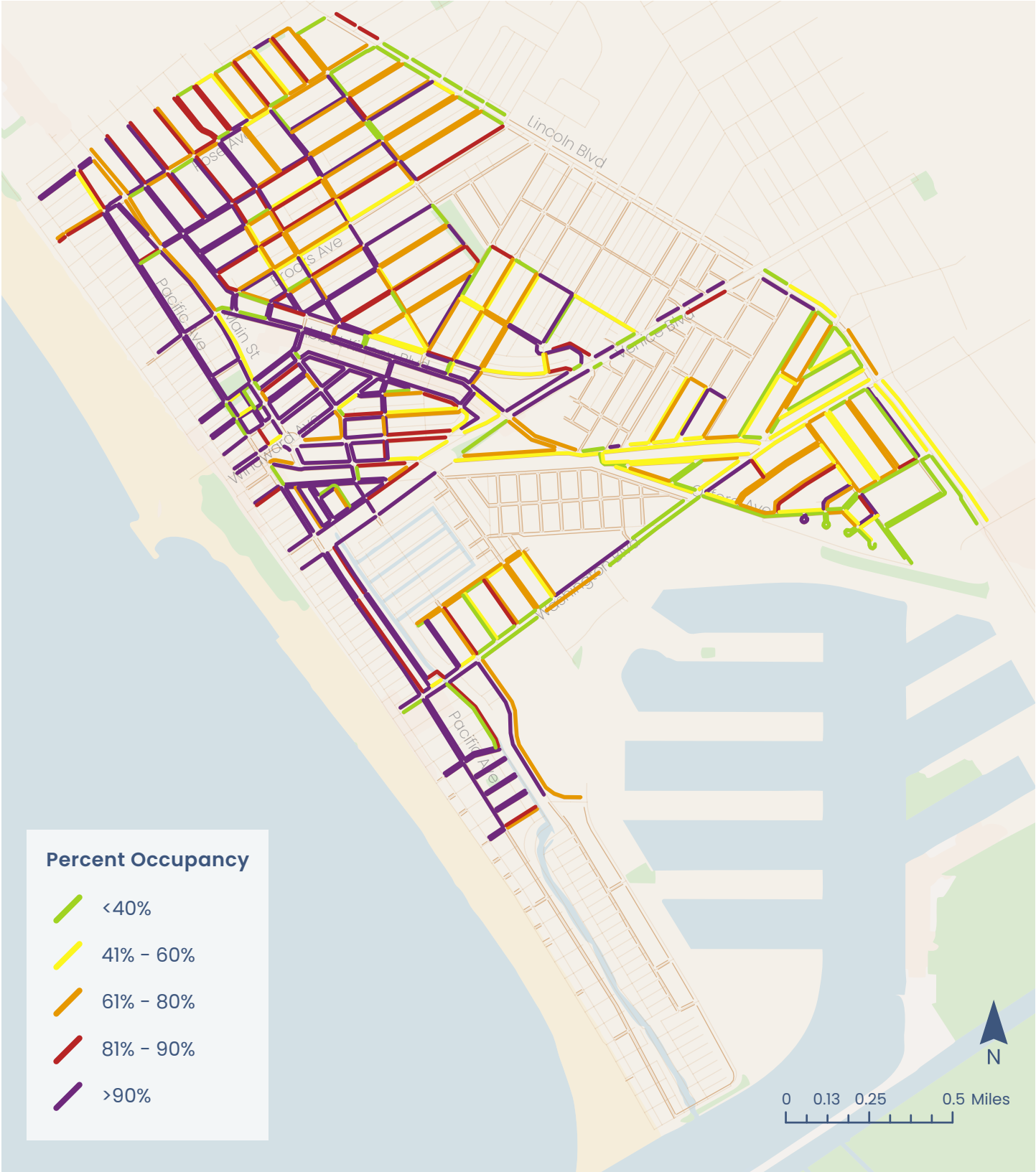


Figure A2.10 – Non-Summer Season, Weekend Period, 12PM – 2PM

Figure A2.11 – Non-Summer Season, Weekend Period, 2PM – 4PM (Peak)

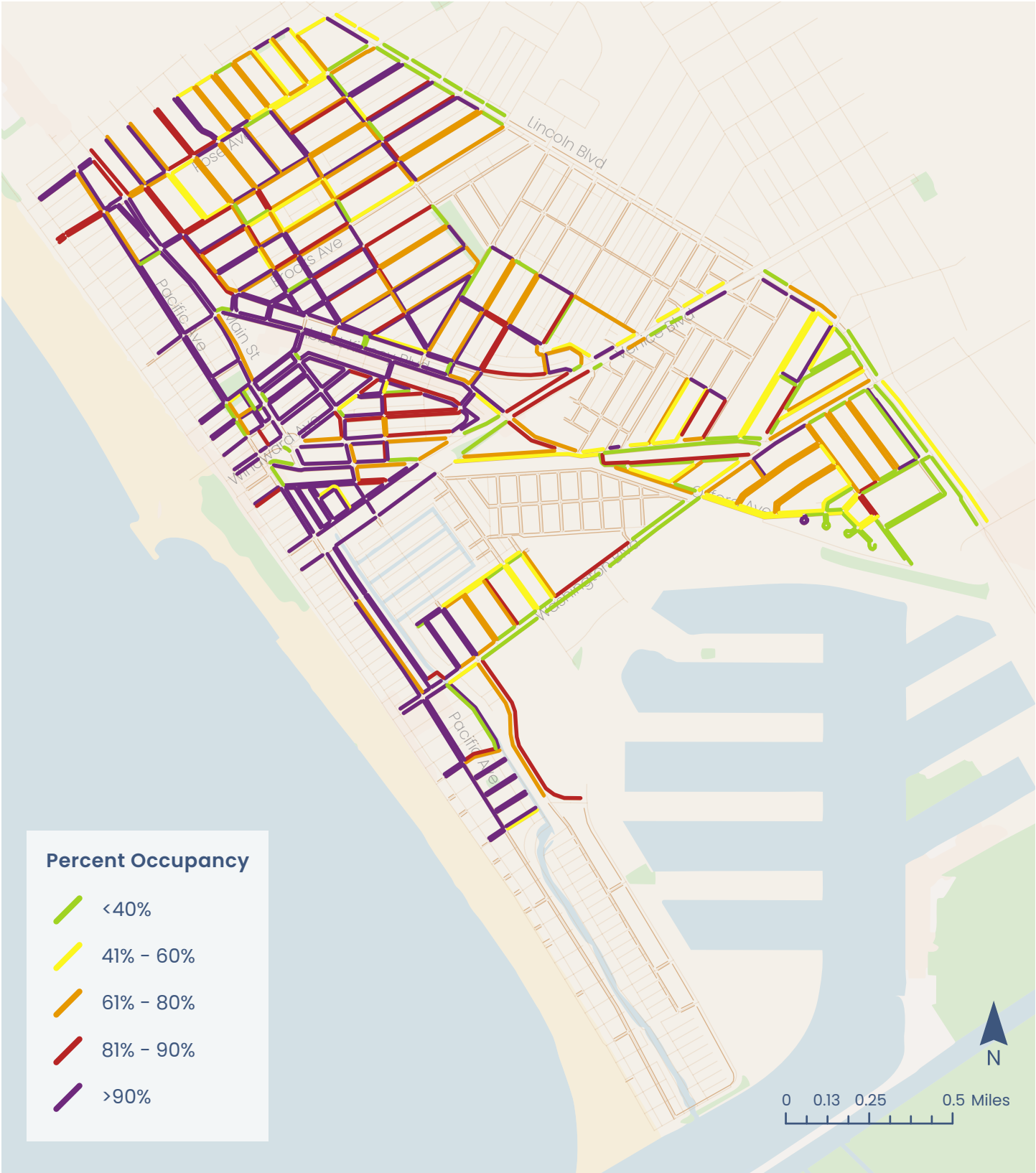
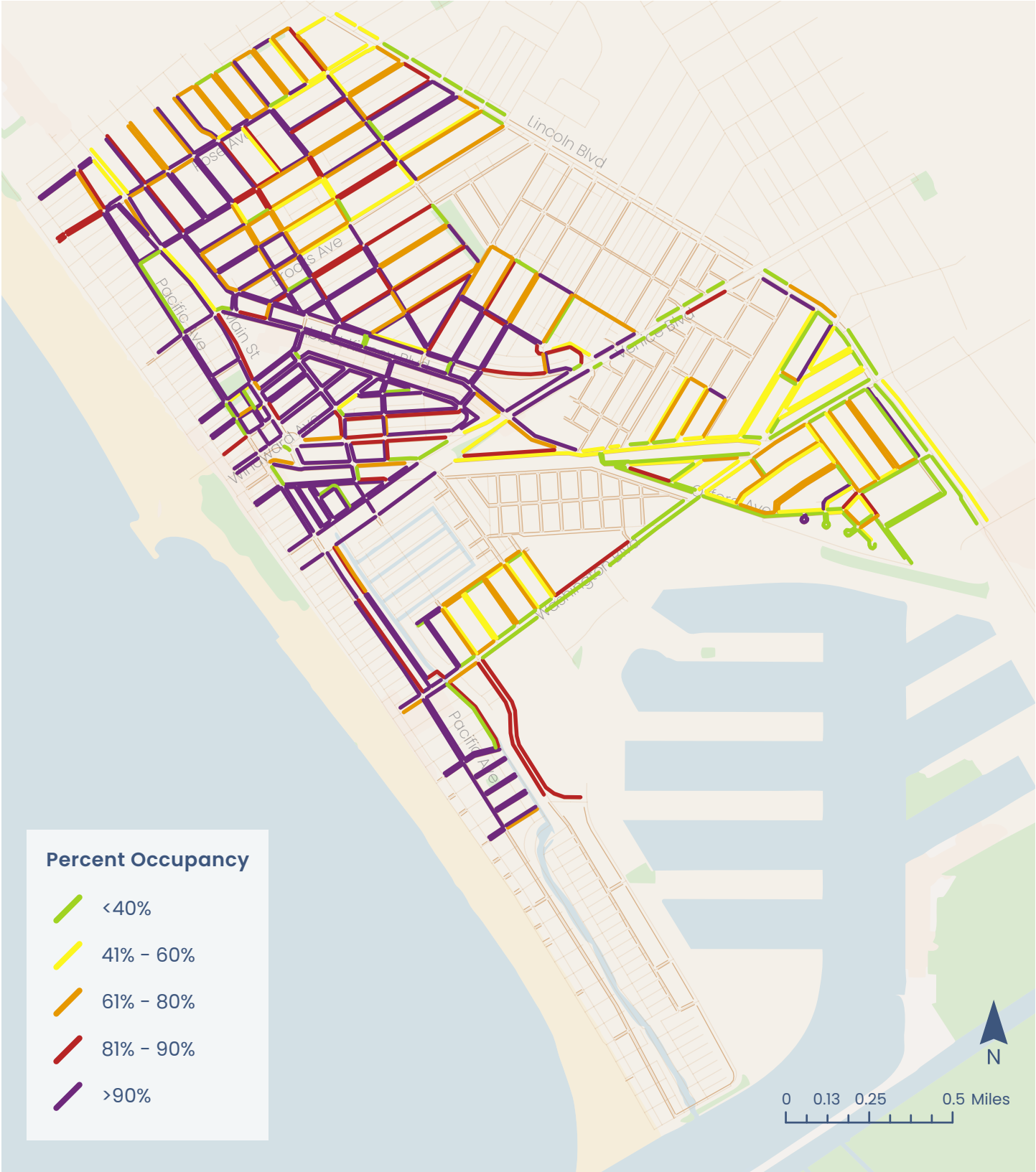


Figure A2.12 – Non-Summer Season, Weekend Period, 4PM – 6PM

Figure A2.13 – Non-Summer Season, Weekend Period, 6PM – 8PM

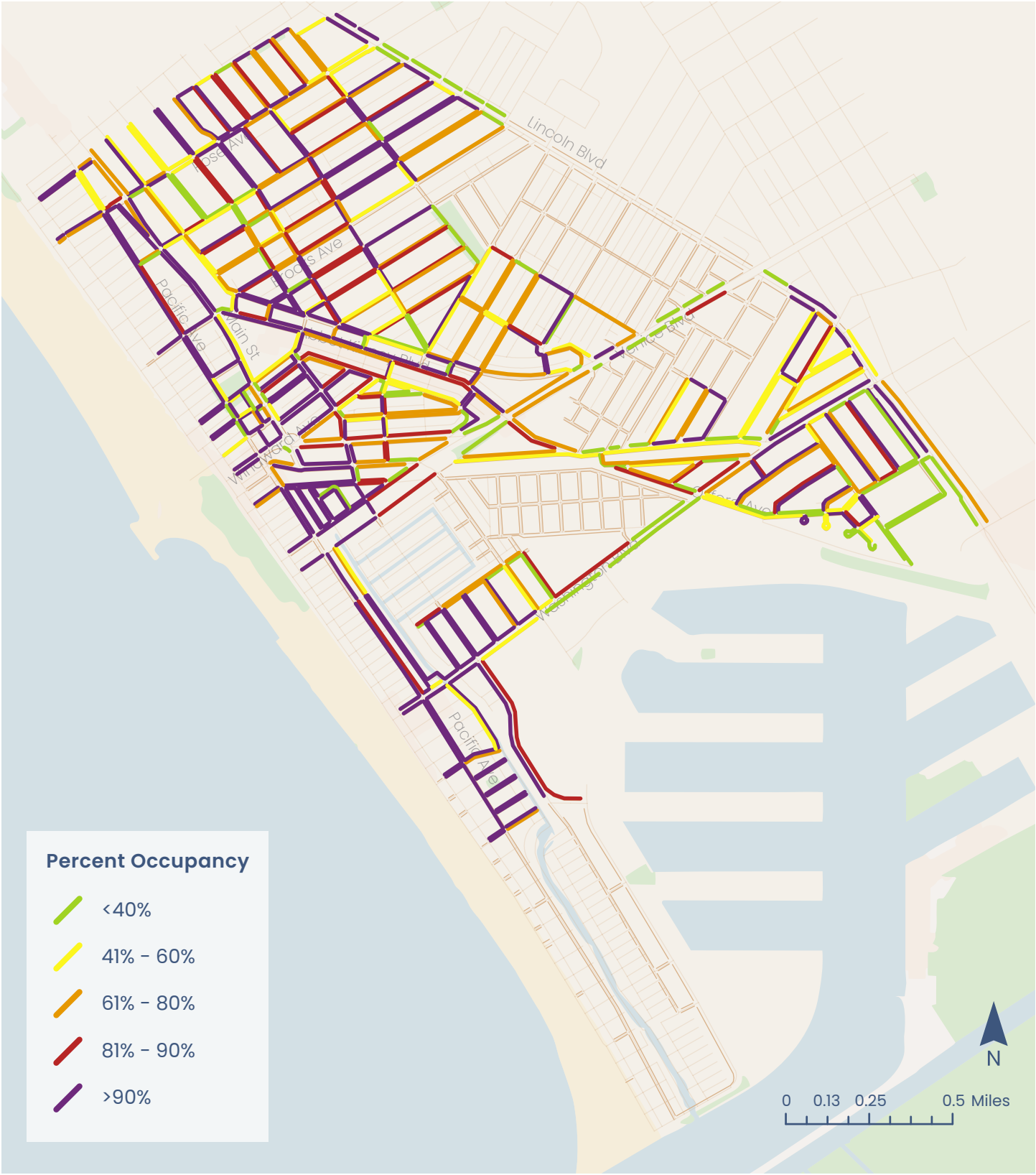
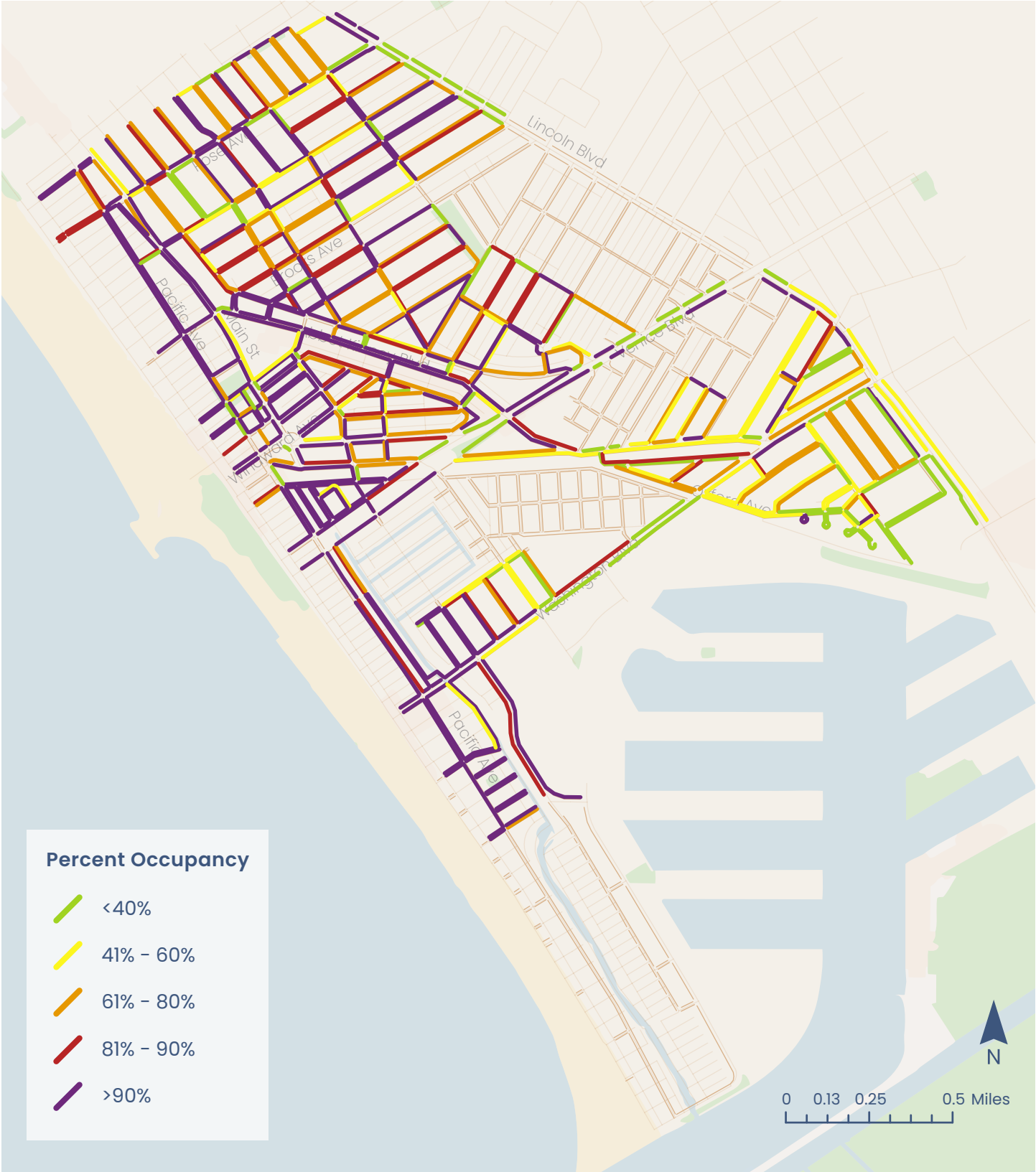


Figure A2.14 – Non-Summer Season, Weekend Period, 8PM – 10PM

WINTER HOLIDAY SEASON

Figure A3.1 – Winter Holiday Season, Weekday Period, 8AM – 10AM

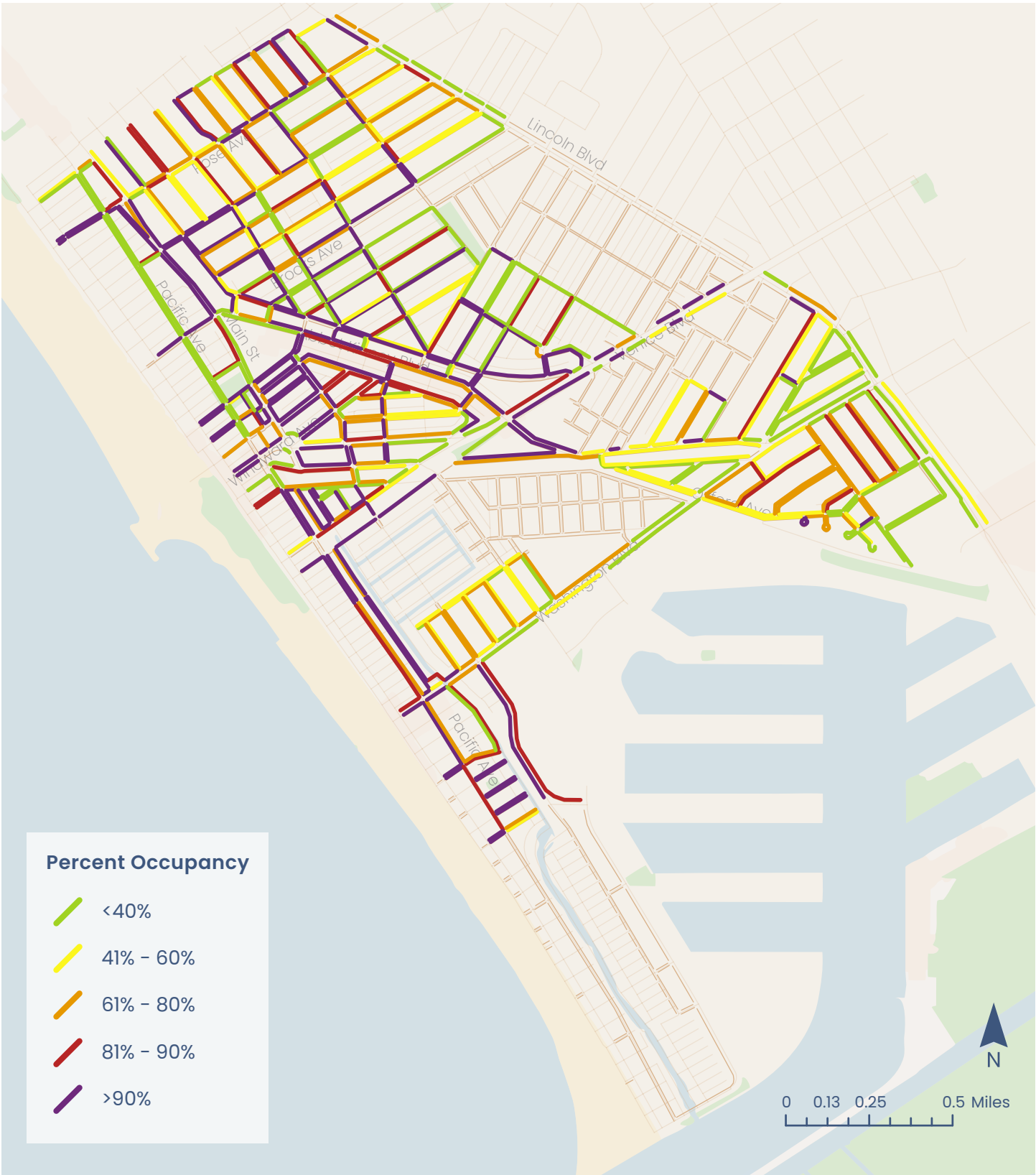
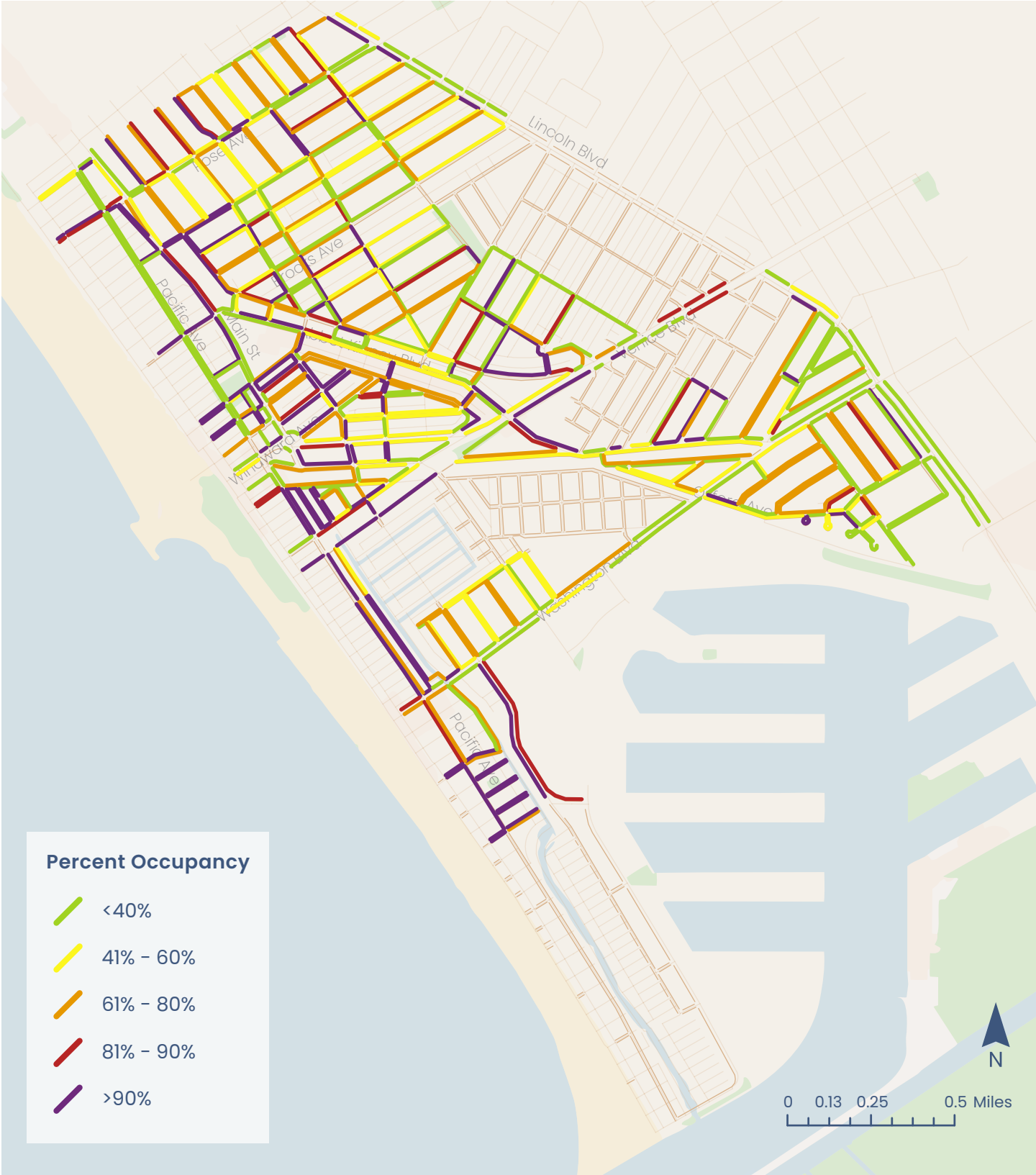


Figure A3.2 – Winter Holiday Season, Weekday Period, 10AM – 12PM

Figure A3.3 – Winter Holiday Season, Weekday Period, 12PM – 2PM

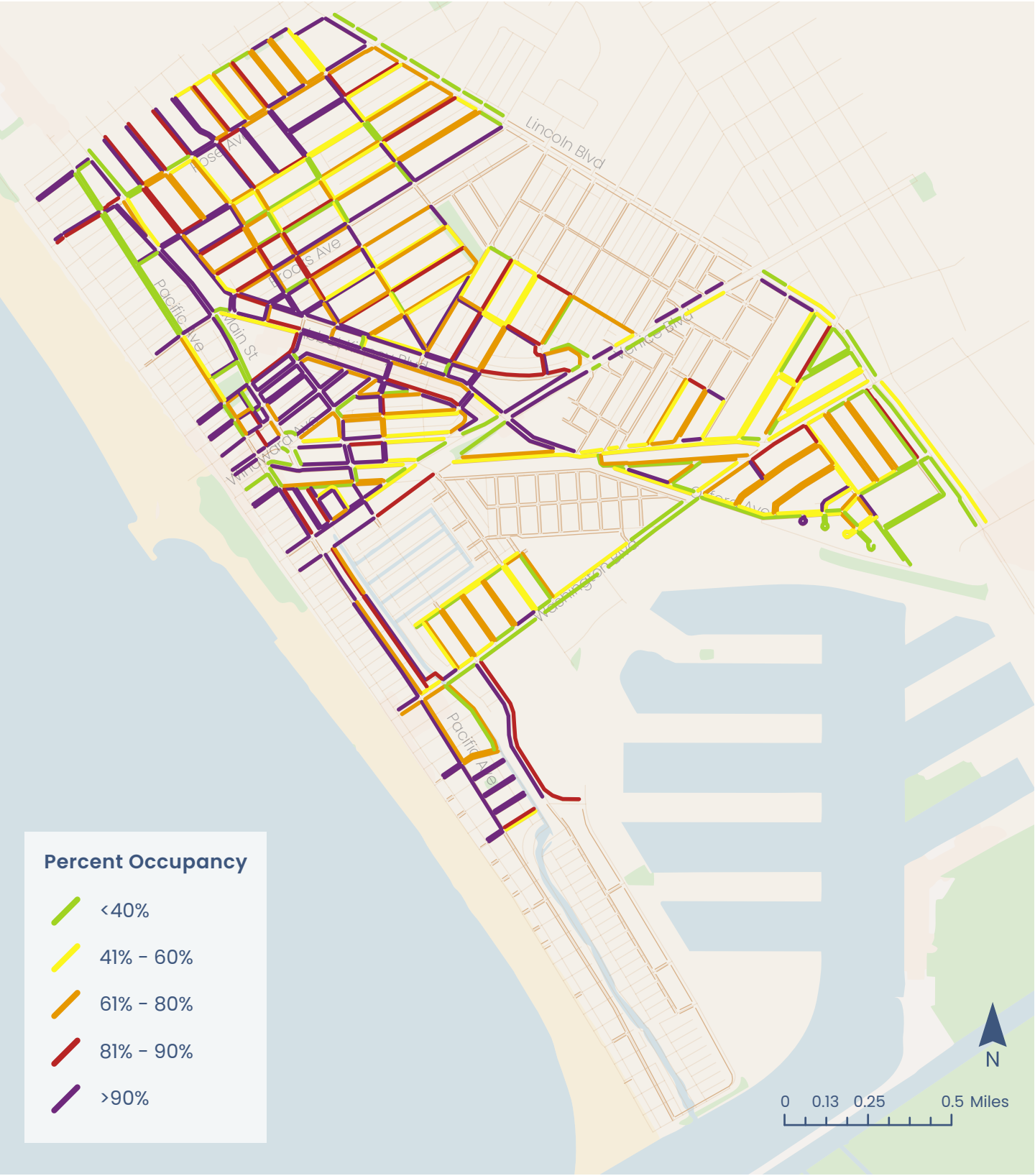
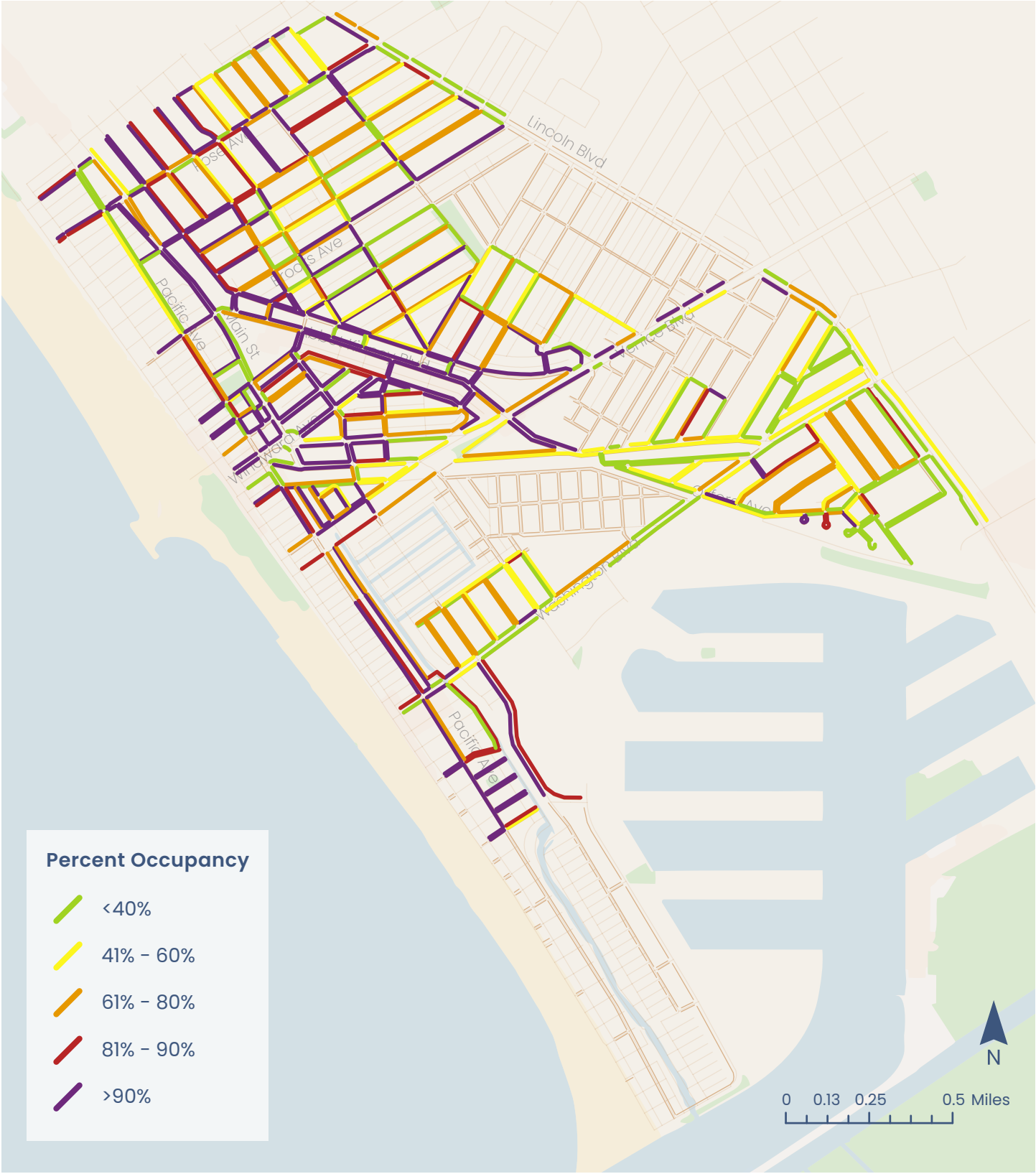


Figure A3.4 – Winter Holiday Season, Weekday Period, 2PM – 4PM

Figure A3.5 – Winter Holiday Season, Weekday Period, 4PM – 6PM

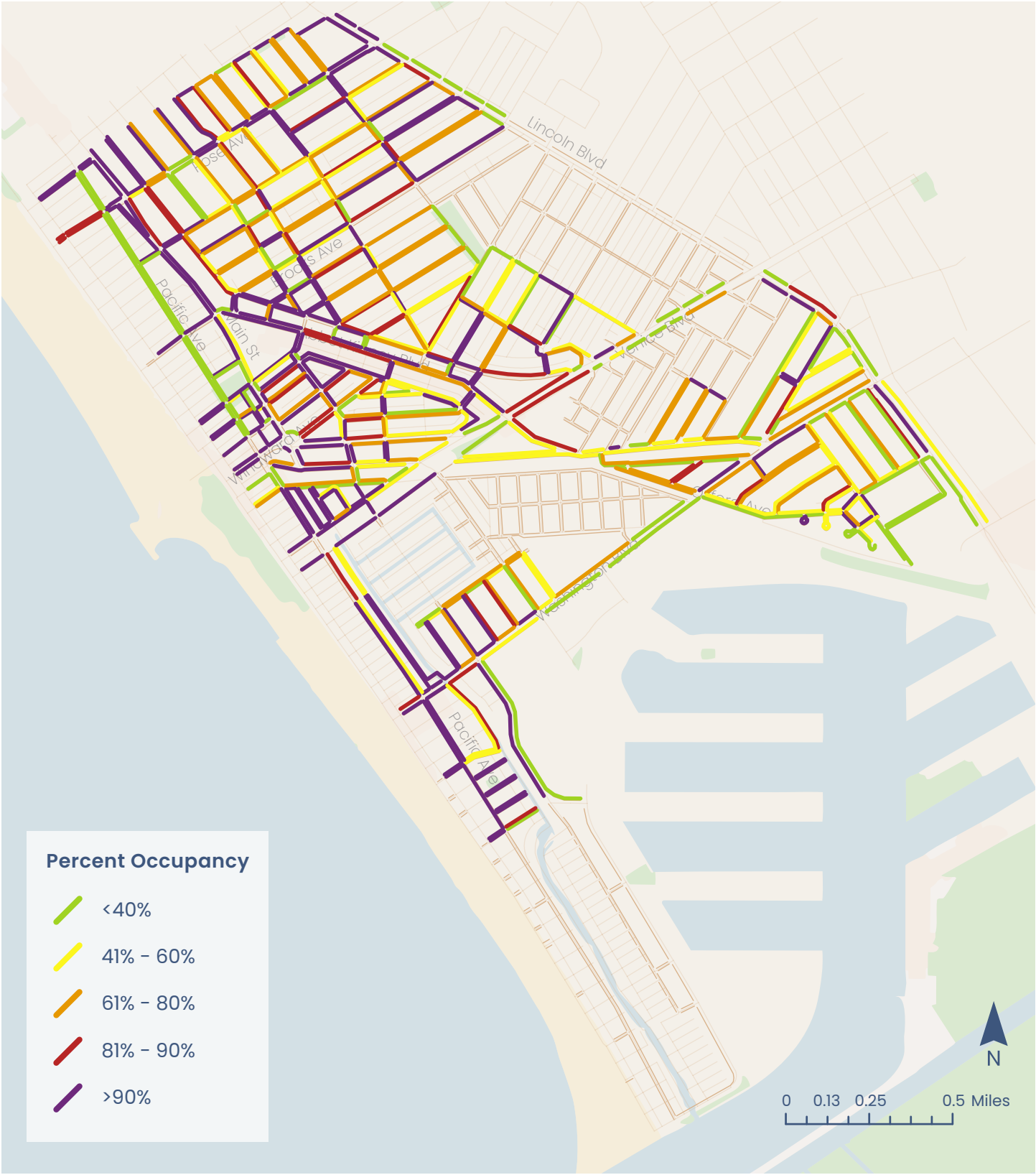
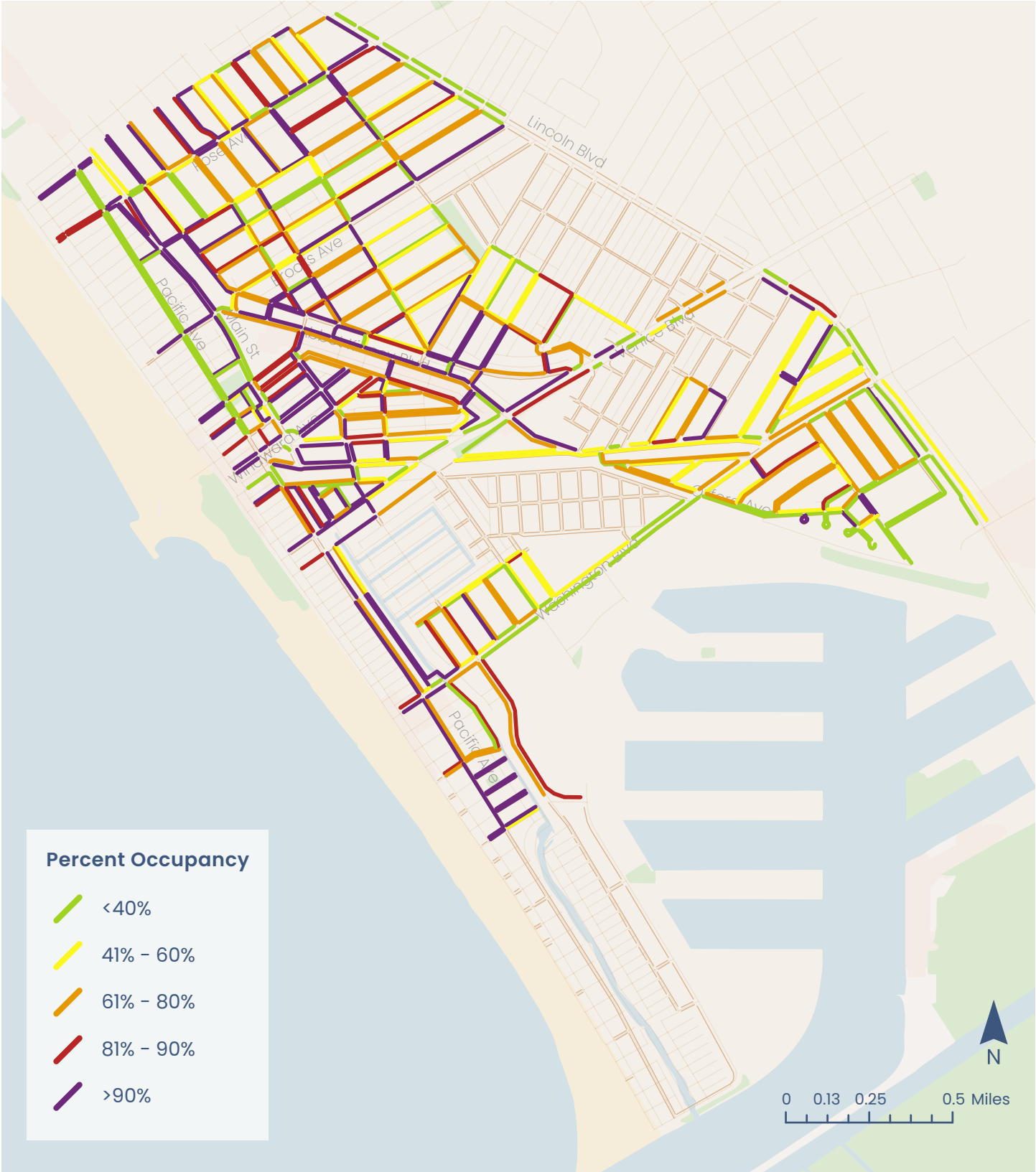


Figure A3.6 – Winter Holiday Season, Weekday Period, 6PM – 8PM

Figure A3.7 – Winter Holiday Season, Weekday Period, 8PM – 10PM

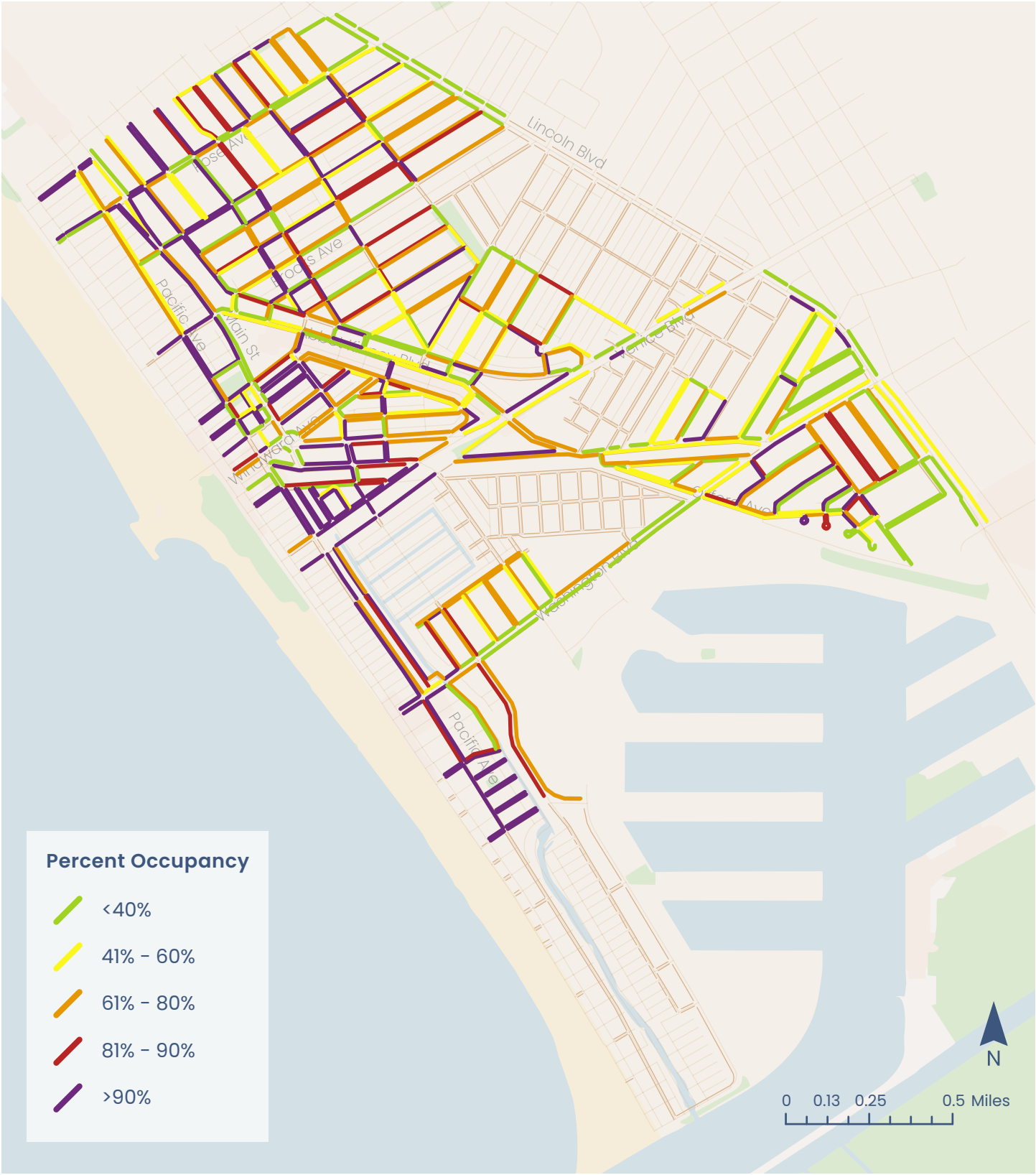
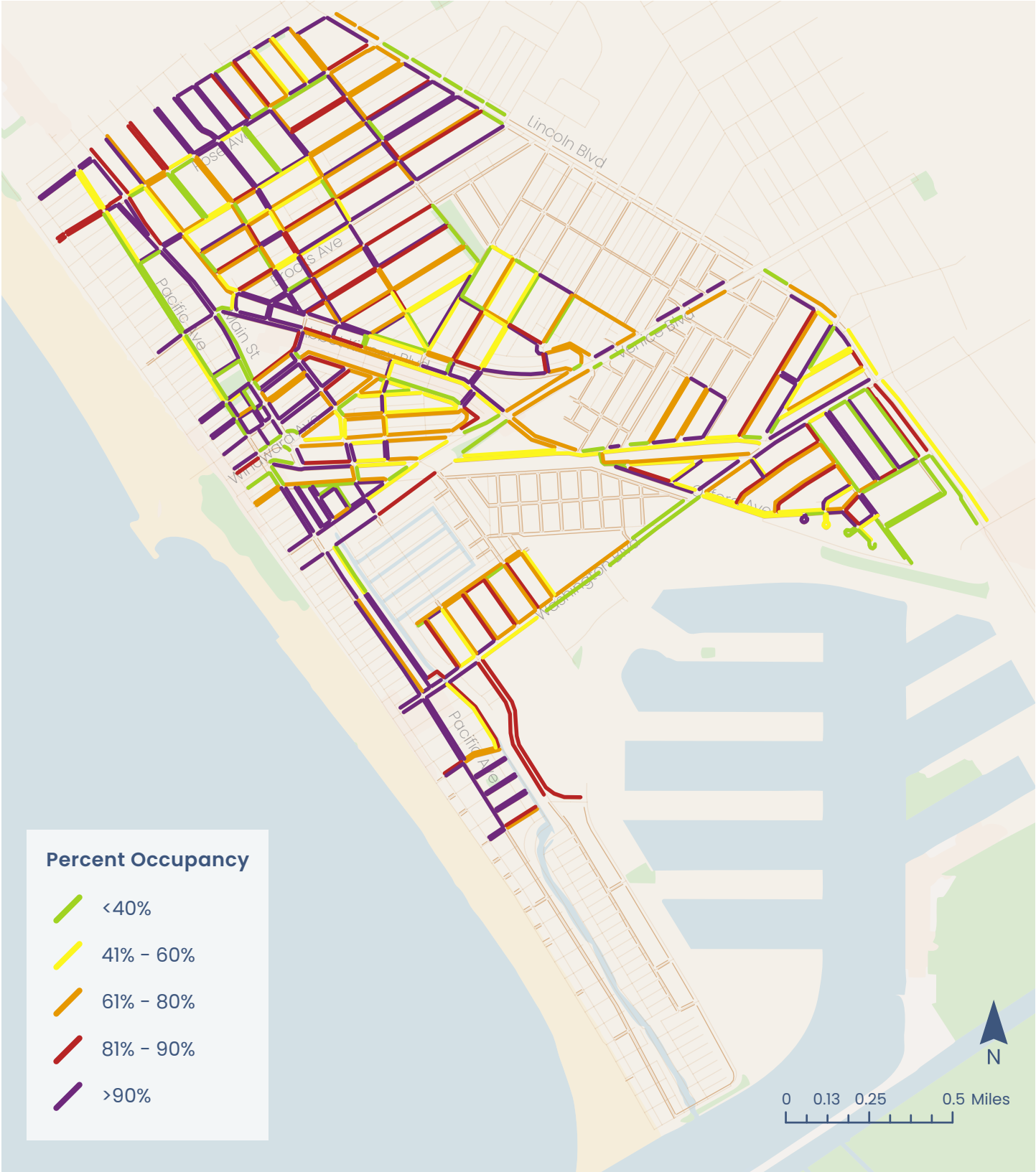


Figure A3.8 – Winter Holiday Season, Weekend Period, 8AM – 10AM

Figure A3.9 – Winter Holiday Season, Weekend Period, 10AM – 12PM

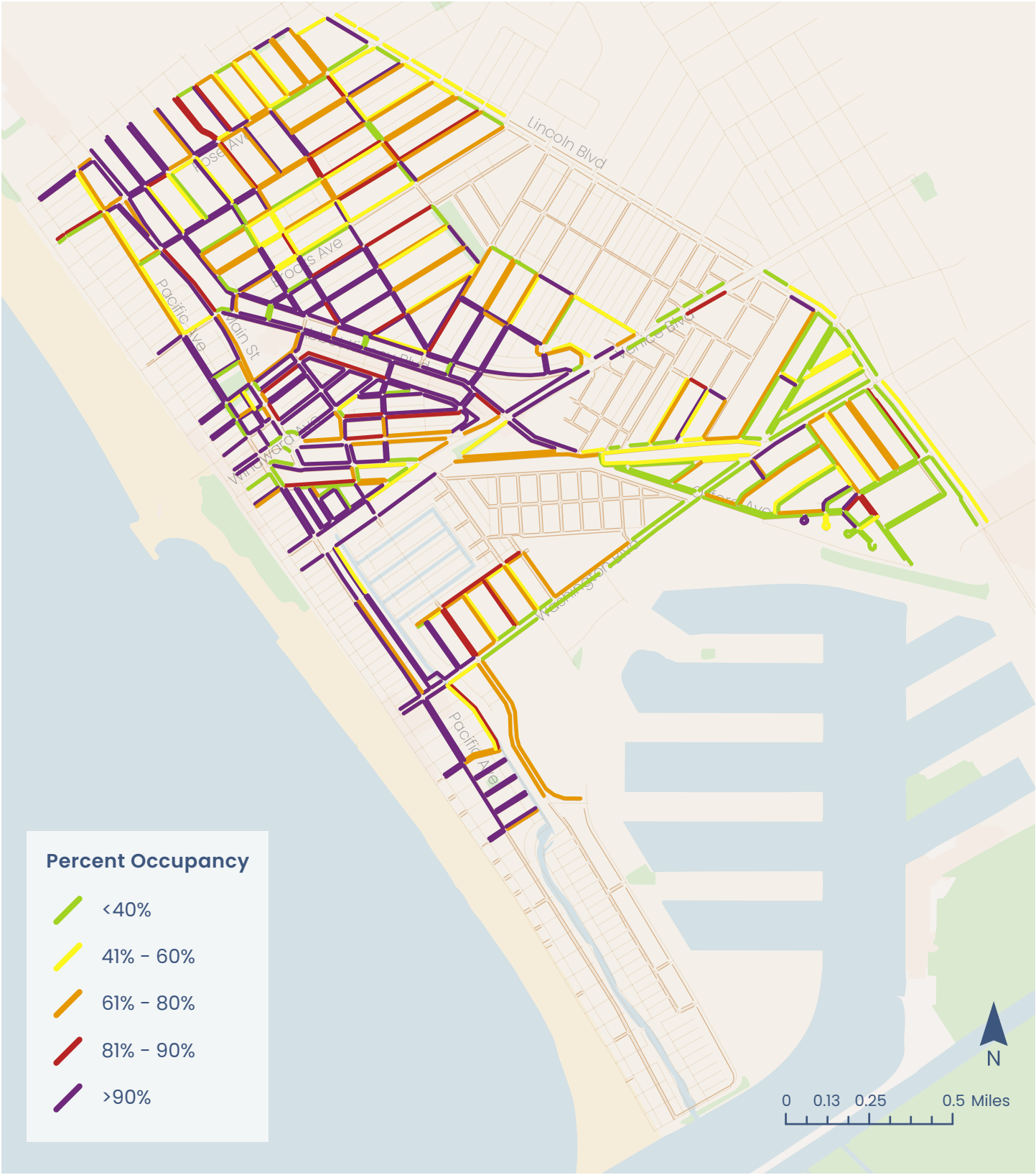
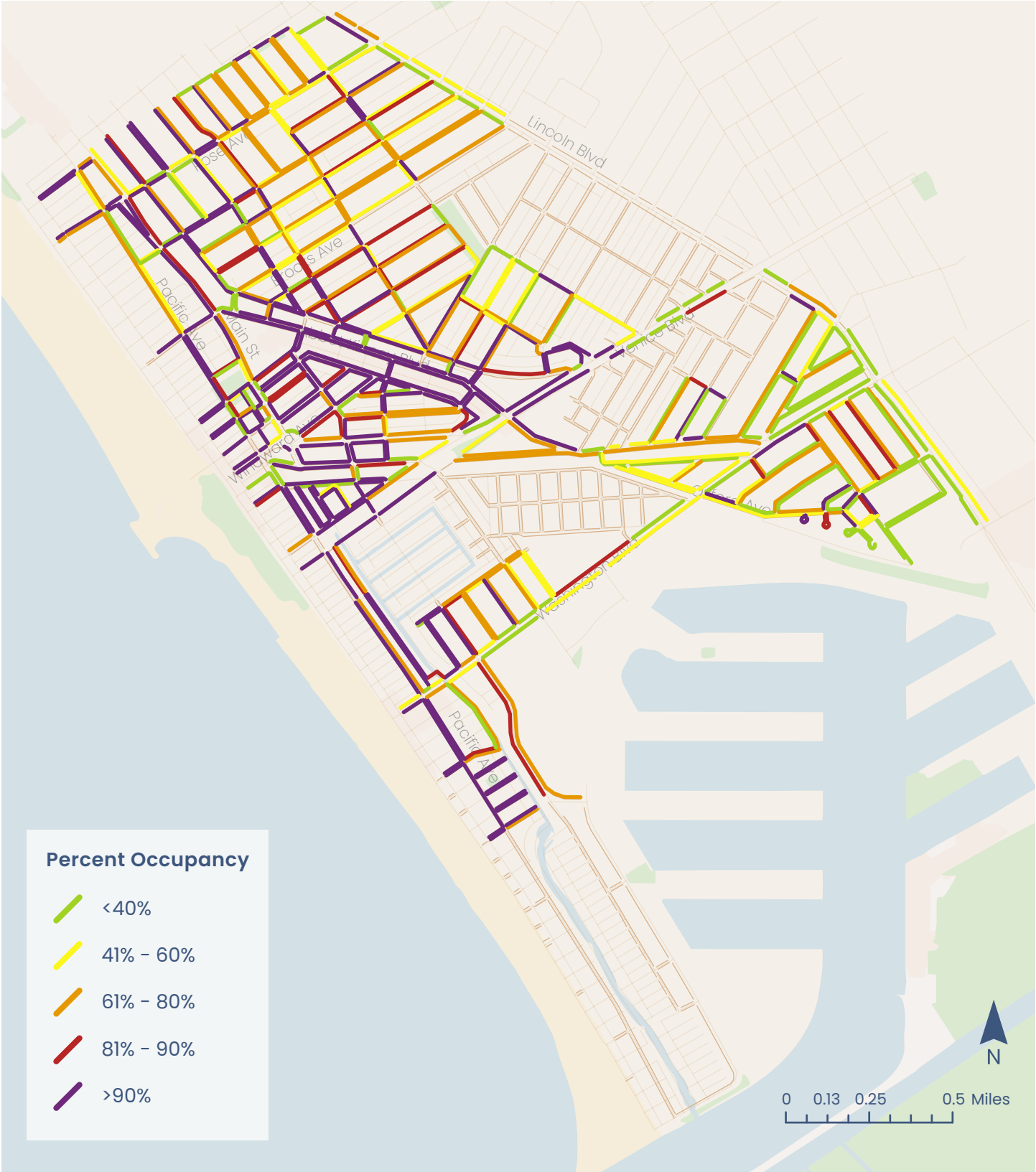


Figure A3.10 – Winter Holiday Season, Weekend Period, 12PM – 2PM

Figure A3.11 – Winter Holiday Season, Weekend Period, 2PM – 4PM (Peak)

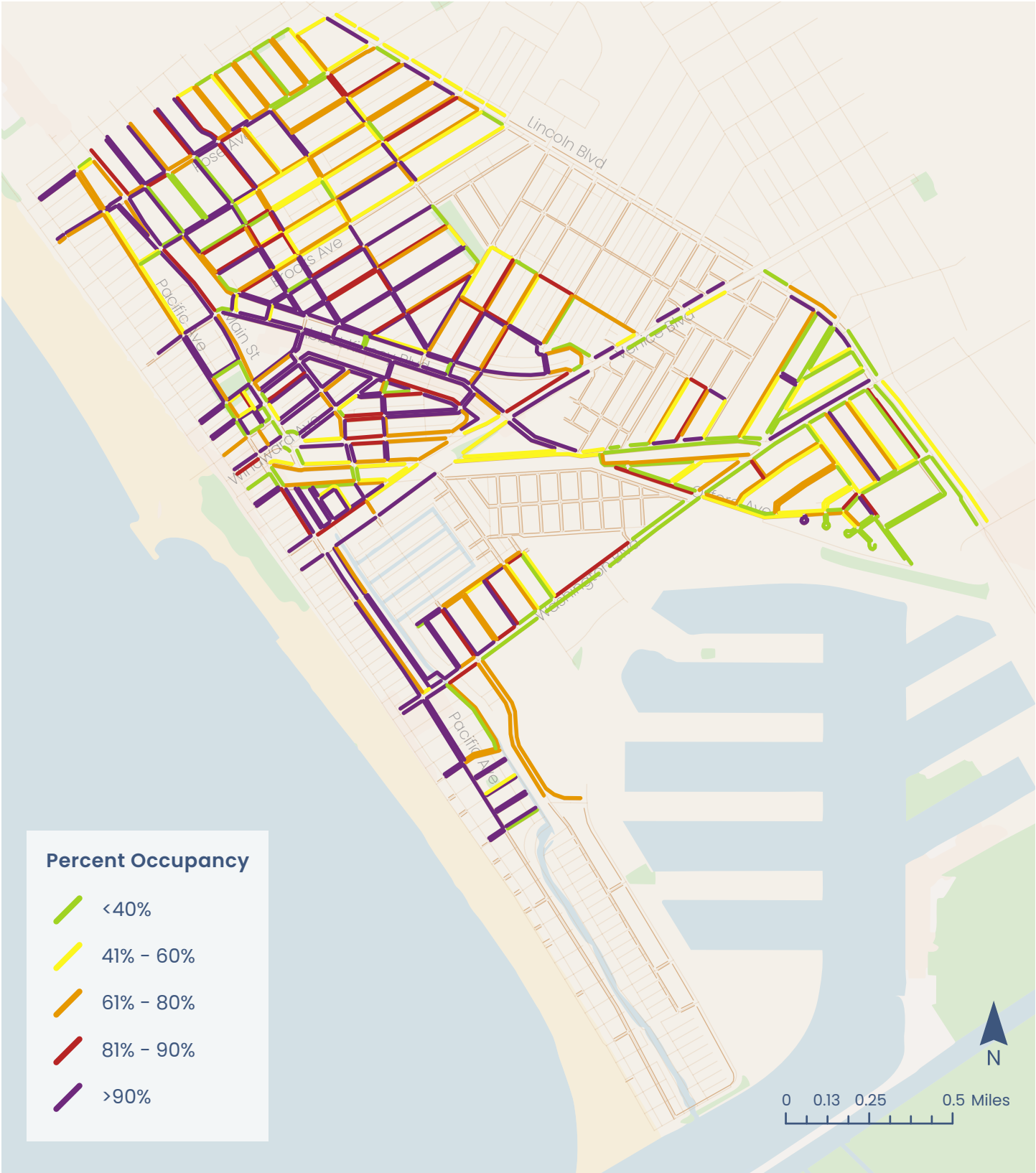
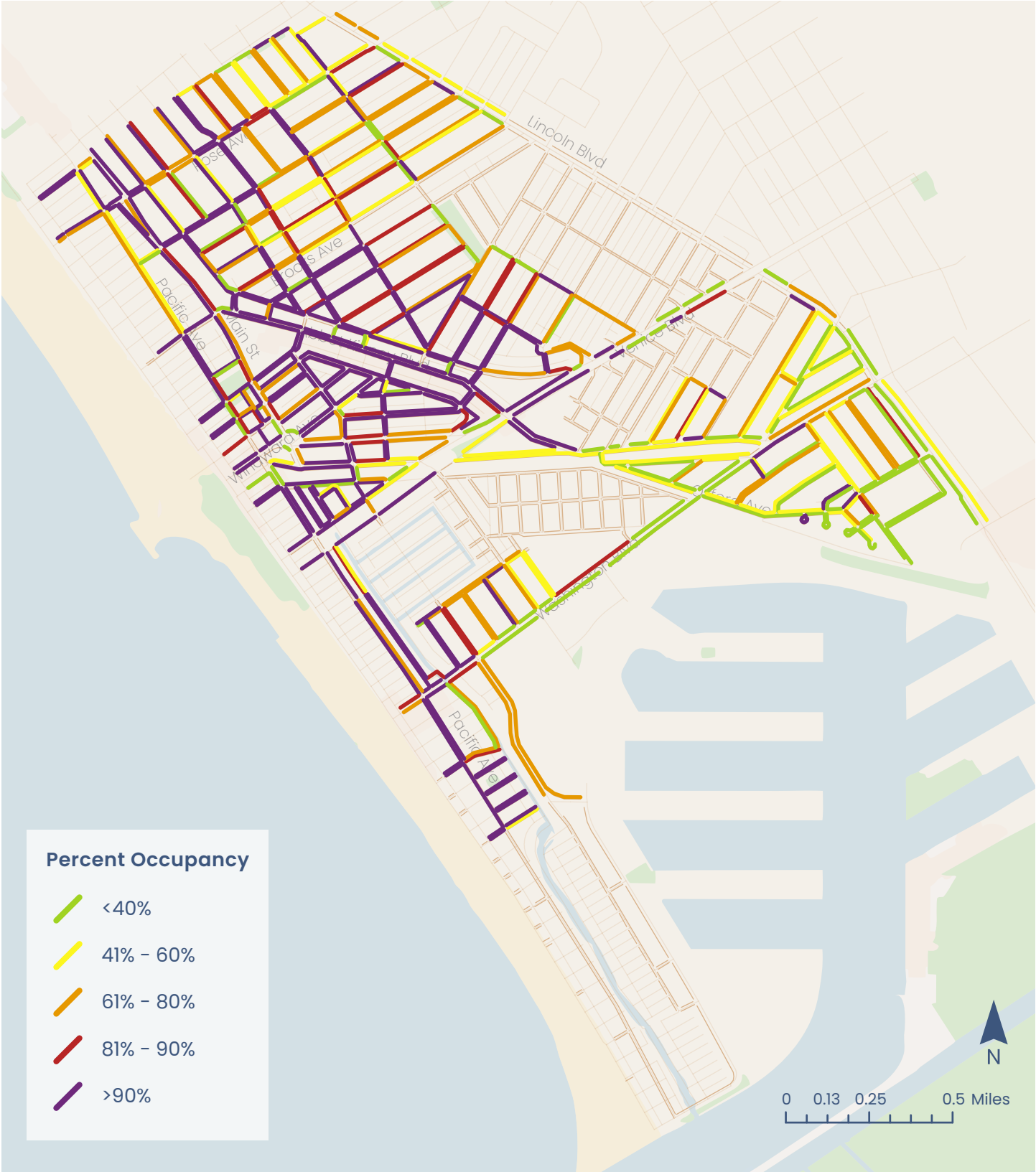


Figure A3.12 – Winter Holiday Season, Weekend Period, 4PM – 6PM

Figure A3.13 – Winter Holiday Season, Weekend Period, 6PM – 8PM

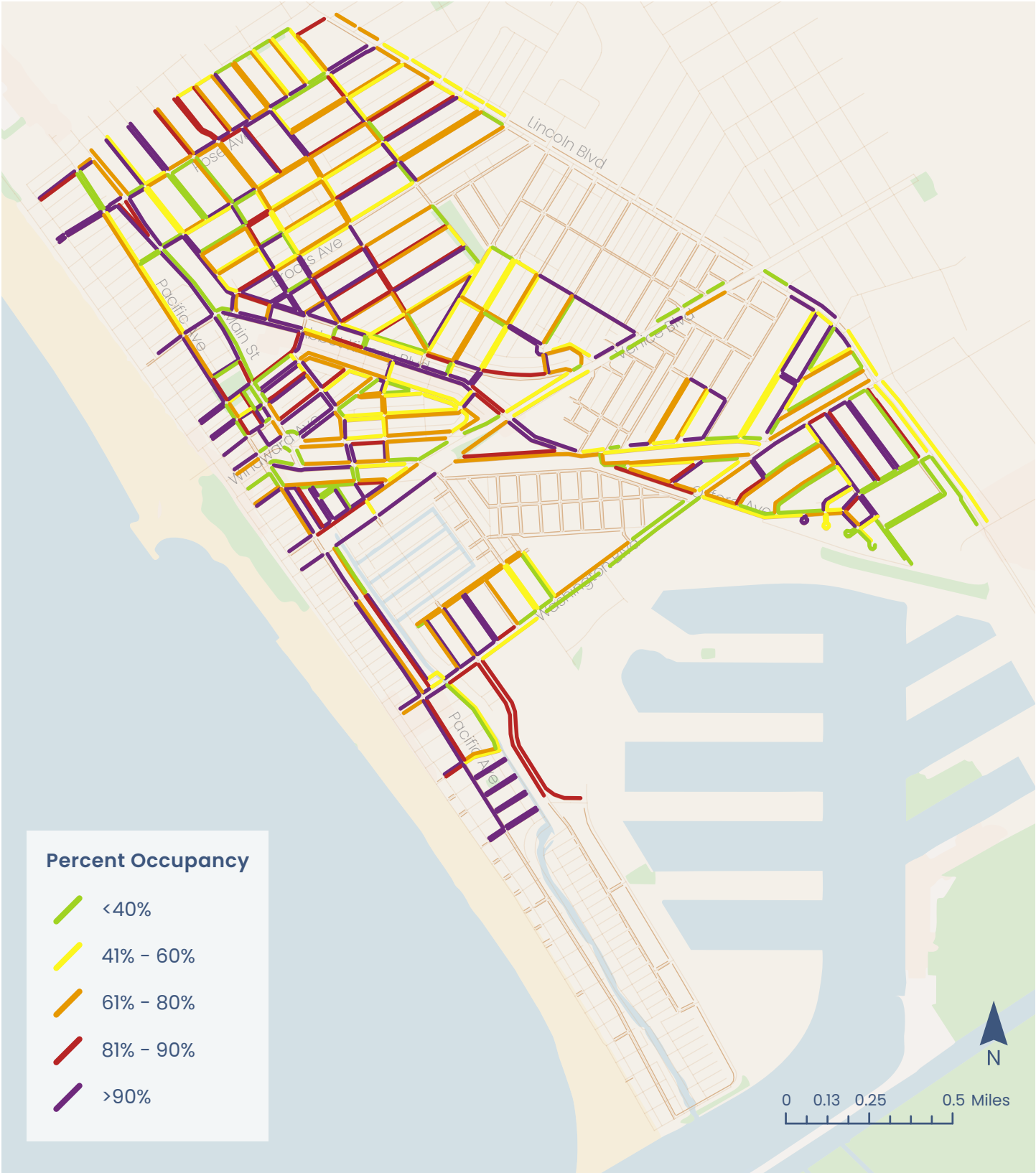
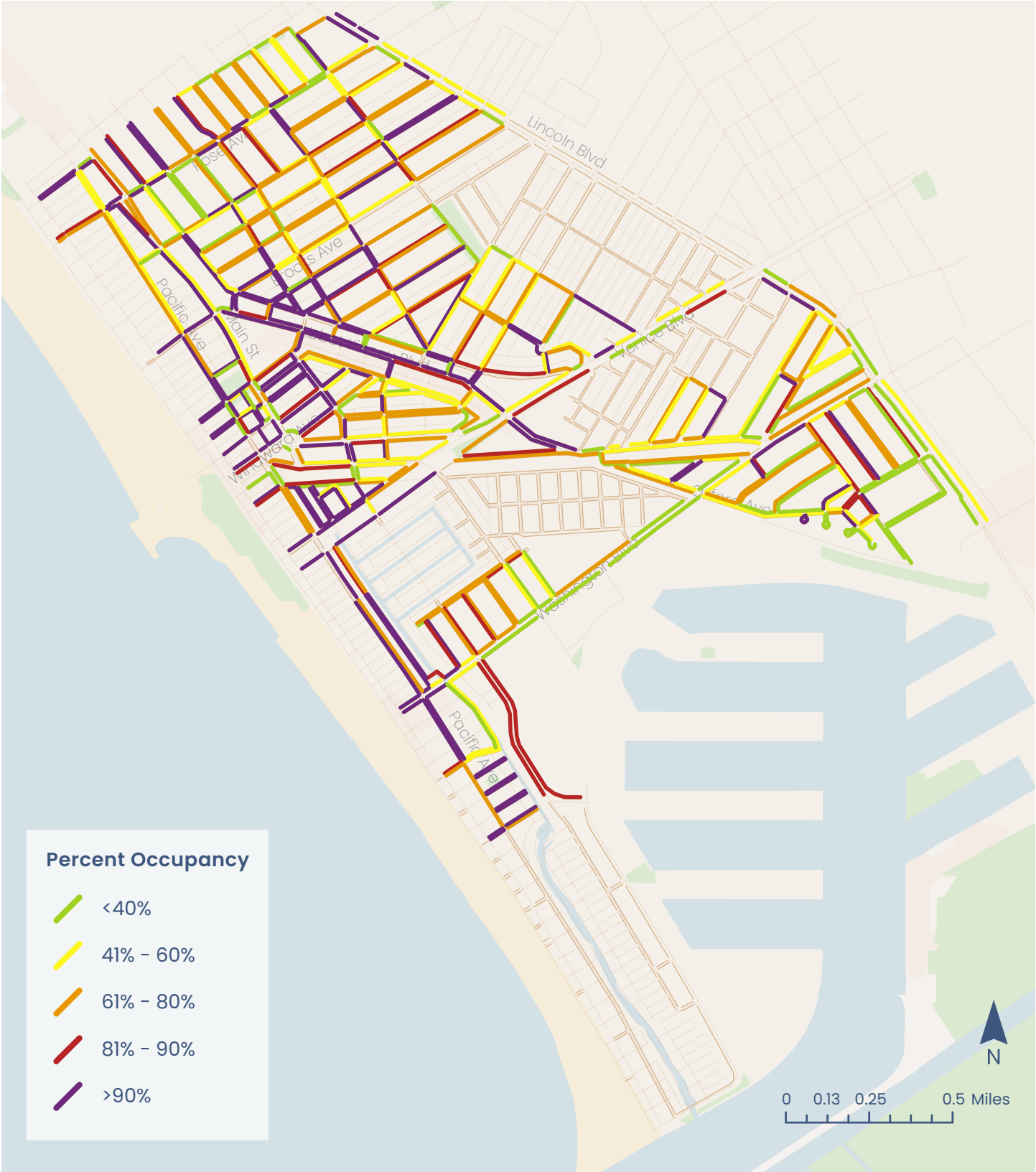


Figure A3.14 – Winter Holiday Season, Weekend Period, 8PM – 10PM

Appendix B:

Off-Street Parking Utilization

Summer Season

Weekday

- Figure B1.1 – Summer Season, Weekday Period, 8AM – 10AM
- Figure B1.2 – Summer Season, Weekday Period, 10AM – 12PM
- Figure B1.3 – Summer Season, Weekday Period, 12PM – 2PM
- Figure B1.4 – Summer Season, Weekday Period, 2PM – 4PM
- Figure B1.5 – Summer Season, Weekday Period, 4PM – 6PM
- Figure B1.6 – Summer Season, Weekday Period, 6PM – 8PM
- Figure B1.7 – Summer Season, Weekday Period, 8PM – 10PM

Weekend

- Figure B1.8 – Summer Season, Weekend Period, 8AM – 10AM
- Figure B1.9 – Summer Season, Weekend Period, 10AM – 12PM
- Figure B1.10 – Summer Season, Weekend Period, 12PM – 2PM
- Figure B1.11 – Summer Season, Weekend Period, 2PM – 4PM (Peak)
- Figure B1.12 – Summer Season, Weekend Period, 4PM – 6PM
- Figure B1.13 – Summer Season, Weekend Period, 6PM – 8PM
- Figure B1.14 – Summer Season, Weekend Period, 8PM – 10PM

Non-Summer Season

Weekday

- Figure B2.1 – Non-Summer Season, Weekday Period, 8AM – 10AM
- Figure B2.2 – Non-Summer Season, Weekday Period, 10AM – 12PM
- Figure B2.3 – Non-Summer Season, Weekday Period, 12PM – 2PM
- Figure B2.4 – Non-Summer Season, Weekday Period, 2PM – 4PM
- Figure B2.5 – Non-Summer Season, Weekday Period, 4PM – 6PM
- Figure B2.6 – Non-Summer Season, Weekday Period, 6PM – 8PM
- Figure B2.7 – Non-Summer Season, Weekday Period, 8PM – 10PM

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Weekend

- Figure B2.8 – Non-Summer Season, Weekend Period, 8AM – 10AM
- Figure B2.9 – Non-Summer Season, Weekend Period, 10AM – 12PM
- Figure B2.10 – Non-Summer Season, Weekend Period, 12PM – 2PM
- Figure B2.11 – Non-Summer Season, Weekend Period, 2PM – 4PM (Peak)
- Figure B2.12 – Non-Summer Season, Weekend Period, 4PM – 6PM
- Figure B2.13 – Non-Summer Season, Weekend Period, 6PM – 8PM
- Figure B2.14 – Non-Summer Season, Weekend Period, 8PM – 10PM

Winter Holiday Season

Weekday

- Figure B3.1 – Winter Holiday Season, Weekday Period, 8AM – 10AM
- Figure B3.2 – Winter Holiday Season, Weekday Period, 10AM – 12PM
- Figure B3.3 – Winter Holiday Season, Weekday Period, 12PM – 2PM
- Figure B3.4 – Winter Holiday Season, Weekday Period, 2PM – 4PM
- Figure B3.5 – Winter Holiday Season, Weekday Period, 4PM – 6PM
- Figure B3.6 – Winter Holiday Season, Weekday Period, 6PM – 8PM
- Figure B3.7 – Winter Holiday Season, Weekday Period, 8PM – 10PM

Weekend

- Figure B3.8 – Winter Holiday Season, Weekend Period, 8AM – 10AM
- Figure B3.9 – Winter Holiday Season, Weekend Period, 10AM – 12PM
- Figure B3.10 – Winter Holiday Season, Weekend Period, 12PM – 2PM
- Figure B3.11 – Winter Holiday Season, Weekend Period, 2PM – 4PM (Peak)
- Figure B3.12 – Winter Holiday Season, Weekend Period, 4PM – 6PM
- Figure B3.13 – Winter Holiday Season, Weekend Period, 6PM – 8PM
- Figure B3.14 – Winter Holiday Season, Weekend Period, 8PM – 10PM

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SUMMER SEASON

Figure B1.1 – Summer Season, Weekday Period, 8AM – 10AM

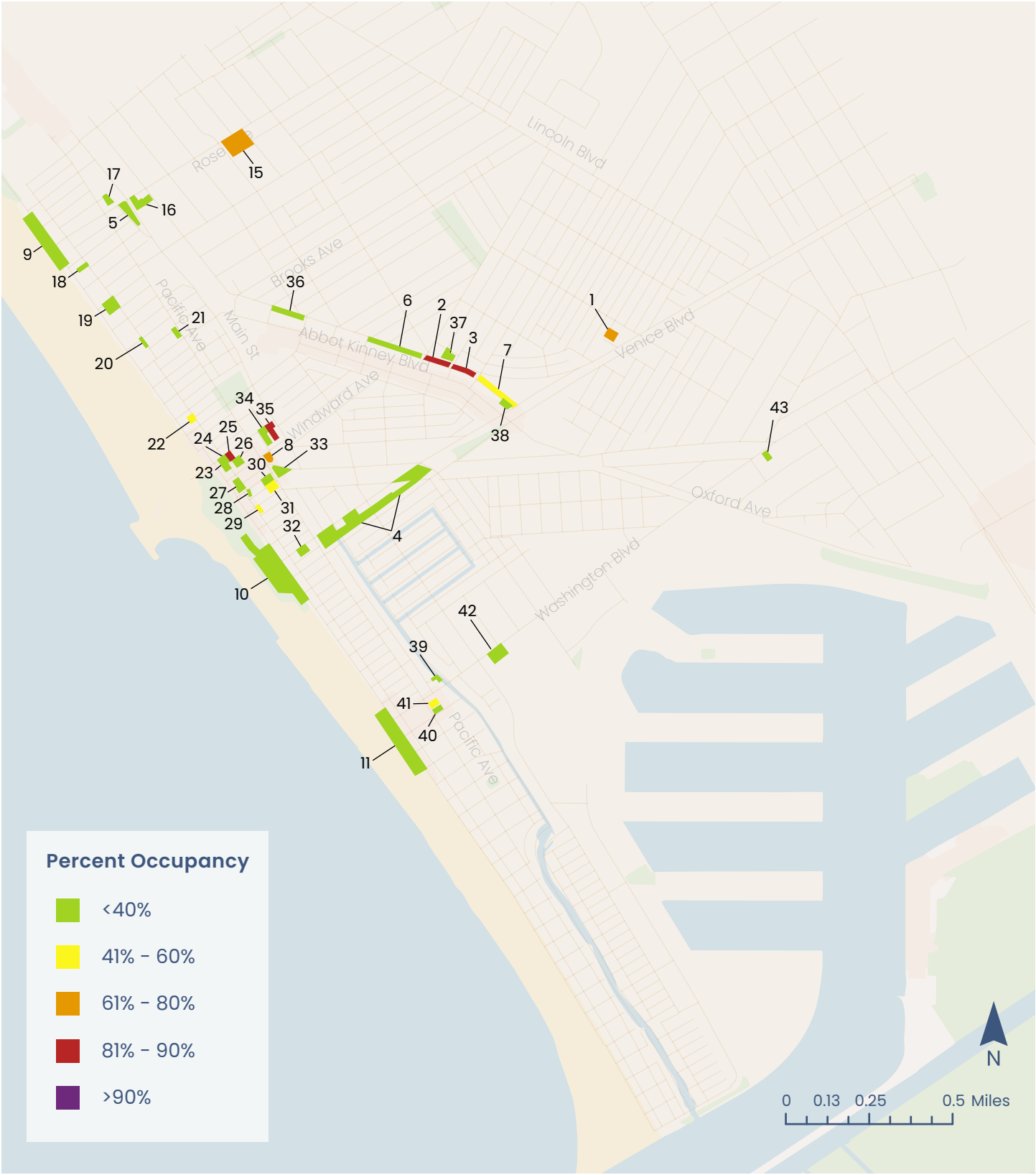
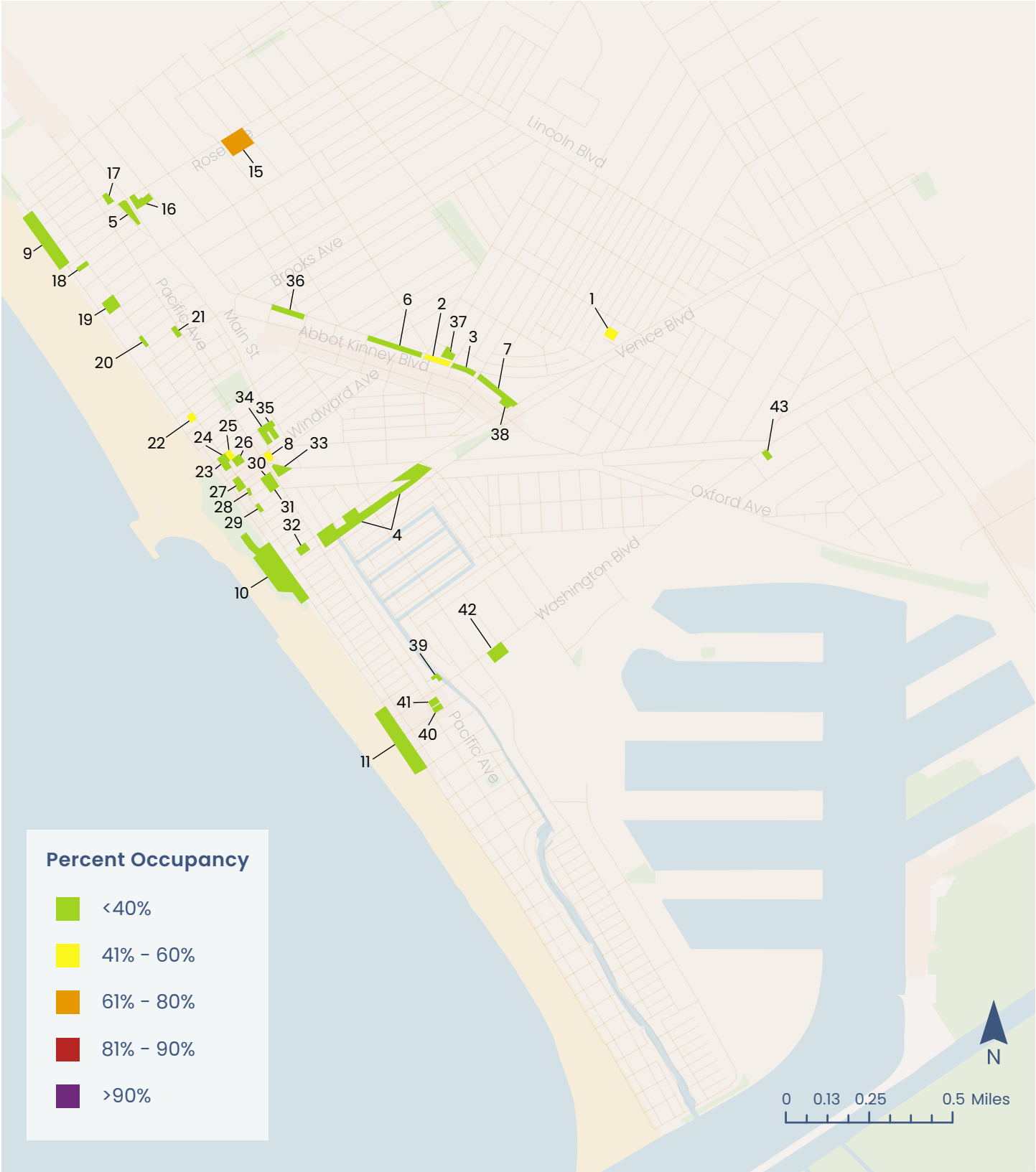


Figure B1.2 – Summer Season, Weekday Period, 10AM – 12PM

Figure B1.3 – Summer Season, Weekday Period, 12PM – 2PM

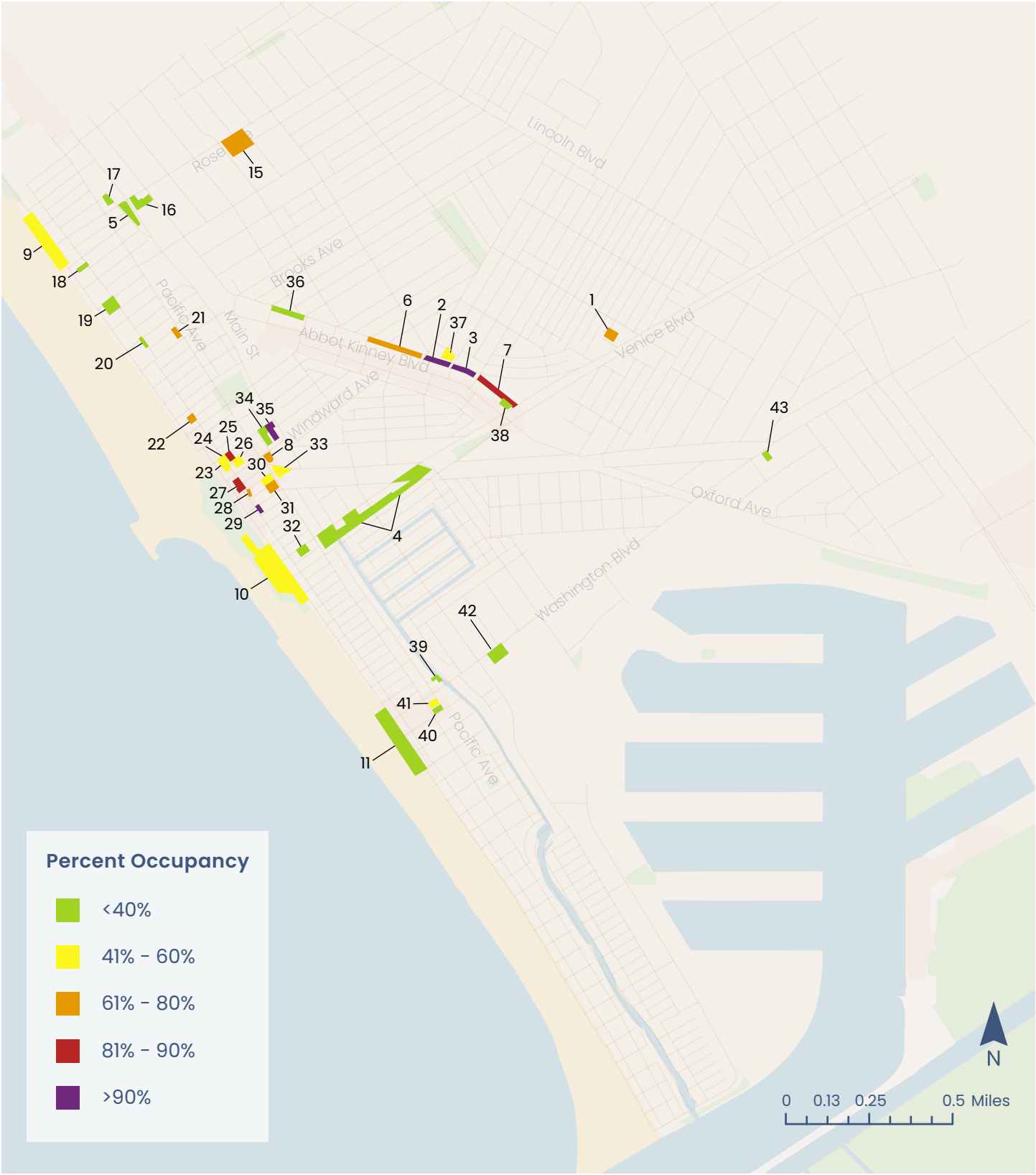
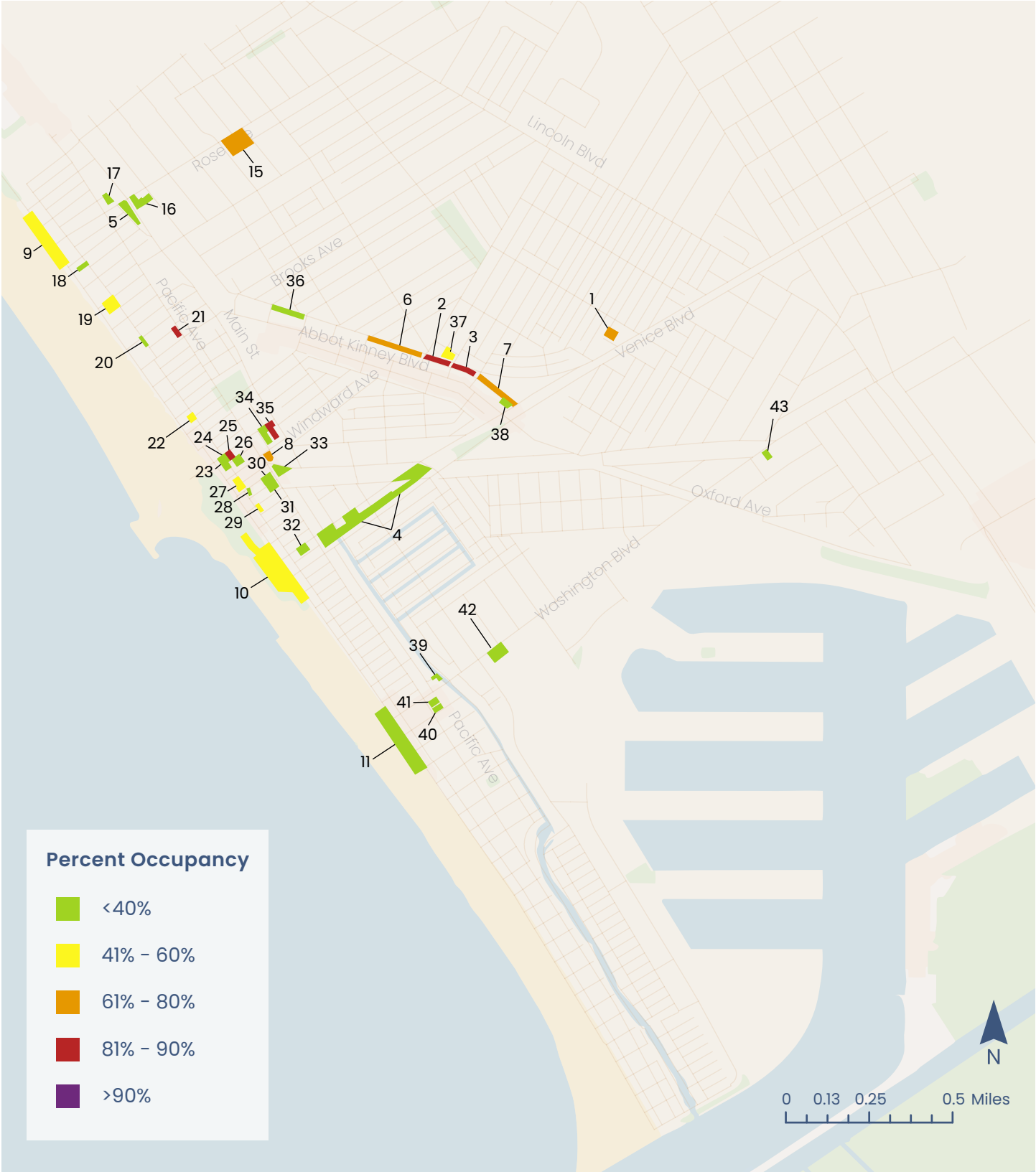


Figure B1.4 – Summer Season, Weekday Period, 2PM – 4PM

Figure B1.5 – Summer Season, Weekday Period, 4PM – 6PM

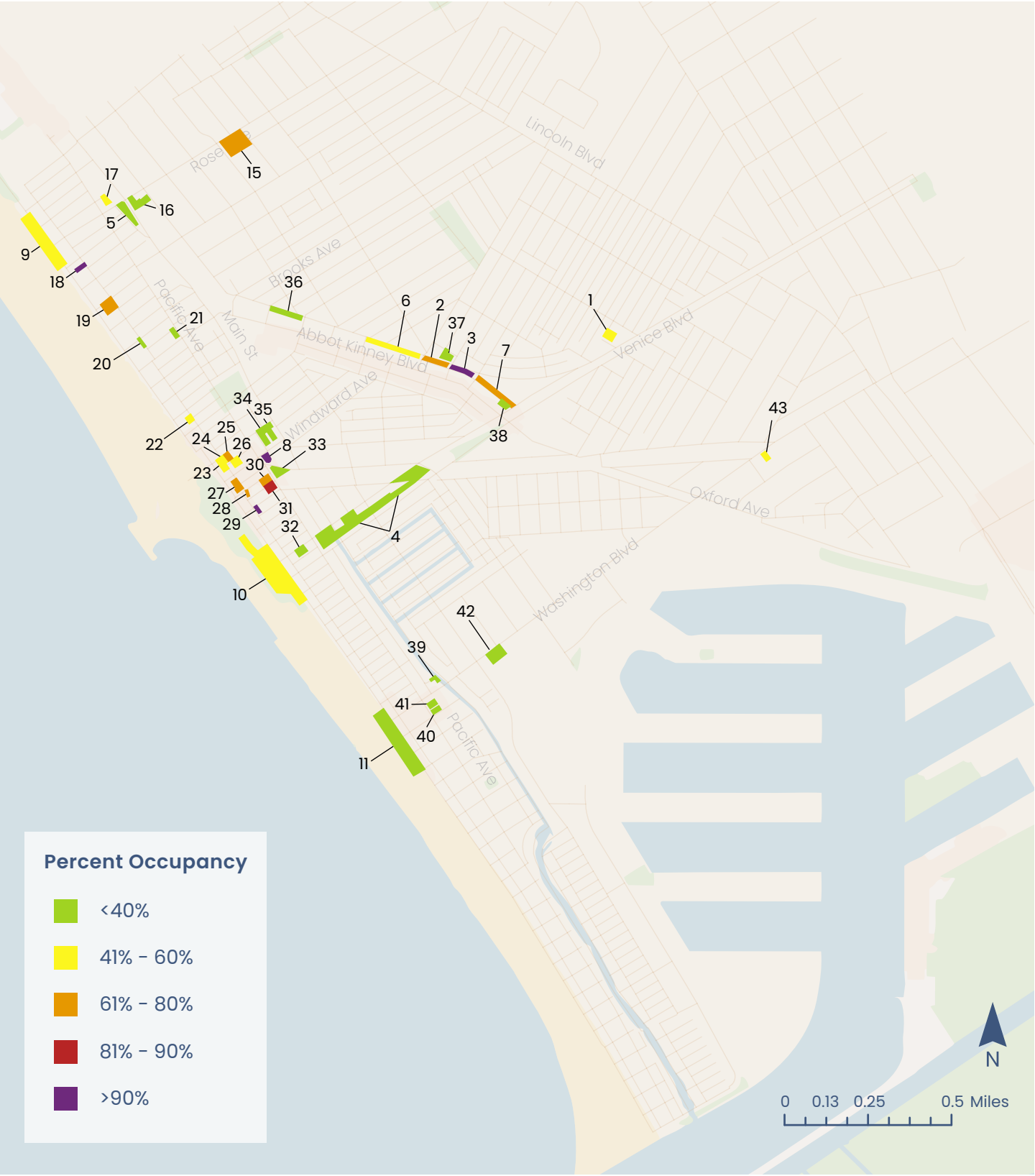
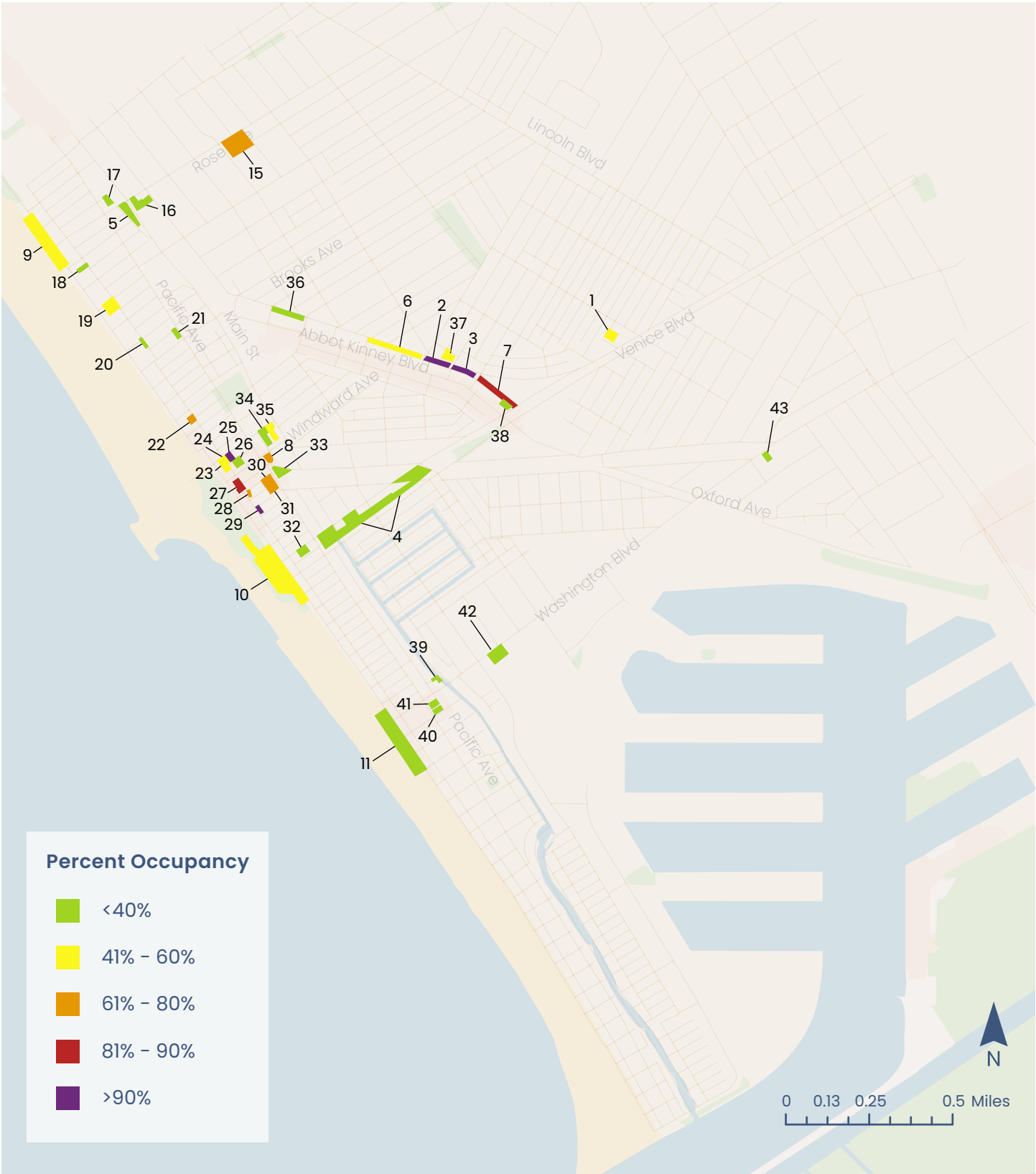


Figure B1.6 – Summer Season, Weekday Period, 6PM – 8PM

Figure B1.7 – Summer Season, Weekday Period, 8PM – 10PM

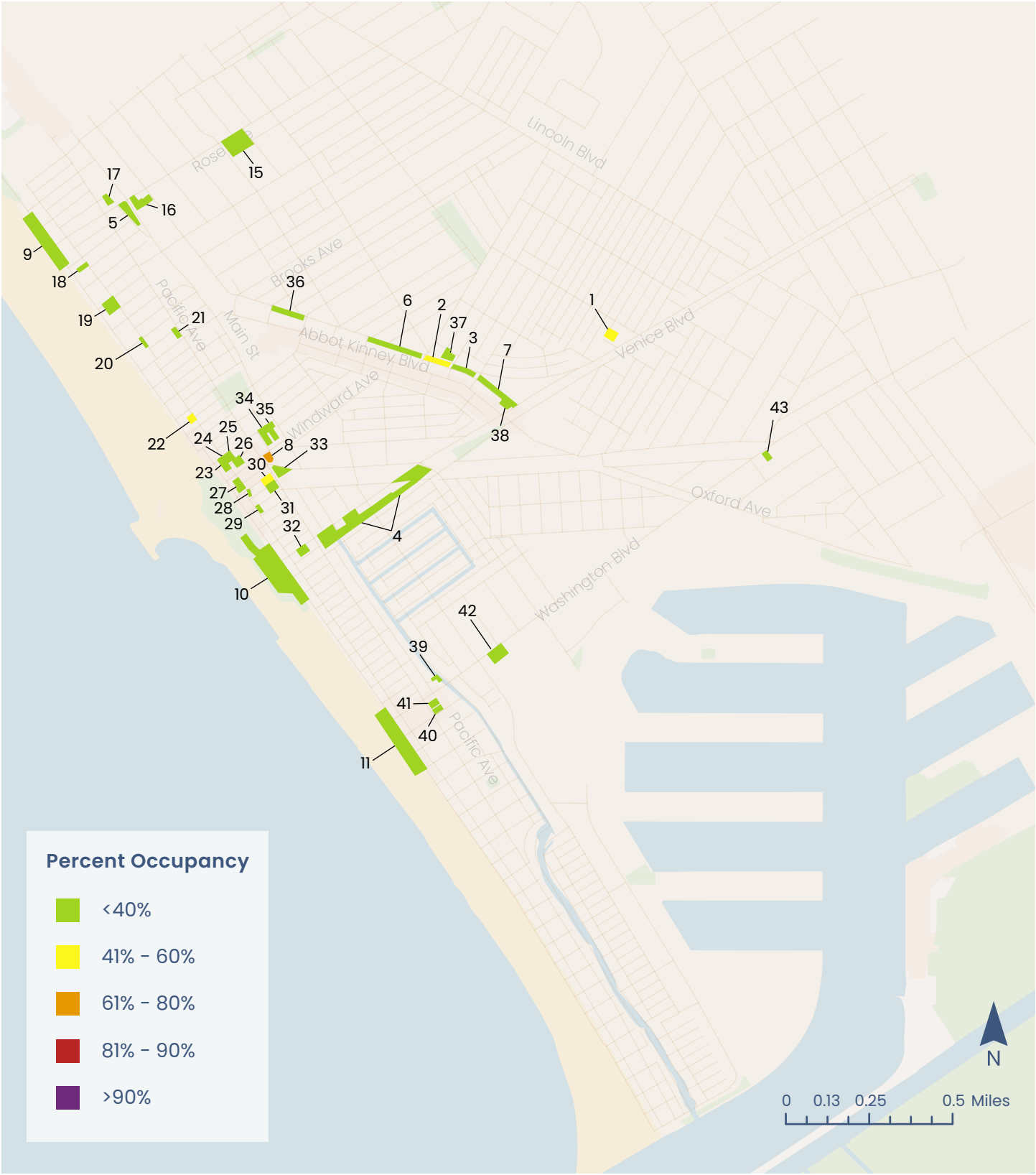
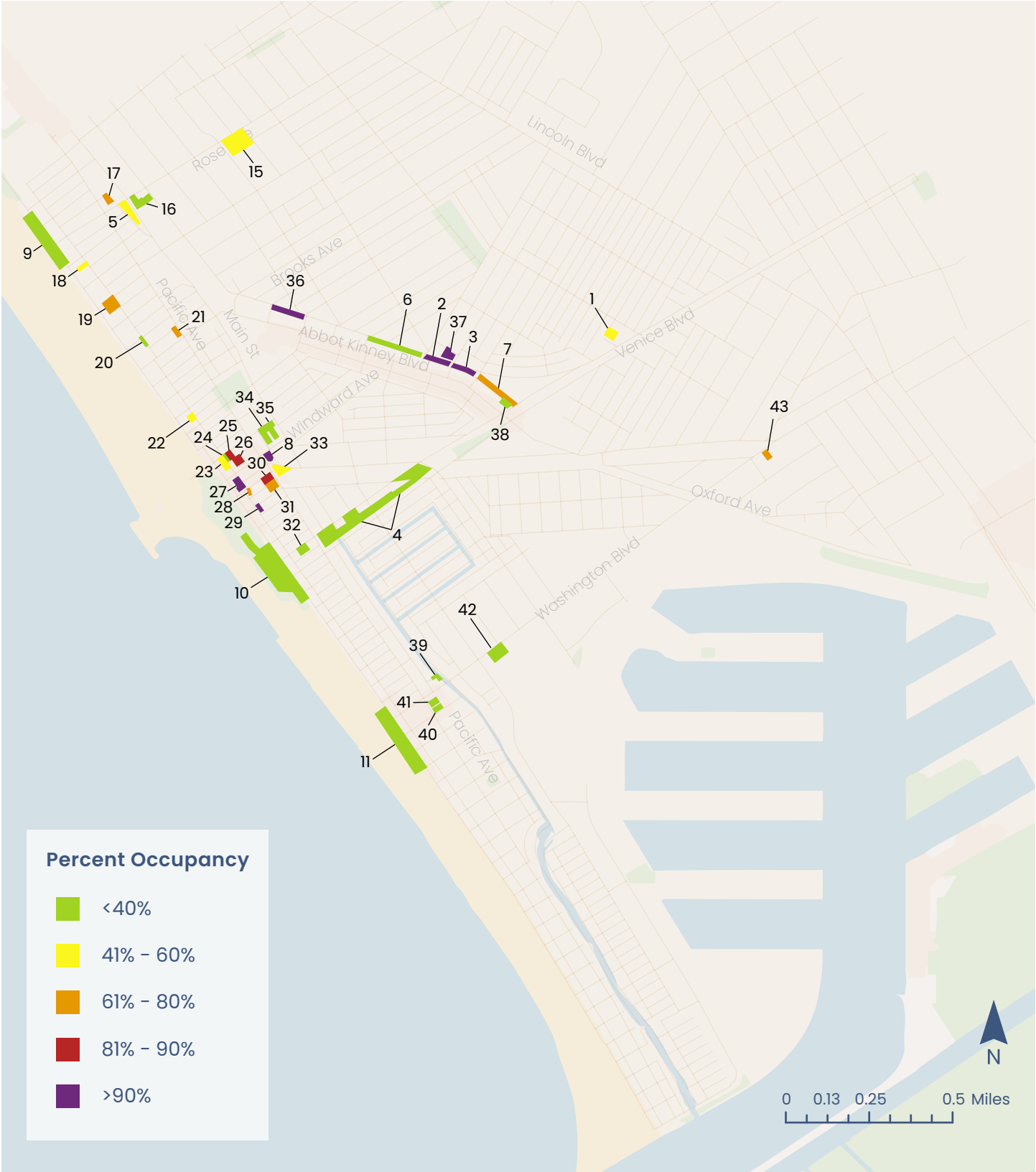


Figure B1.8 – Summer Season, Weekend Period, 8AM – 10AM

Figure B1.9 – Summer Season, Weekend Period, 10AM – 12PM



Figure B1.10 – Summer Season, Weekend Period, 12PM – 2PM

Figure B1.11 – Summer Season, Weekend Period, 2PM – 4PM (Peak)

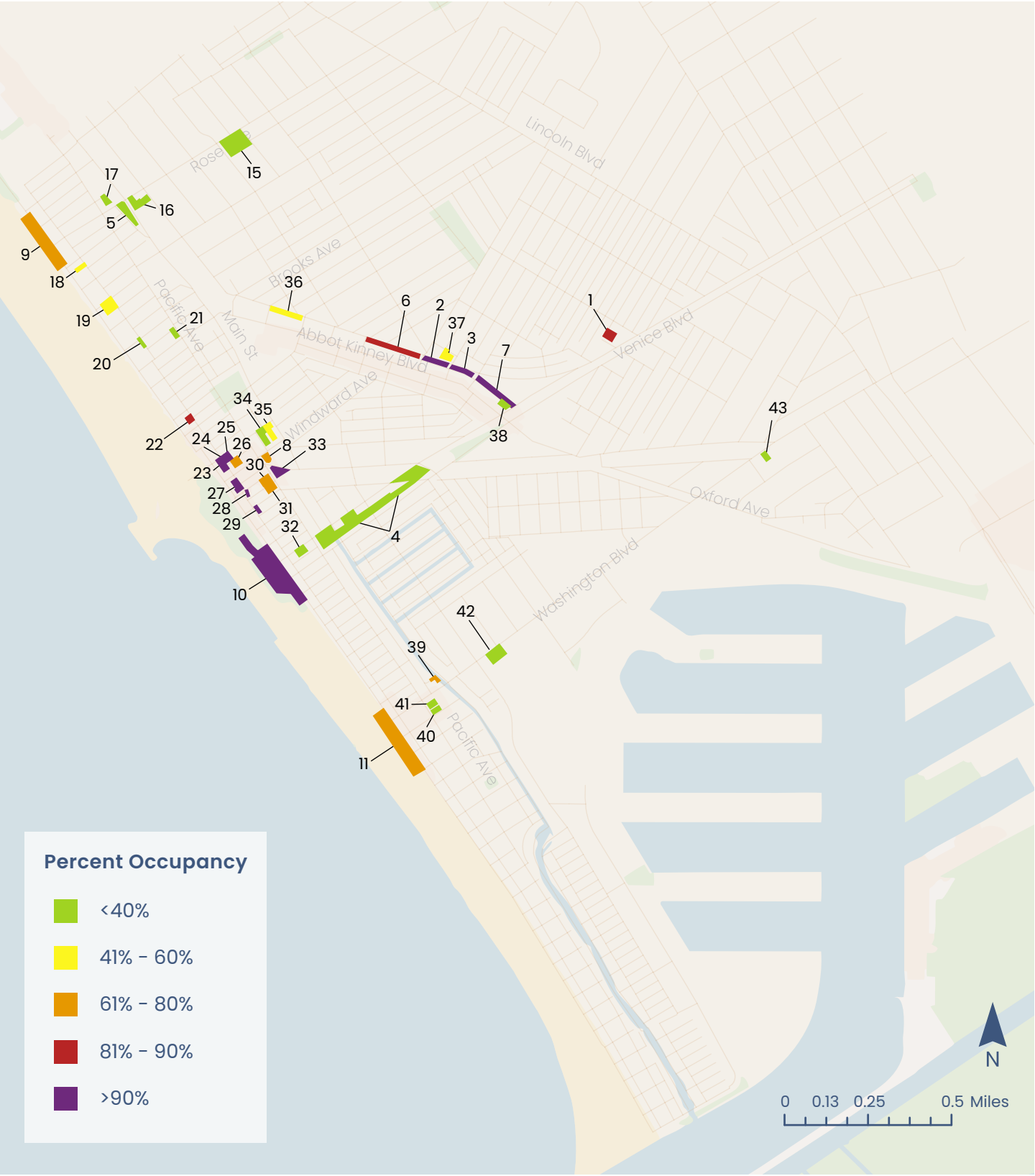


Figure B1.12 – Summer Season, Weekend Period, 4PM – 6PM

Figure B1.13 – Summer Season, Weekend Period, 6PM – 8PM



Figure B1.14 – Summer Season, Weekend Period, 8PM – 10PM

NON-SUMMER SEASON

Figure B2.1 – Non-Summer Season, Weekday Period, 8AM – 10AM

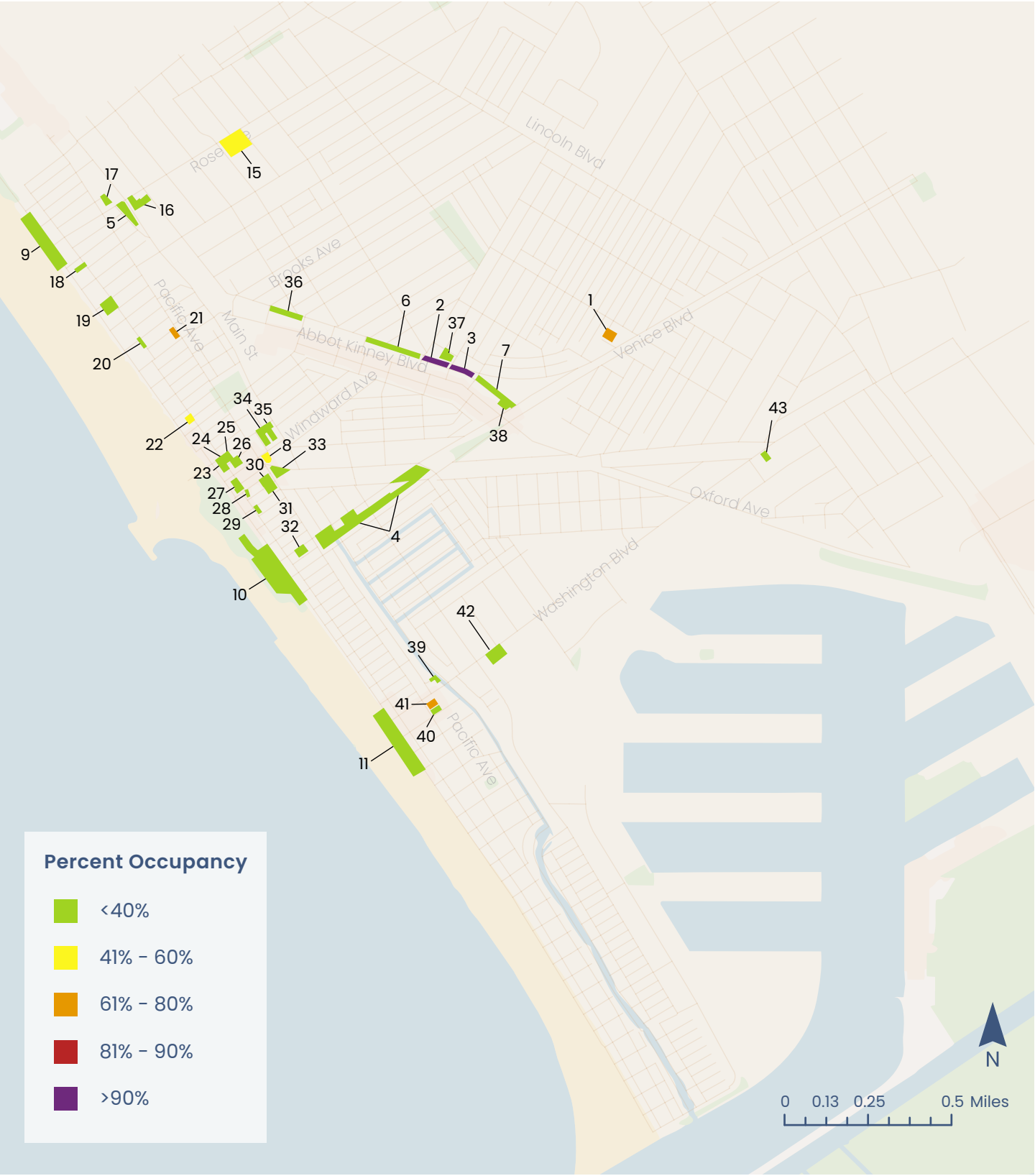
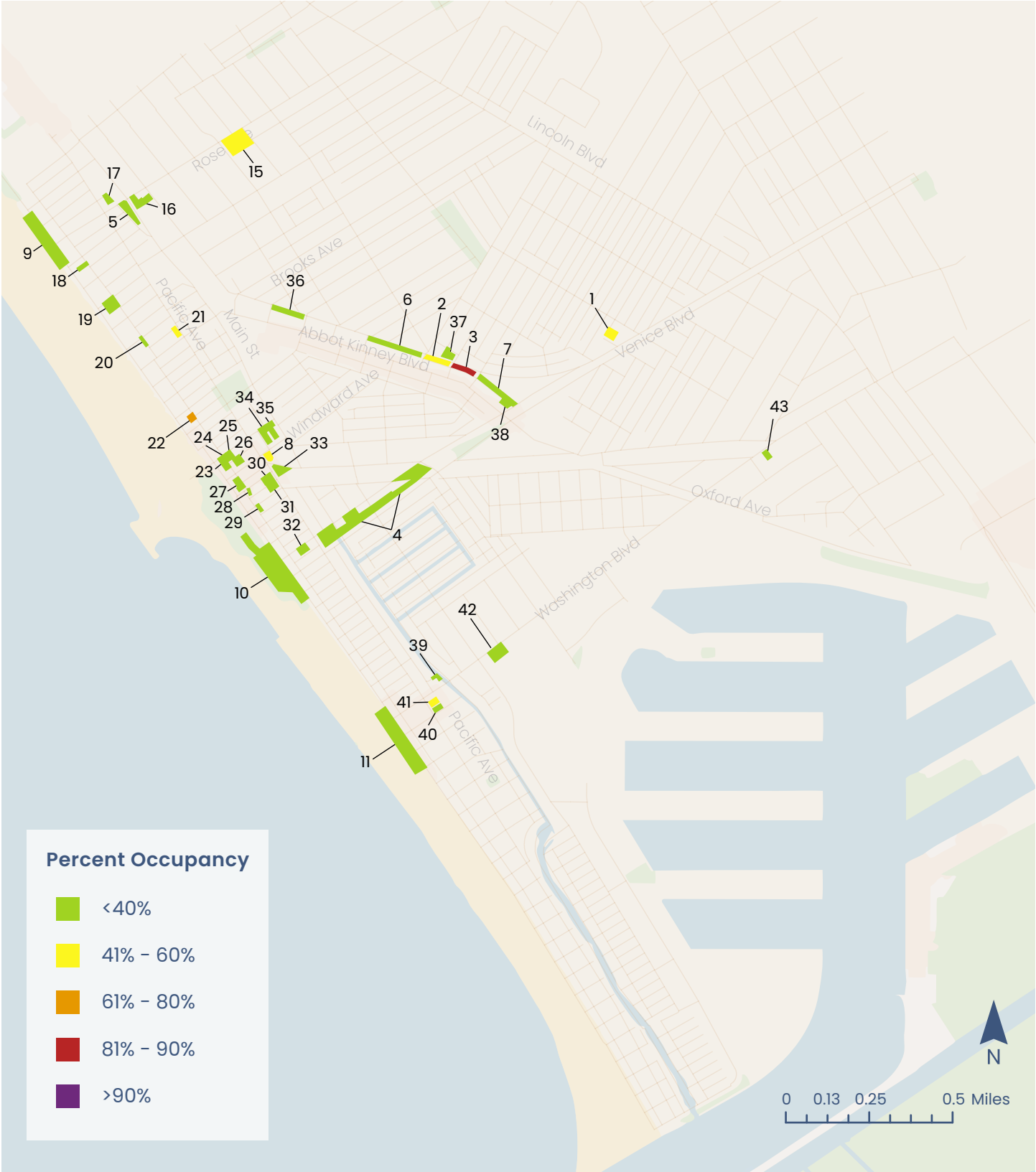


Figure B2.2 – Non-Summer Season, Weekday Period, 10AM – 12PM

Figure B2.3 – Non-Summer Season, Weekday Period, 12PM – 2PM

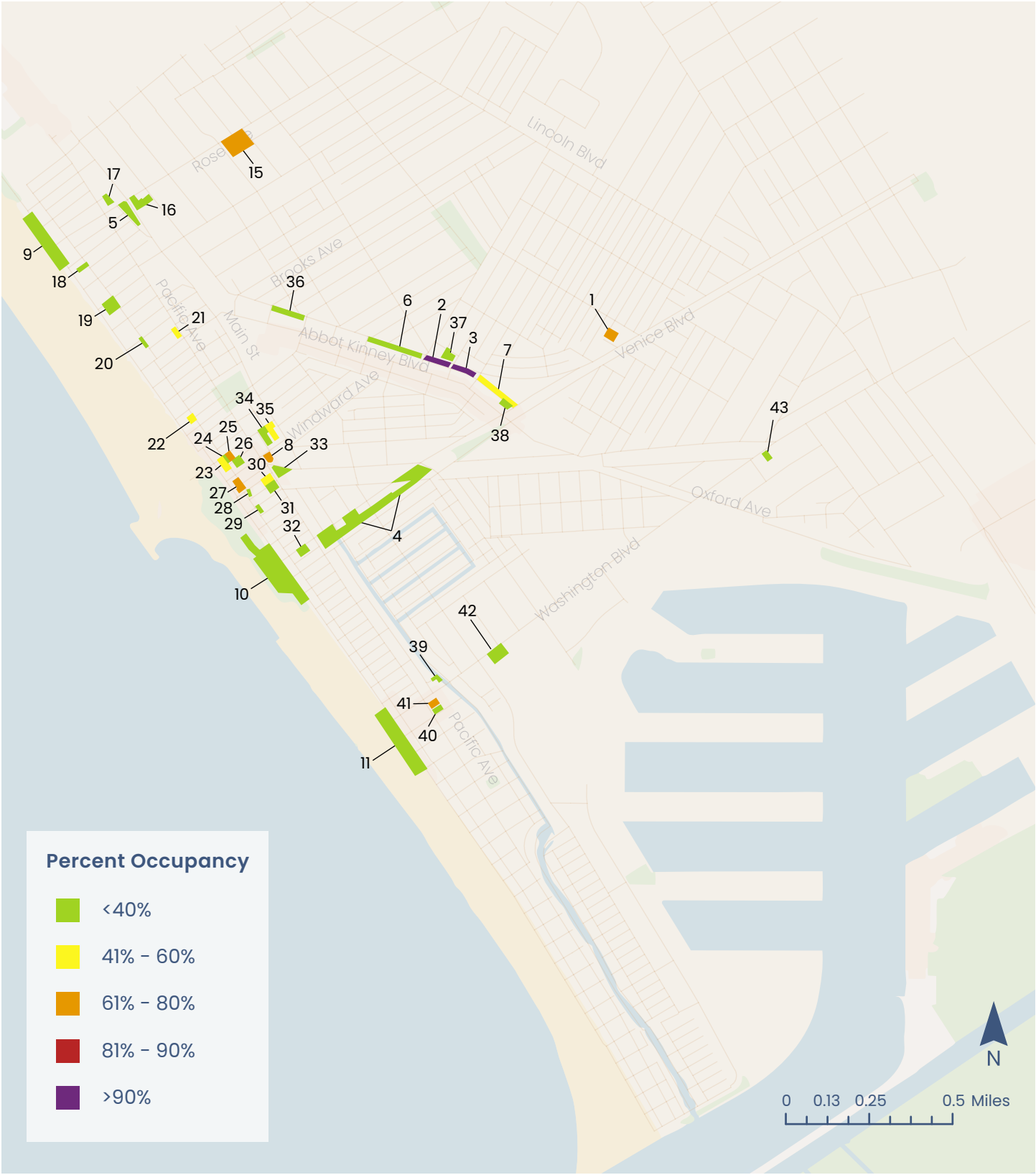
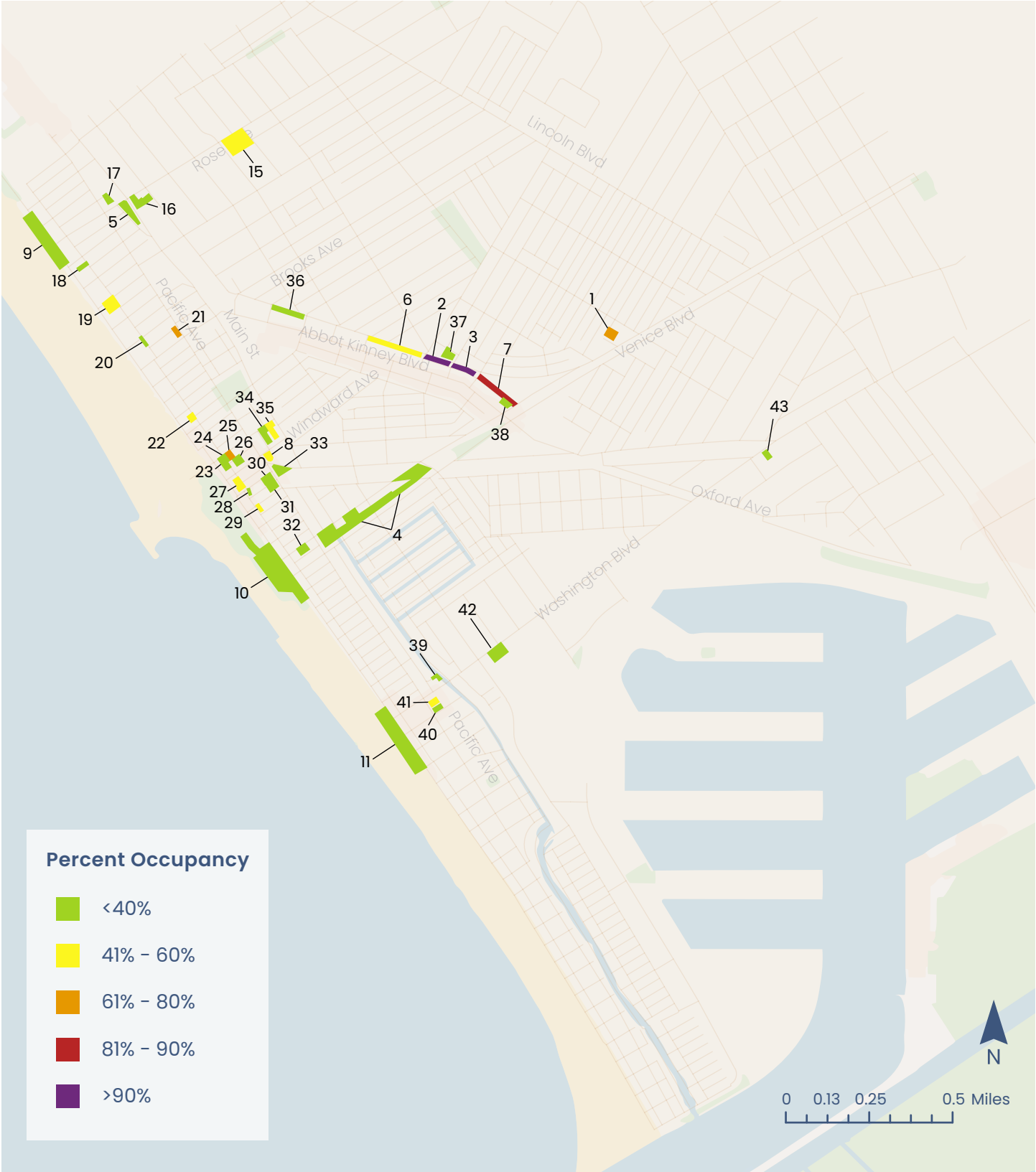


Figure B2.4 – Non-Summer Season, Weekday Period, 2PM – 4PM

Figure B2.5 – Non-Summer Season, Weekday Period, 4PM – 6PM

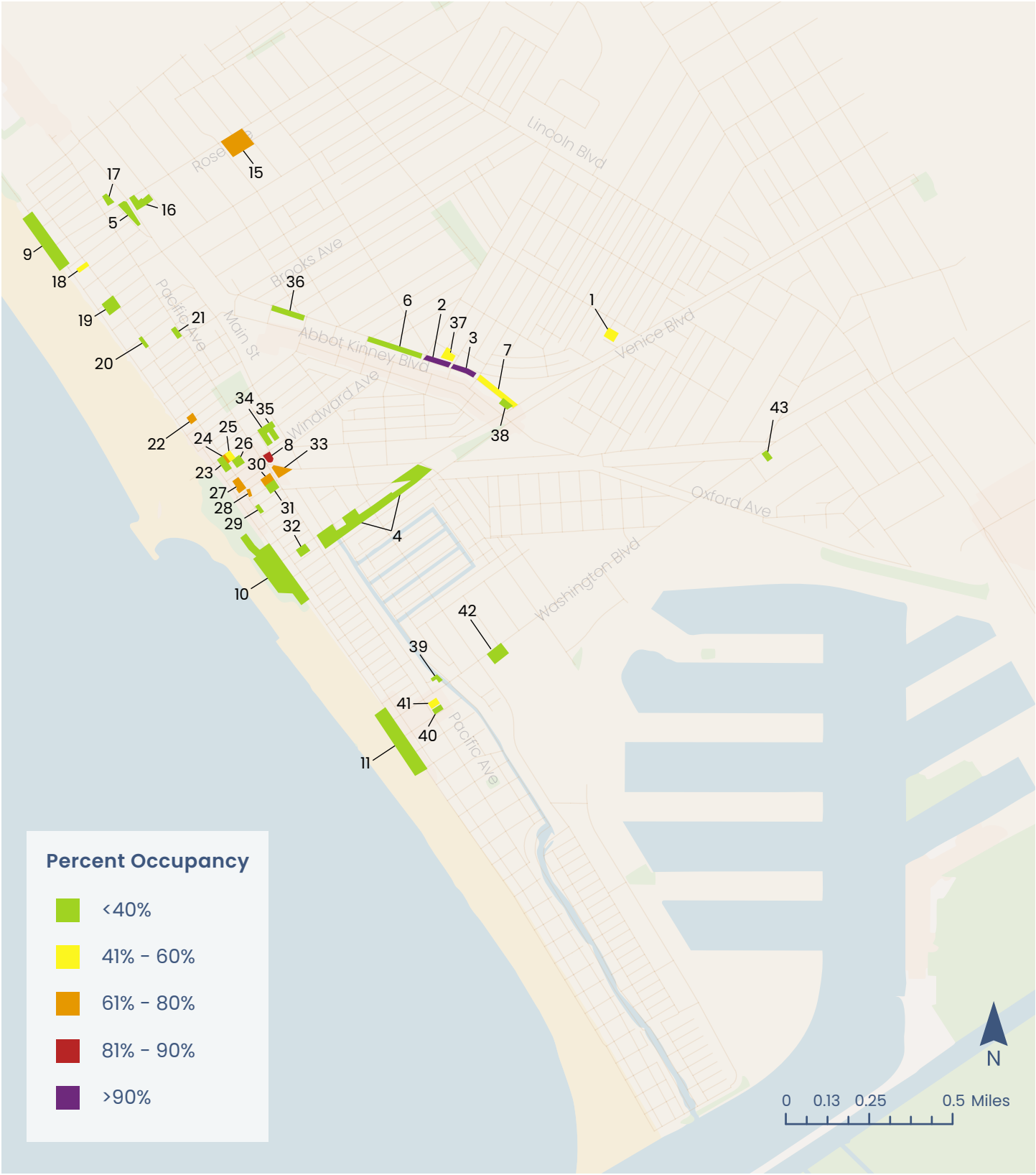
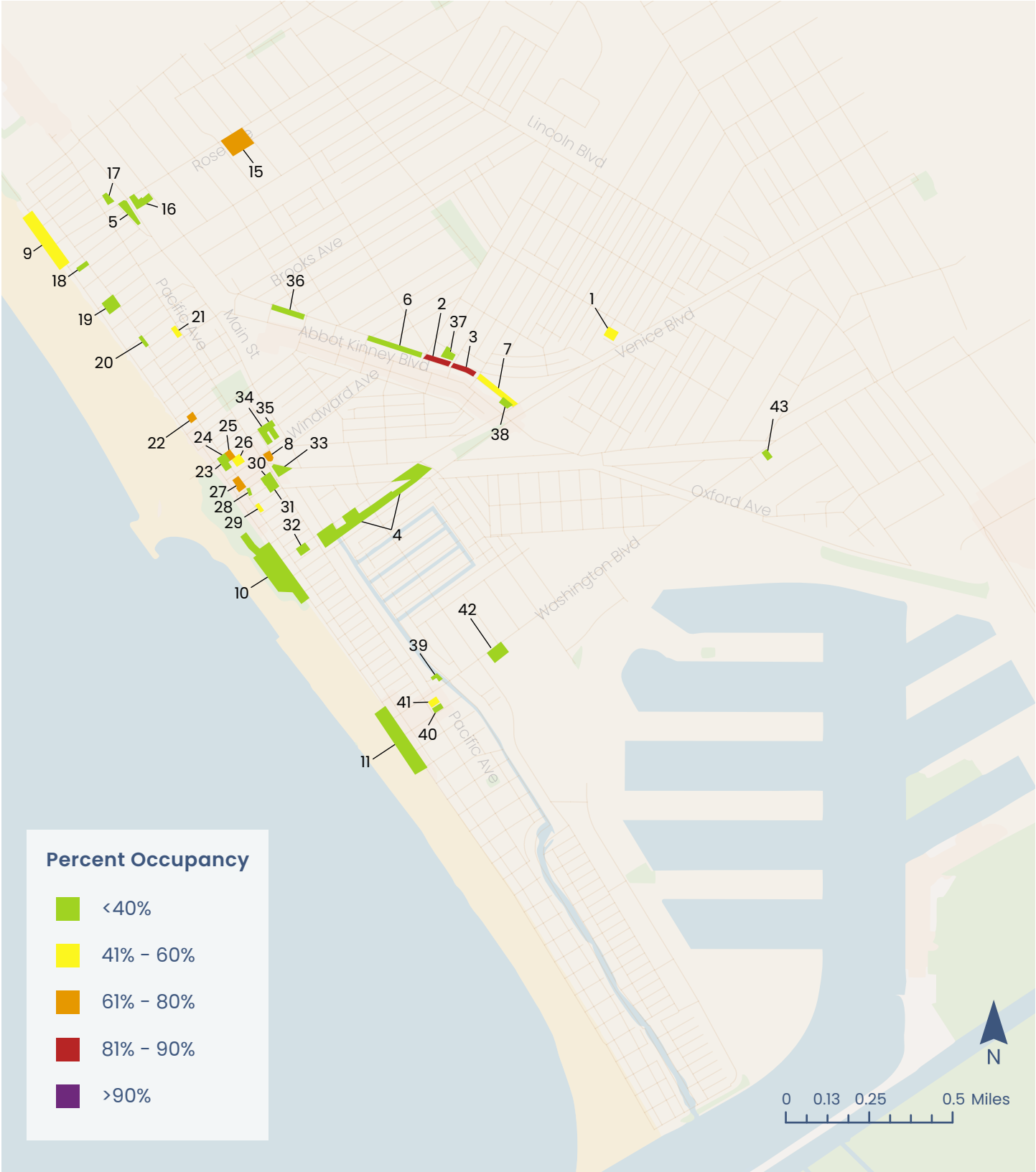


Figure B2.6 – Non-Summer Season, Weekday Period, 6PM – 8PM

Figure B2.7 – Non-Summer Season, Weekday Period, 8PM – 10PM

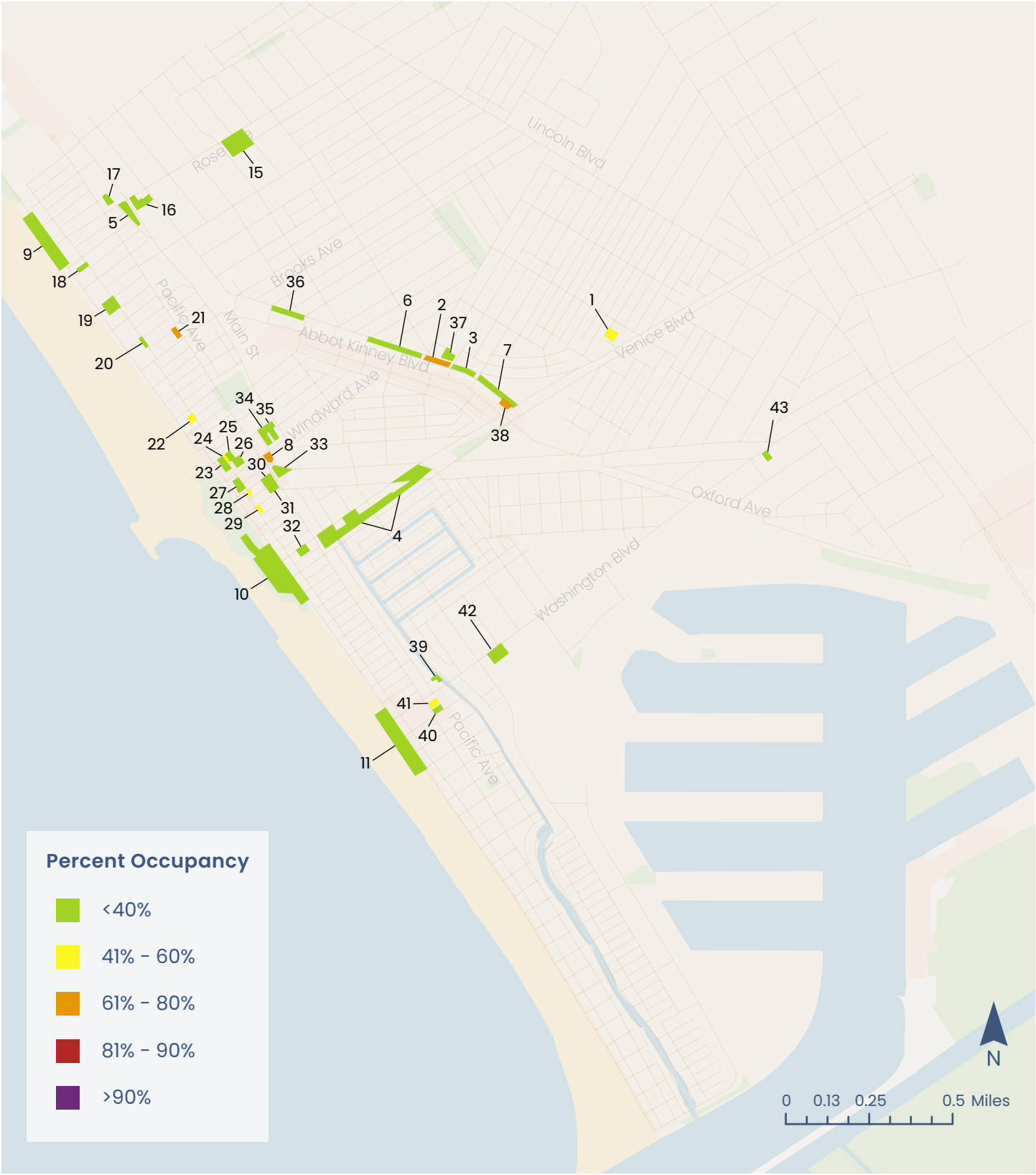
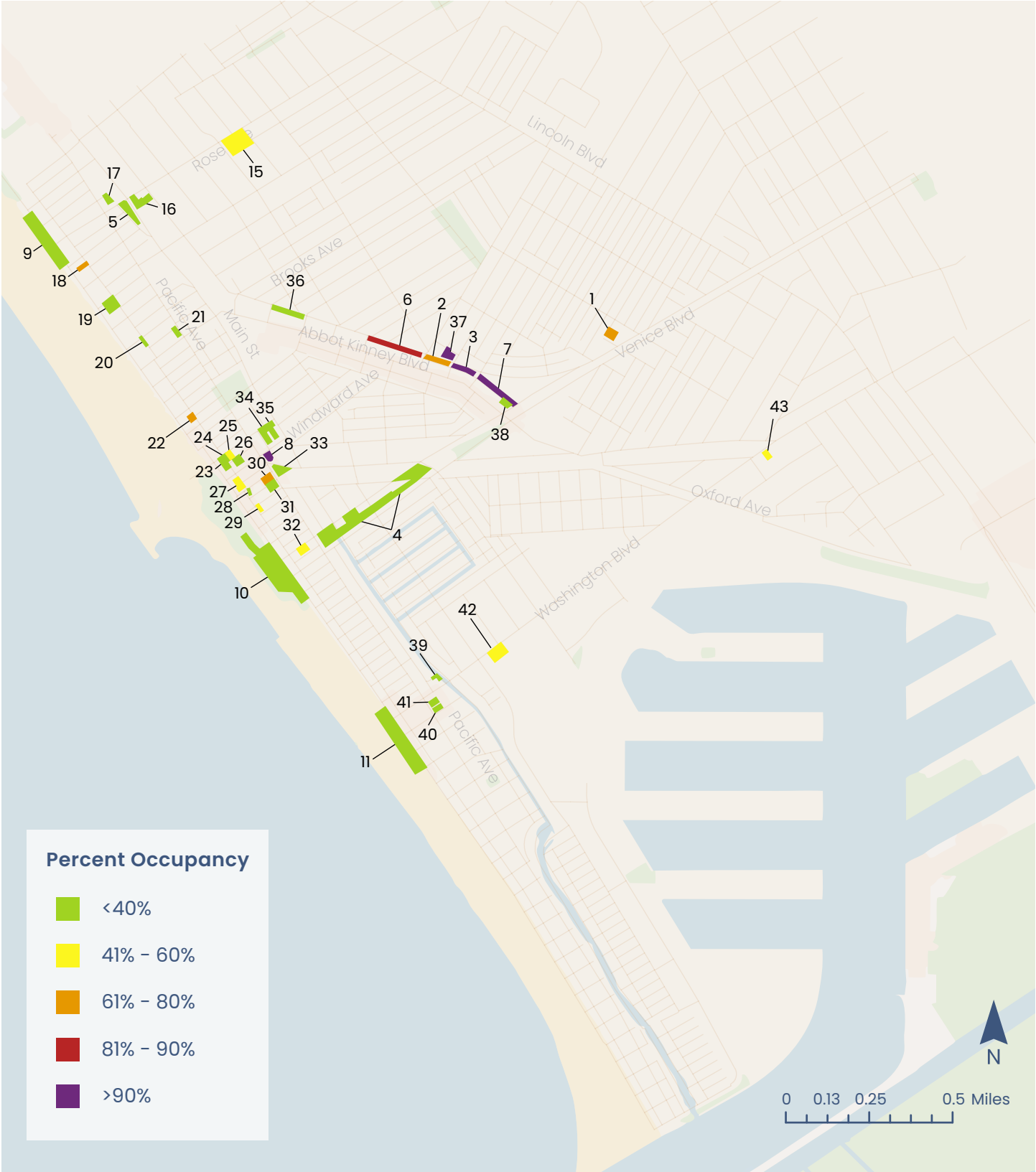


Figure B2.8 – Non-Summer Season, Weekend Period, 8AM – 10AM

Figure B2.9 – Non-Summer Season, Weekend Period, 10AM – 12PM



Figure B2.10 – Non-Summer Season, Weekend Period, 12PM – 2PM

Figure B2.11 – Non-Summer Season, Weekend Period, 2PM – 4PM (Peak)

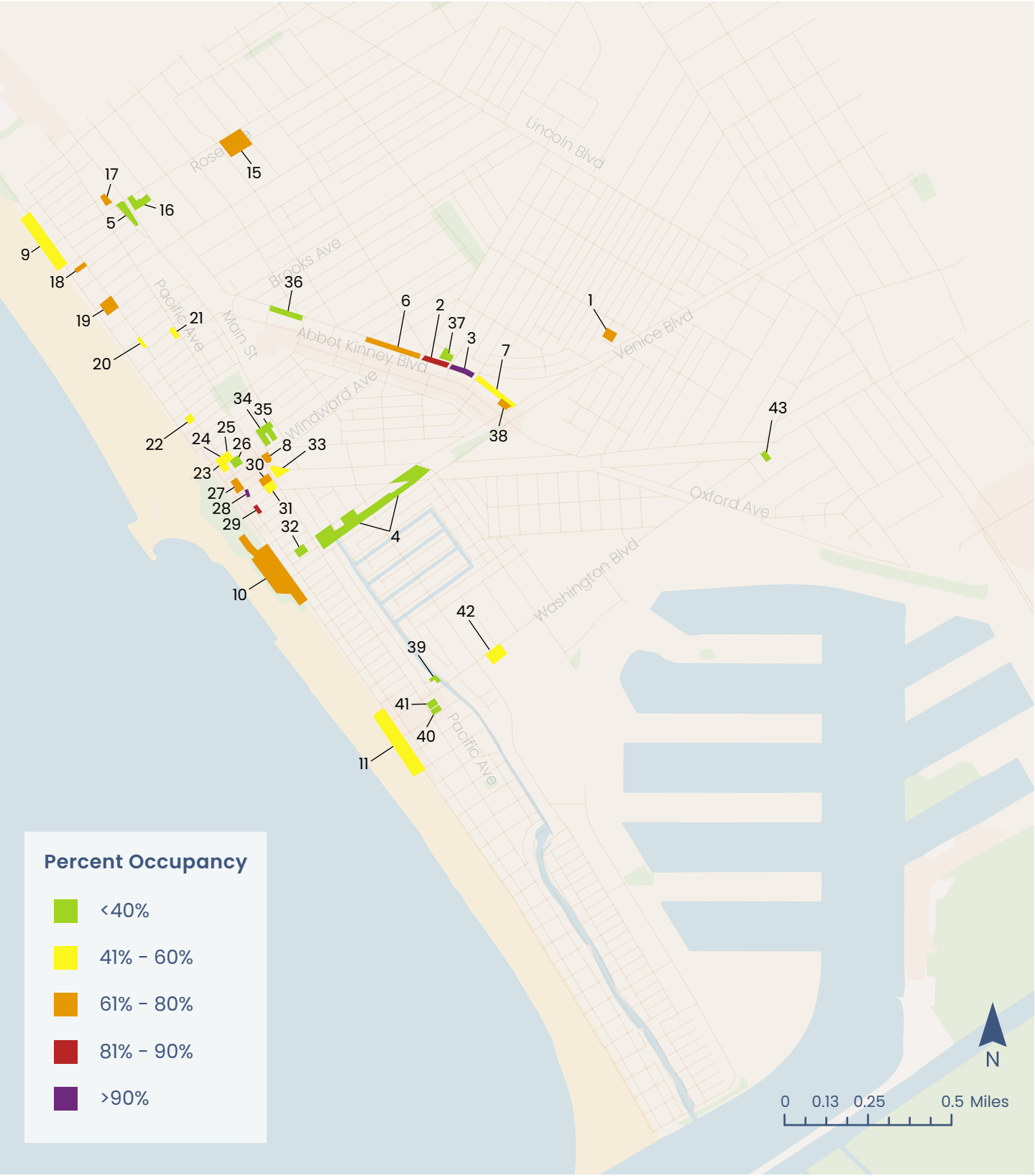
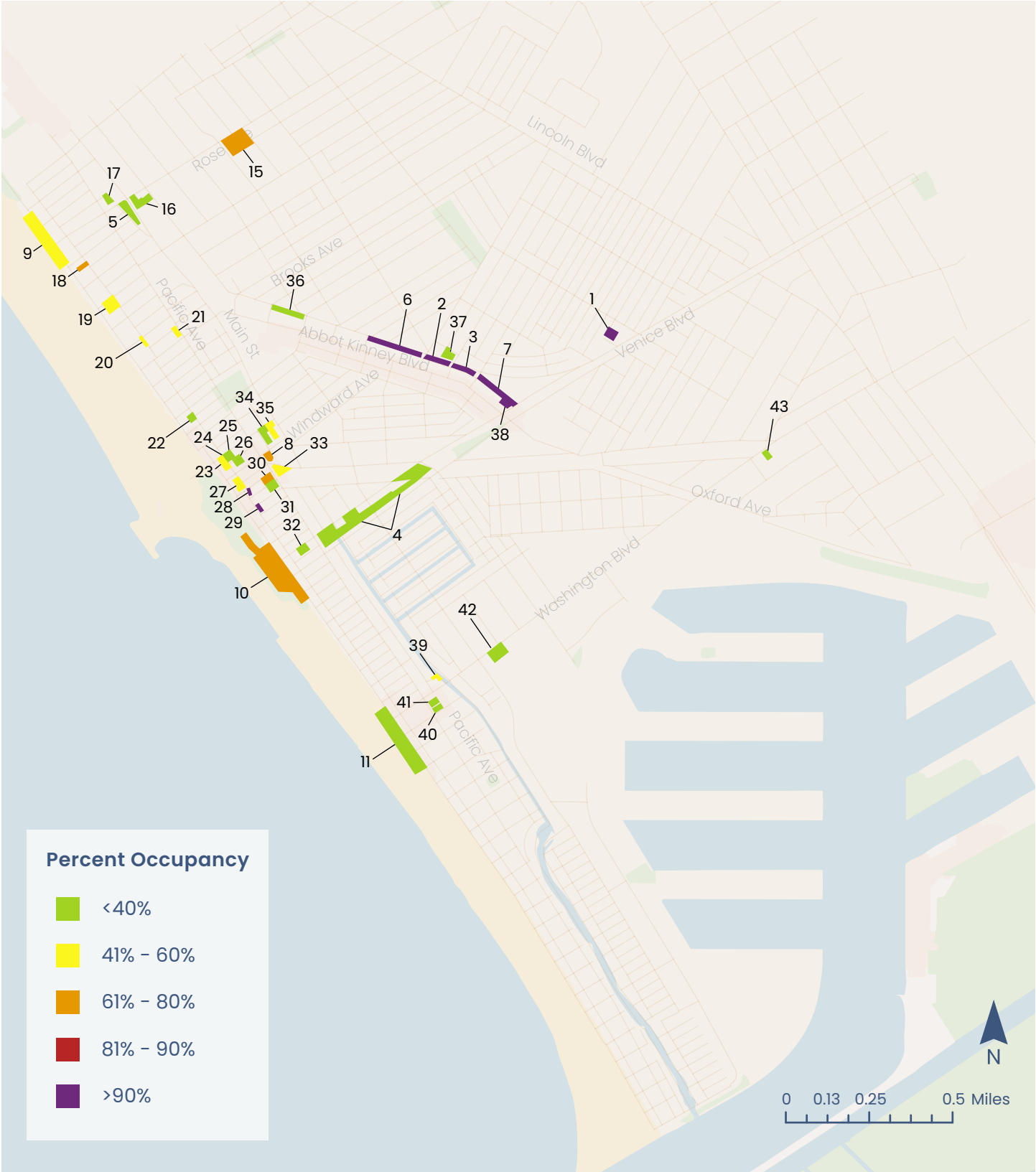


Figure B2.12 – Non-Summer Season, Weekend Period, 4PM – 6PM

Figure B2.13 – Non-Summer Season, Weekend Period, 6PM – 8PM

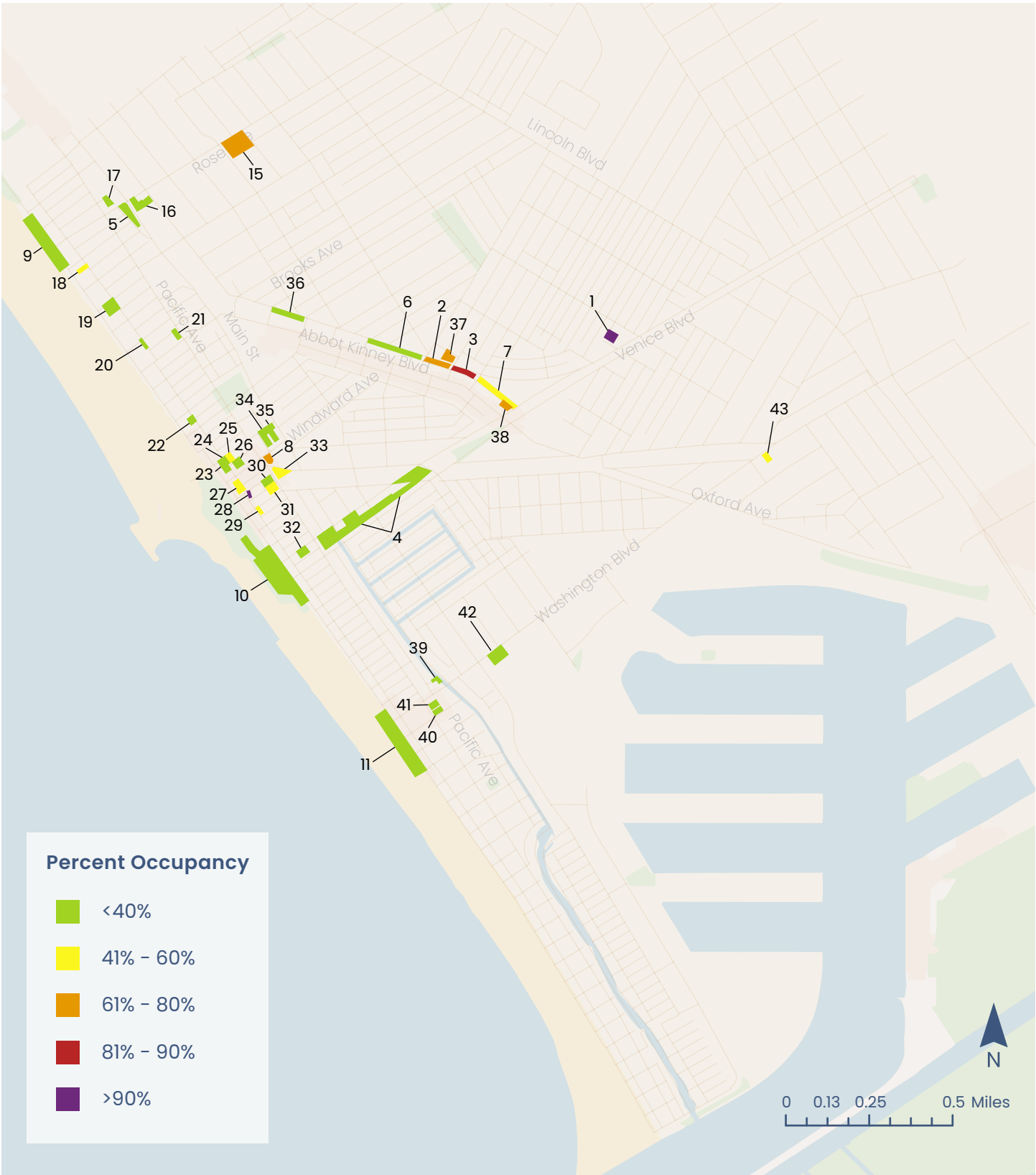
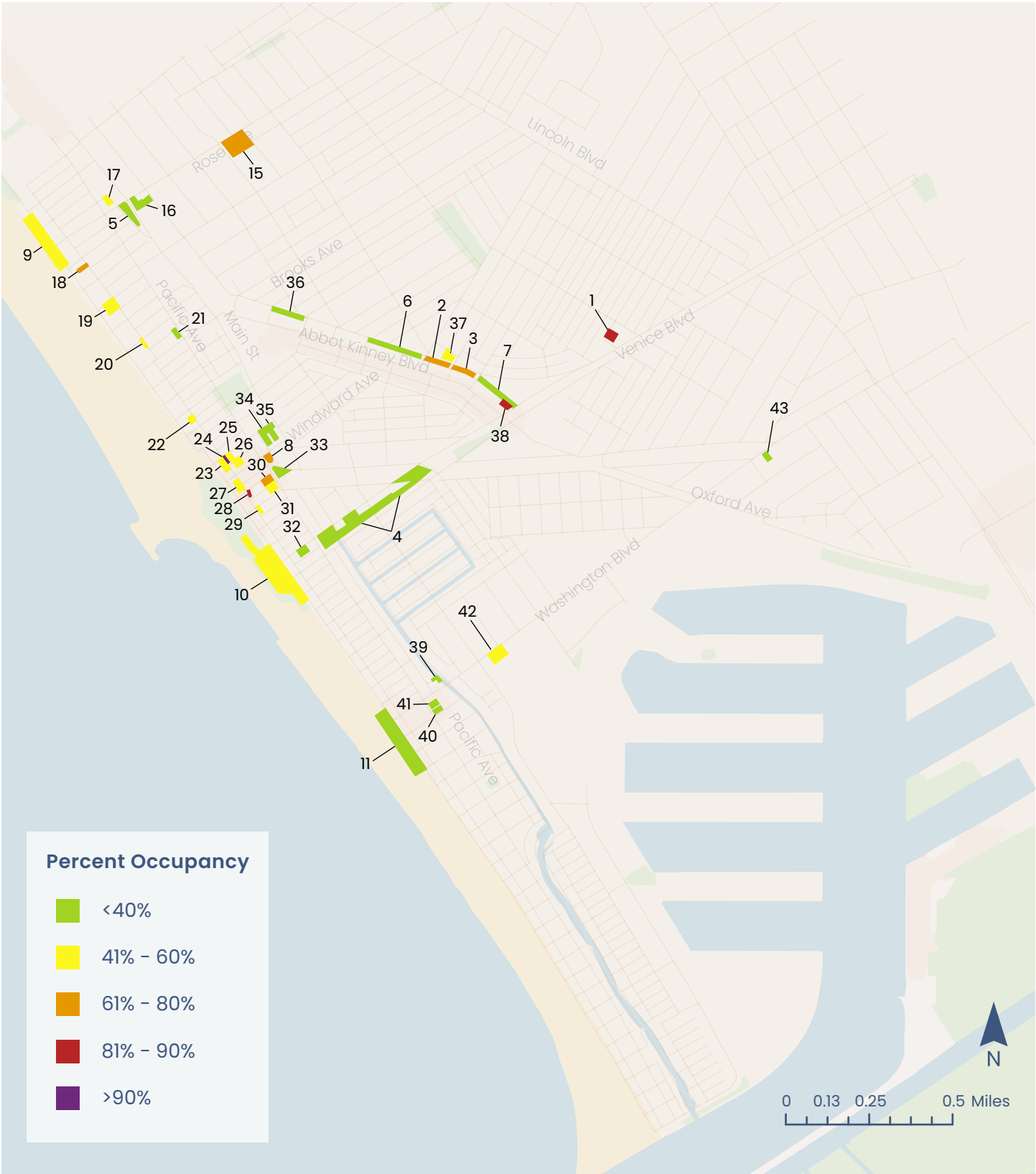


Figure B2.14 – Non-Summer Season, Weekend Period, 8PM – 10PM

WINTER HOLIDAY SEASON

Figure B3.1 – Winter Holiday Season, Weekday Period, 8AM – 10AM

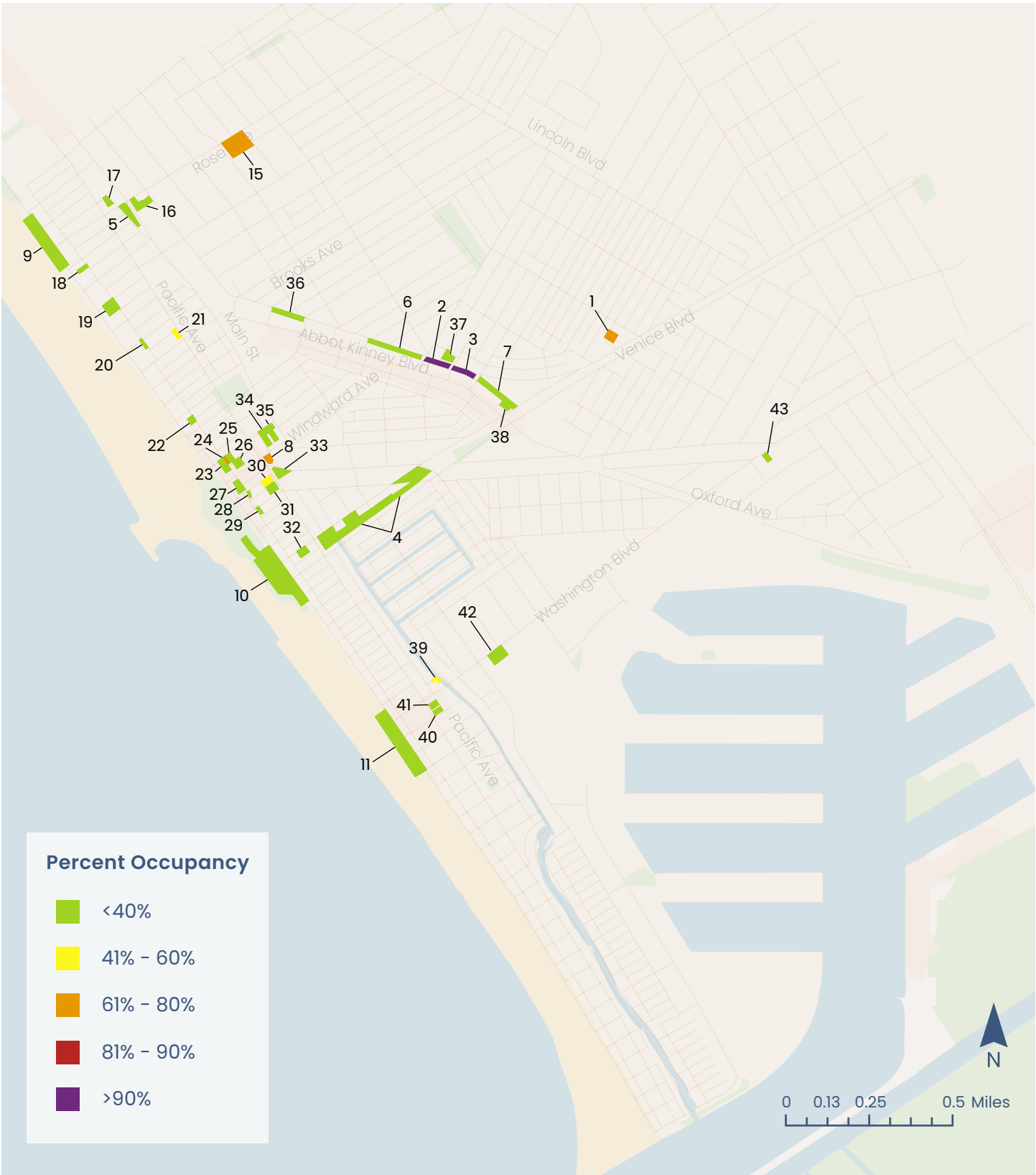
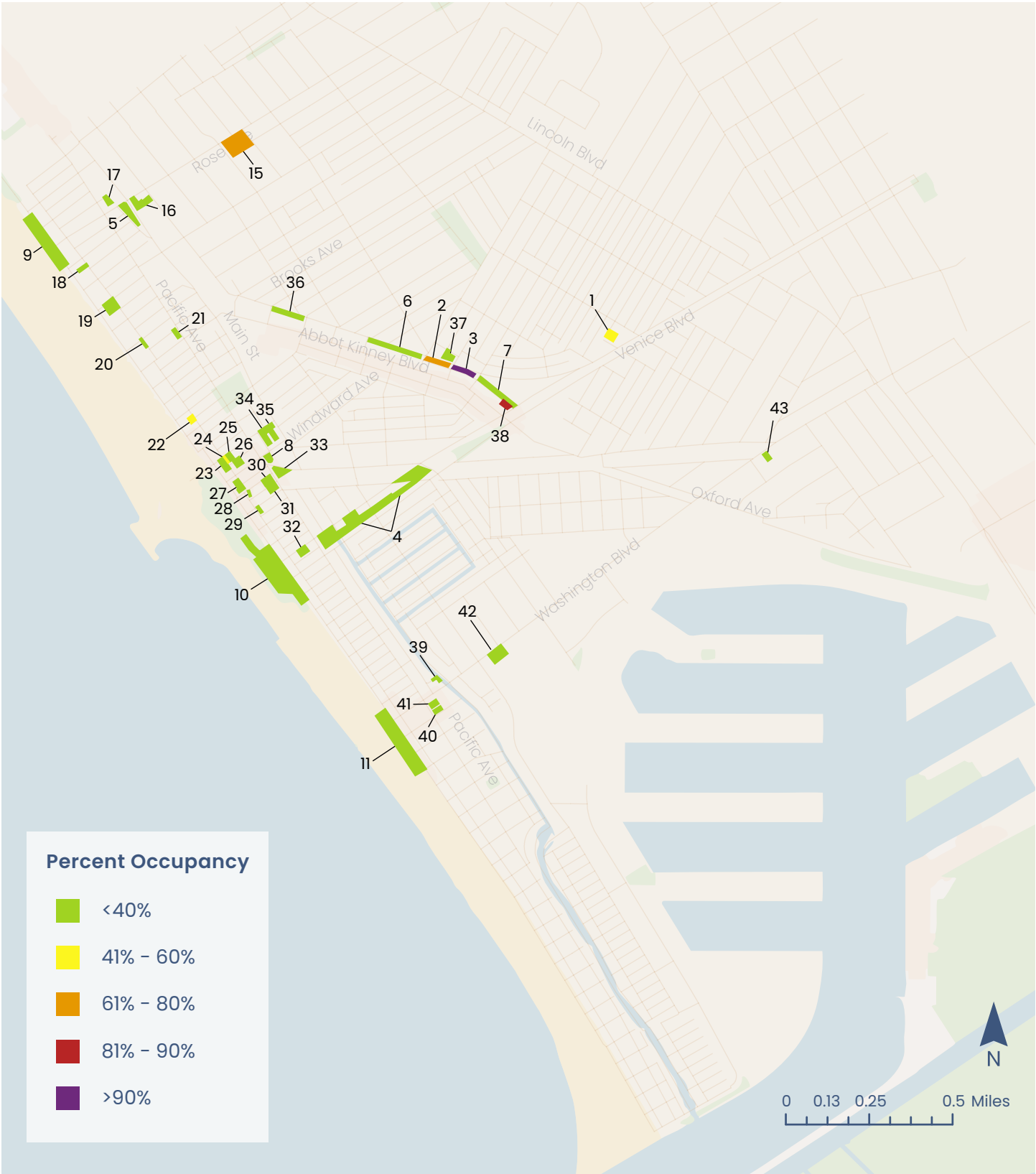


Figure B3.2 – Winter Holiday Season, Weekday Period, 10AM – 12PM

Figure B3.3 – Winter Holiday Season, Weekday Period, 12PM – 2PM

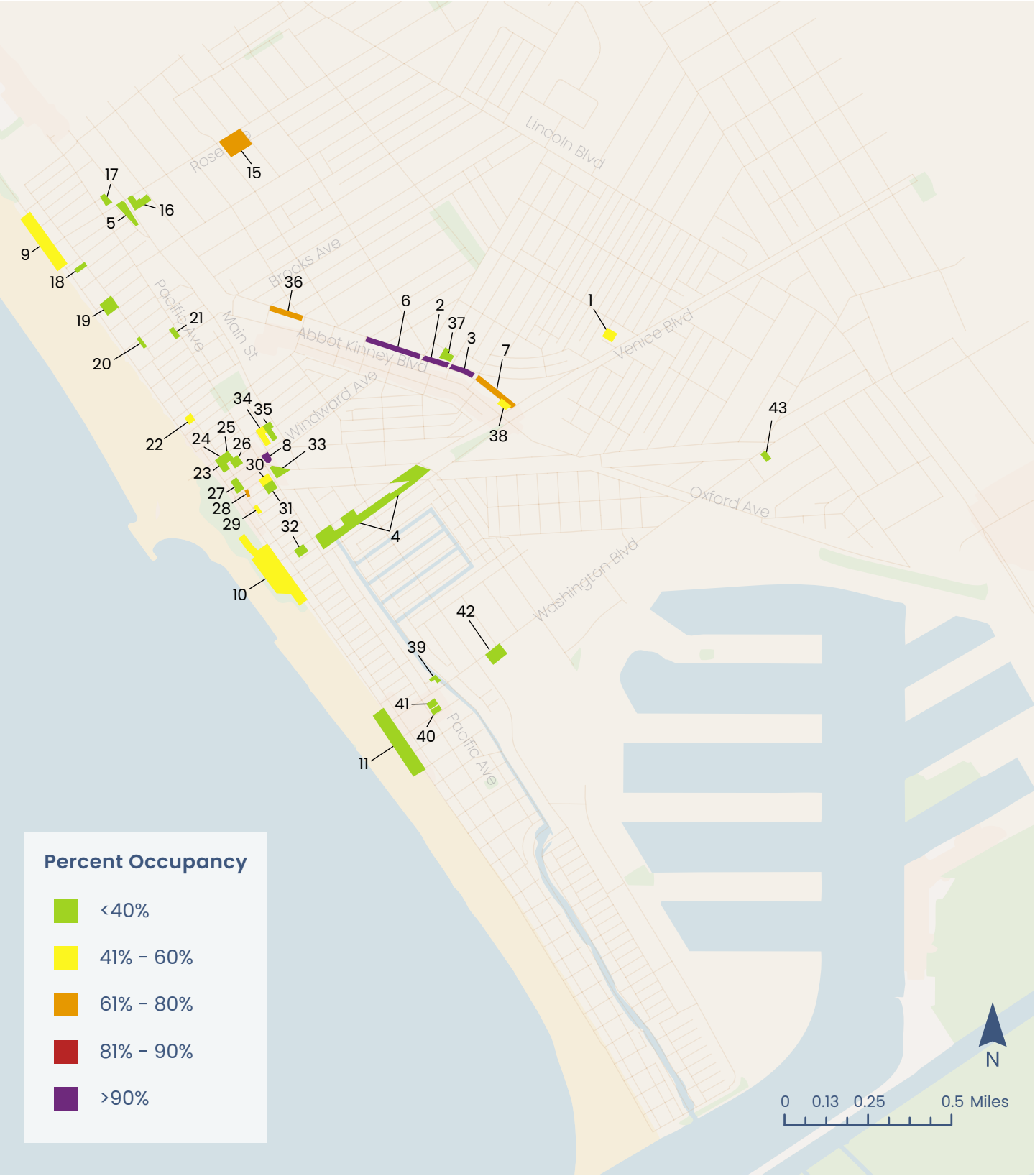
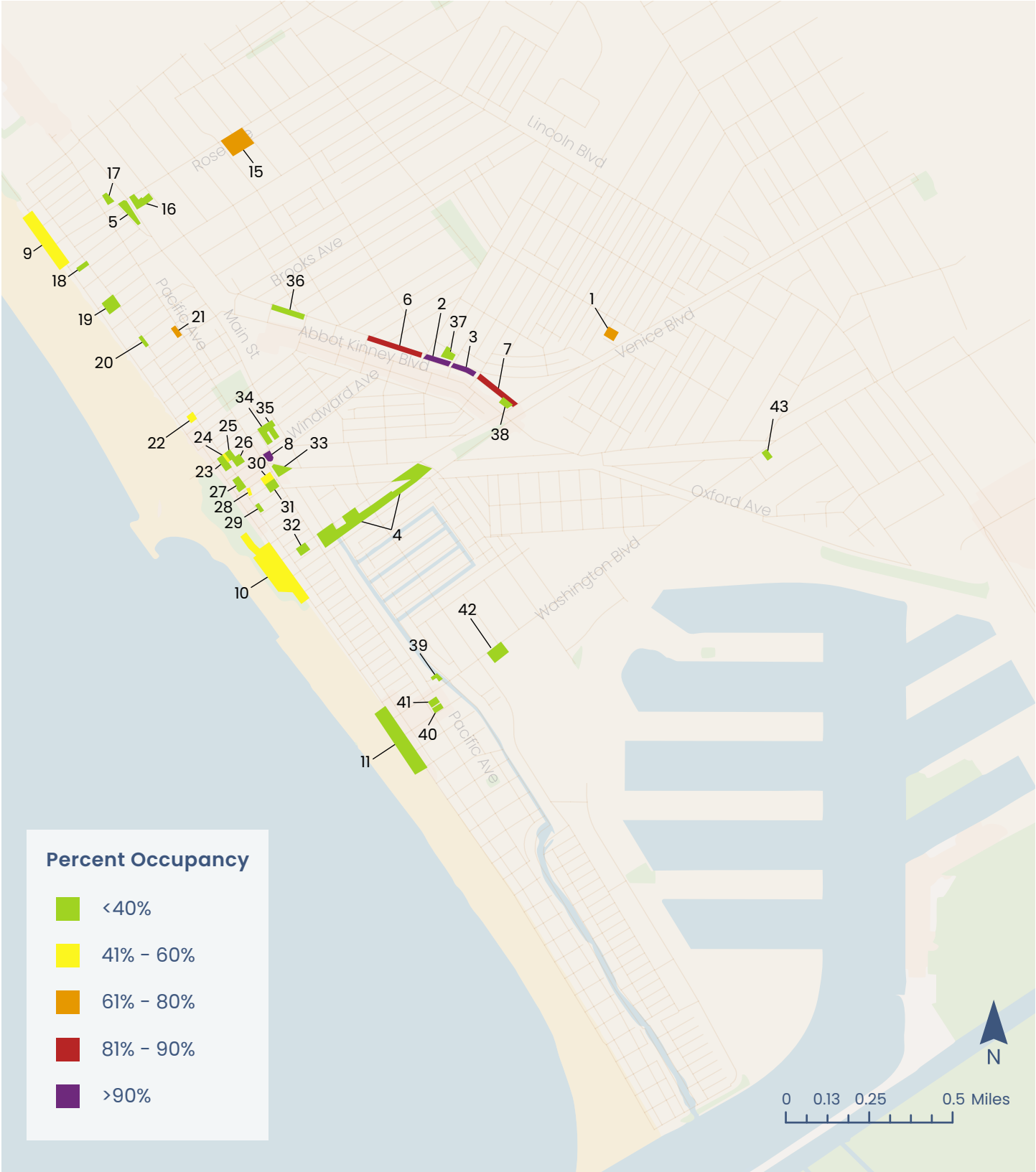


Figure B3.4 – Winter Holiday Season, Weekday Period, 2PM – 4PM

Figure B3.5 – Winter Holiday Season, Weekday Period, 4PM – 6PM



Figure B3.6 – Winter Holiday Season, Weekday Period, 6PM – 8PM

Figure B3.7 – Winter Holiday Season, Weekday Period, 8PM – 10PM

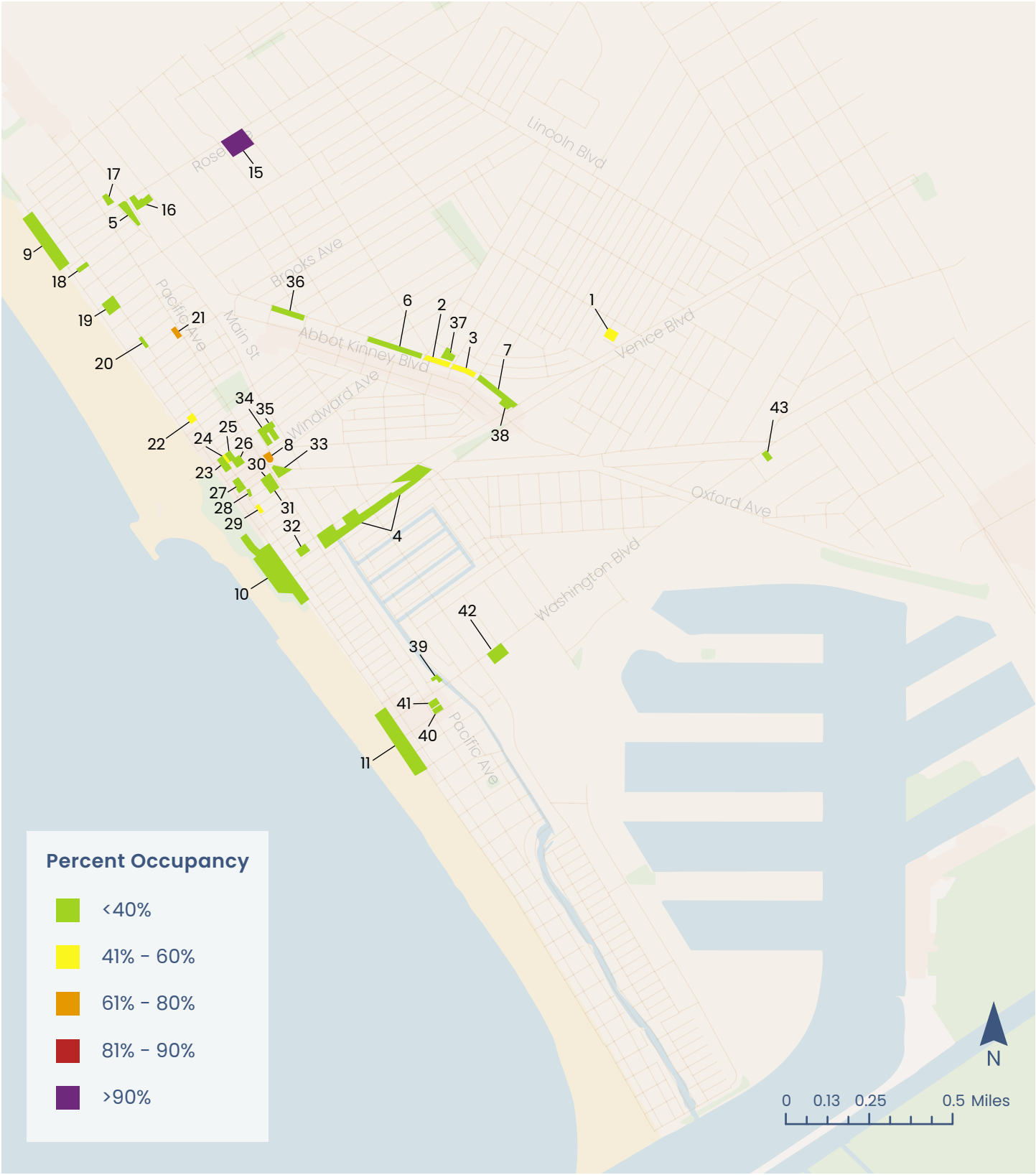
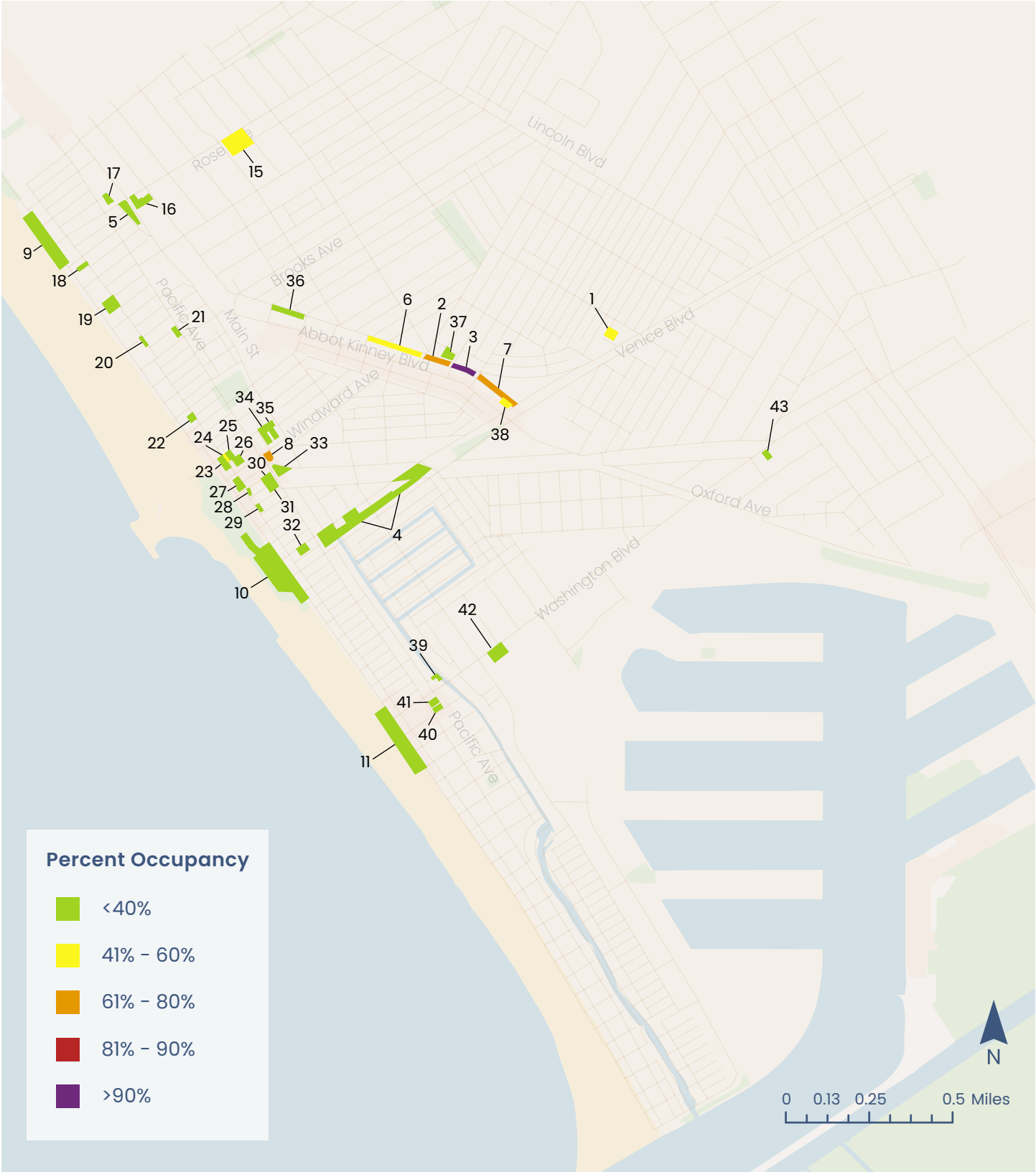


Figure B3.8 – Winter Holiday Season, Weekend Period, 8AM – 10AM

Figure B3.9 – Winter Holiday Season, Weekend Period, 10AM – 12PM

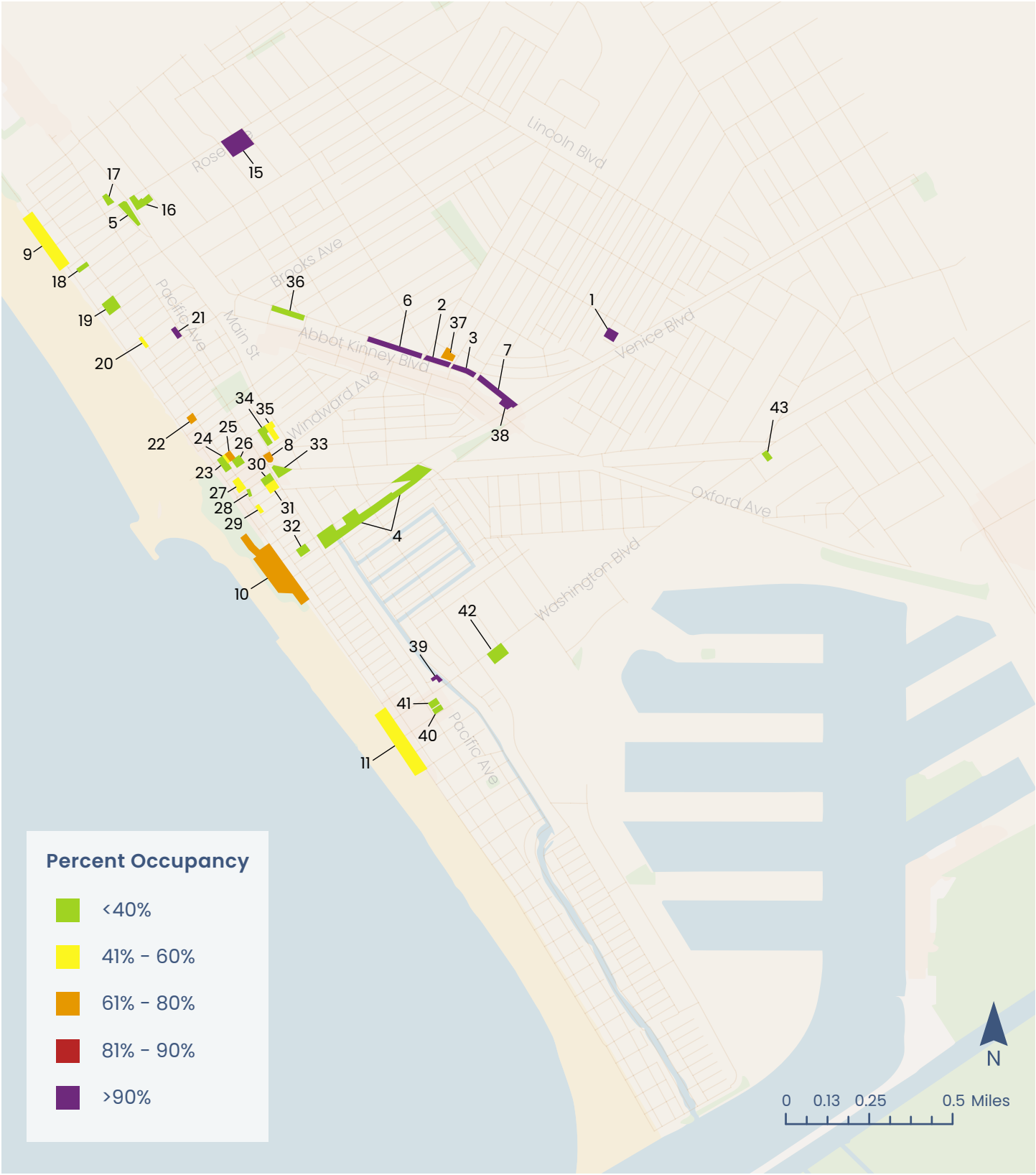
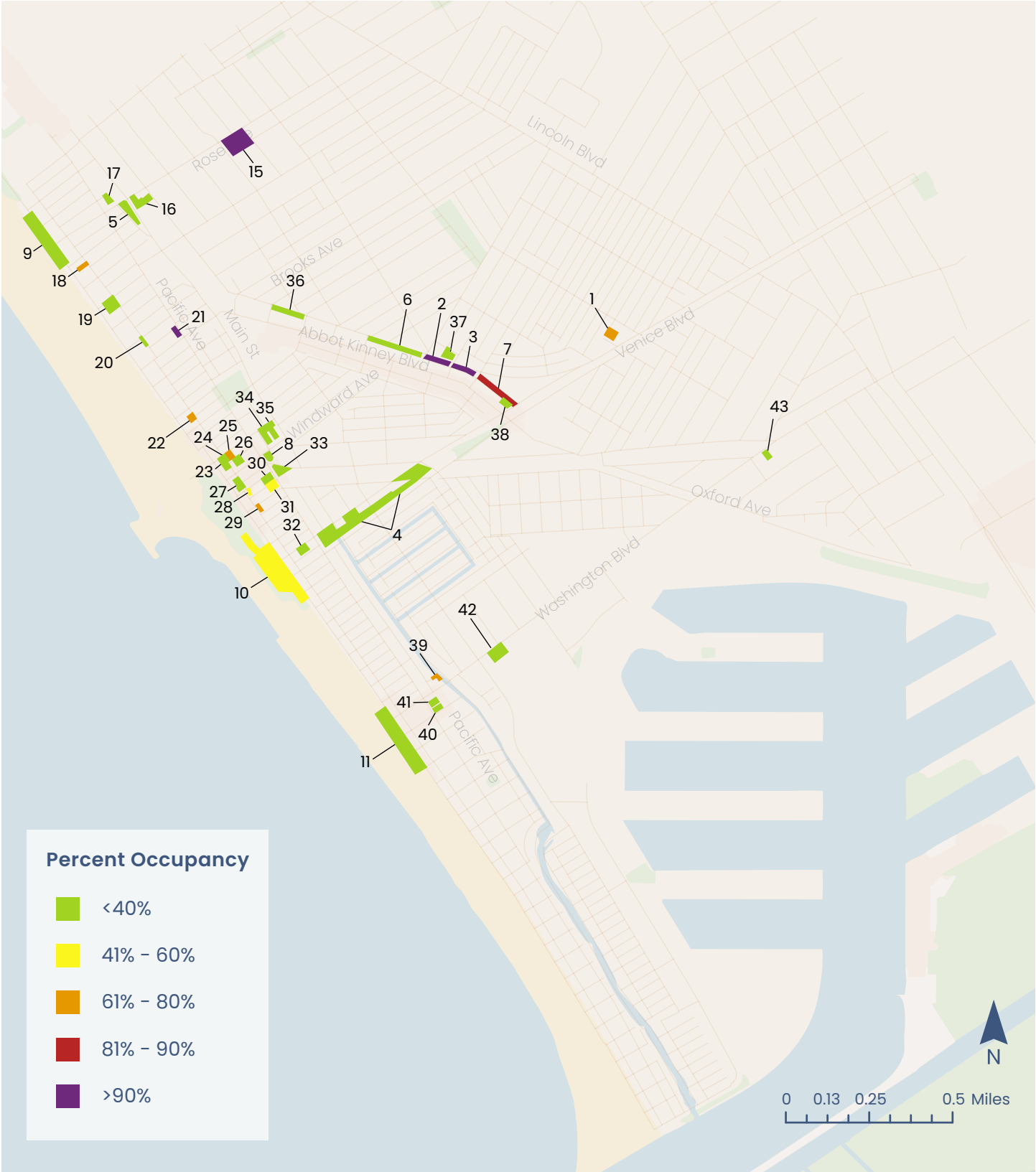


Figure B3.10 – Winter Holiday Season, Weekend Period, 12PM – 2PM

Figure B3.11 – Winter Holiday Season, Weekend Period, 2PM – 4PM (Peak)

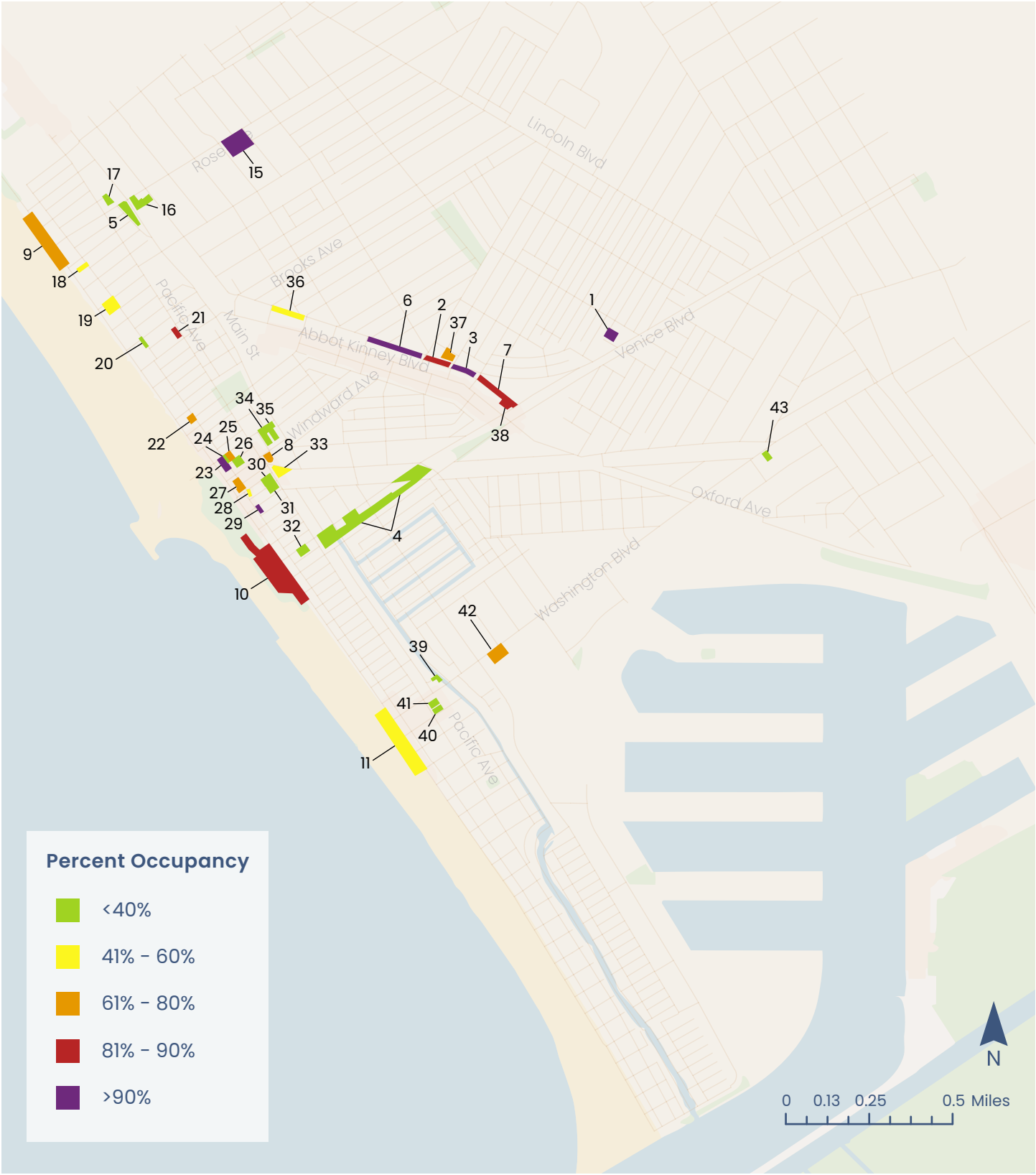
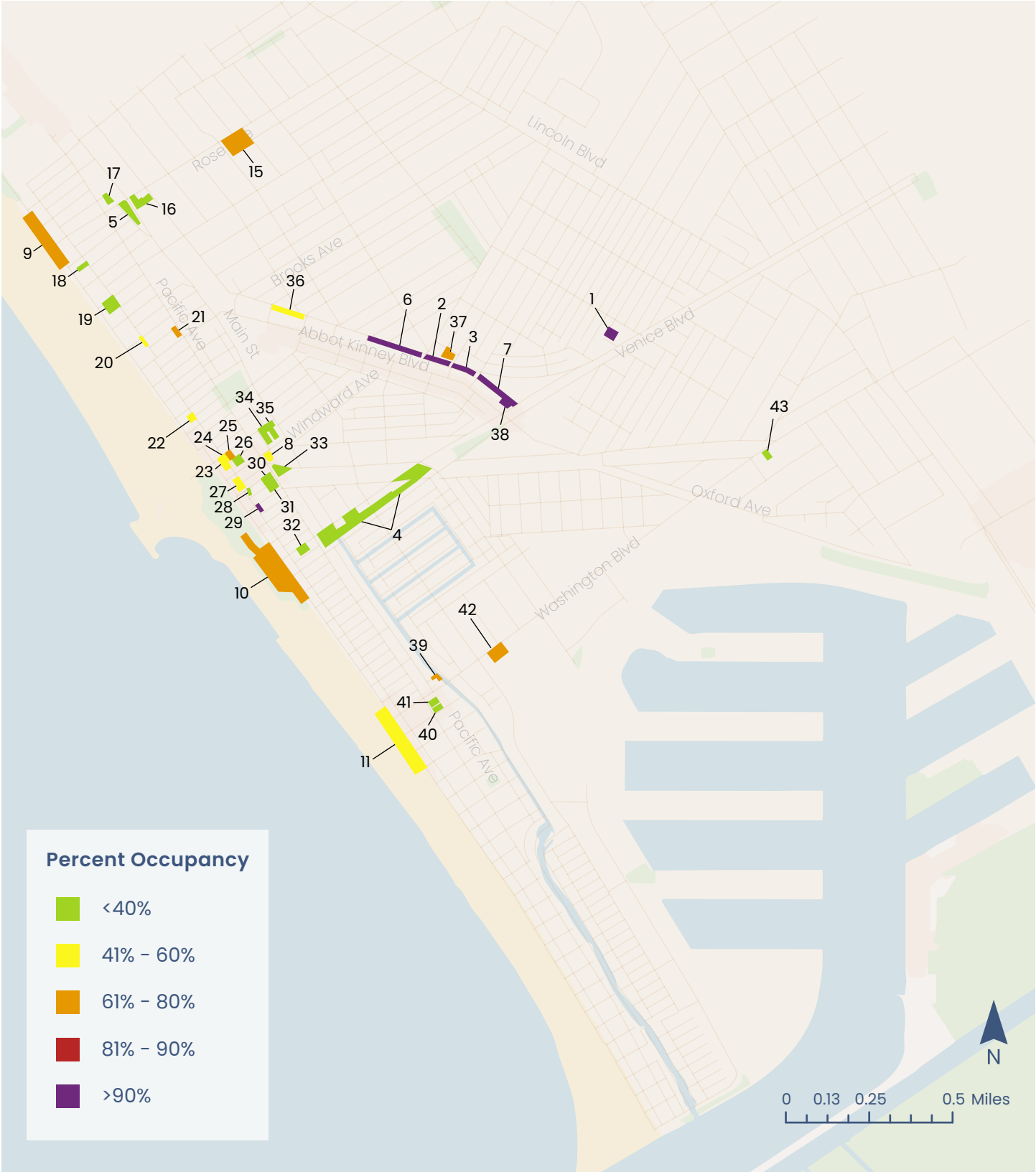


Figure B3.12 – Winter Holiday Season, Weekend Period, 4PM – 6PM

Figure B3.13 – Winter Holiday Season, Weekend Period, 6PM – 8PM

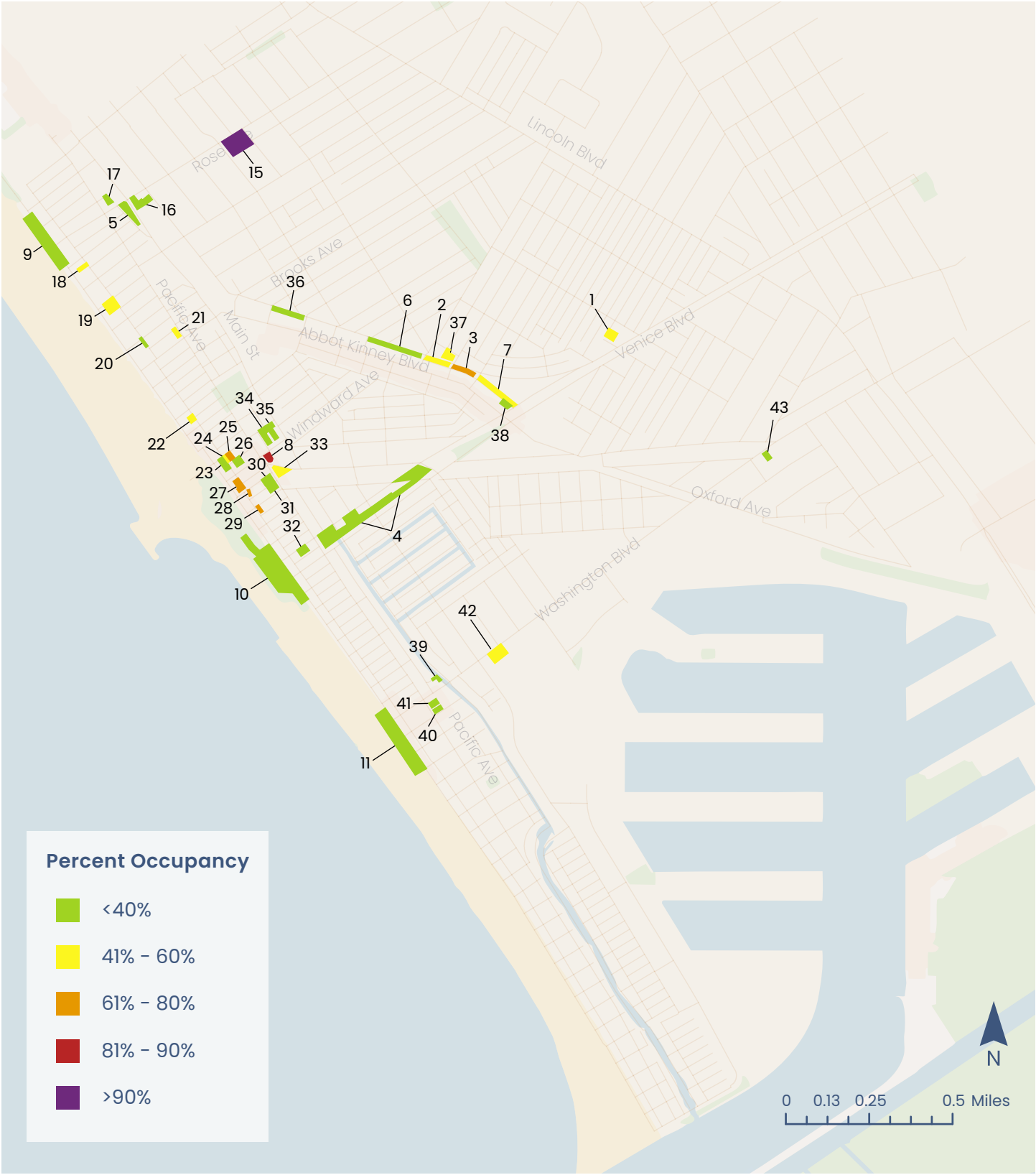
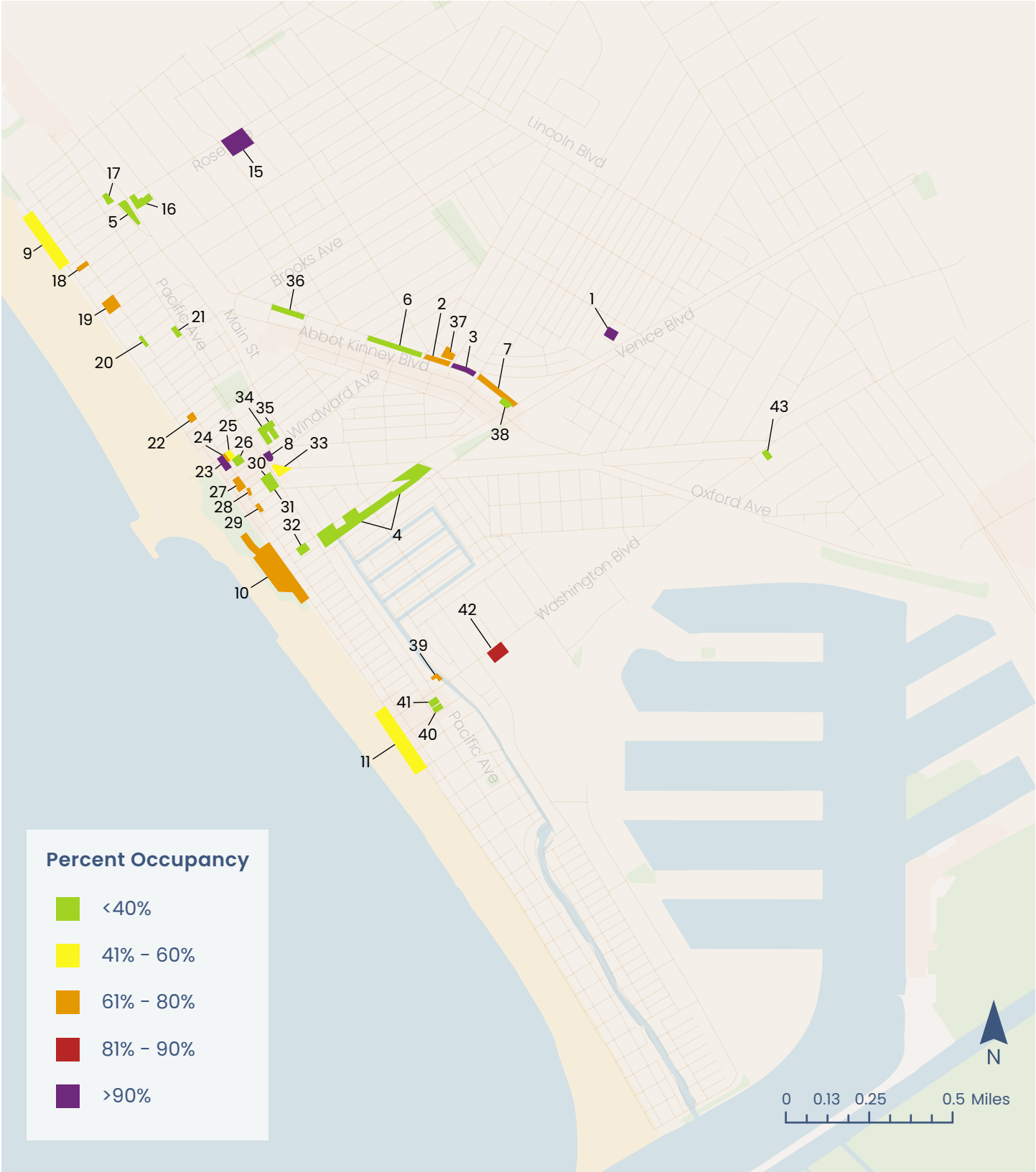


Figure B3.14 – Winter Holiday Season, Weekend Period, 8PM – 10PM

Appendix C:

Al Fresco Dining, Outdoor Footprint per Facility

Table C.1 – Al Fresco Dining Use

ID#	StudyArea	FacilityName	FacilityAddress	On-Street Use?	Sidewalk Use?	Private Property Use?	# of On-Street Stalls being Used	# of Off-Street Stalls being Used	Add'l Dining Area (sq. ft)	Expected Add'l Parking Required
36	Abbot Kinney	Felix Trattoria	1023 Abbot Kinney Blvd, Venice CA 90291-3386			X	0	0	-	-
6	Abbot Kinney	Blue Bottle Coffee Inc	1103 Abbot Kinney Blvd, Venice CA 90291-3313	X			2	0	432.00	9
30	Abbot Kinney	Sweetfin	1146 Abbot Kinney Blvd, Venice CA90291-3314		X	X	0	0	120.00	3
60	Abbot Kinney	The Butcher's Daughter	1205 Abbot Kinney Blvd, Venice CA 90291-3315	X	X		2	0	620.00	13
43	Abbot Kinney	Greenleaf Gourmet Chopshop	1239 Abbot Kinney Blvd, Venice CA 90291-3314			X	0	10	3,150.00	63
47	Abbot Kinney	PBAK LLC	1302 Abbot Kinney Blvd, Venice CA 90291-3758			X	0	4	800.00	16
3	Abbot Kinney	Abbot's Pizza Company	1407 Abbot Kinney Blvd, Venice CA 90291-3741		X		0	0	-	-
73	Abbot Kinney	Gjelina	1429 Abbot Kinney Blvd, Venice CA 90291-3740	X			0	0	-	-
51	Abbot Kinney	pudu pudu - Dr. Oetker Hospitality USA LLC	1432 Abbot Kinney Blvd, Venice CA 90291-3741				0	0	-	-
38	Abbot Kinney	The Brig	1515 Abbot Kinney Blvd, Venice CA 90291-3741			X	0	11	6,200.00	124
23	Abbot Kinney	SoCal Vibes Co.	1522 Abbot Kinney Blvd, Venice CA 90291-3741		X	X	0	0	-	-
8	Abbot Kinney	Abbot Kinney Coffee Company	1653B Abbot Kinney Blvd, Venice, CA 90291	X			2	0	312.00	7
39	Abbot Kinney	Pichet LLC	2805 Abbot Kinney Blvd, Venice CA 90291-6722				0	2	300.00	6
49	Abbot Kinney	Paloma Venice	600 Venice Blvd, Venice CA 90291-4801			X	0	17	3,650.00	73
40	Abbot Kinney	Wilson Pitruzzelli Investments LLC DBA: Wurstkuche Restaurant	625 Lincoln Blvd, Venice CA 90291-2844				0	0	-	-
52	Abbot Kinney	Simpang asia	705 Lincoln Blvd, Venice CA 90291-2845			X	0	0	-	-
62	Marina Peninsula	Whaler LLC	10 Washington Blvd, Marina del Rey CA	X	X		9	0	1,600.00	32
22	Marina Peninsula	Sushi Enya Marina del Rey	123 Washington Blvd, Marina del Rey CA 90292-5153		X	X	0	0	-	-
20	Marina Peninsula	Mercedes Cuban Grill Inc.	14 Washington Blvd, Marina del Rey CA 90292-5124		X	X	0	0	540.00	11
58	Marina Peninsula	Tahiti Girl inc - DBA Hinano Cafe	15 Washington Blvd, Marina del Rey CA 90292-5123	X	X		0	0	720.00	15
16	Marina Peninsula	Venice Venturs LLC	20 Washington Blvd Marina Del Rey 90202	X	X		6	0	900.00	18
57	Marina Peninsula	Pho MDR	2928 Washington Blvd, Marina del Rey CA 90292-5547			X	0	0	-	-
72	Marina Peninsula	Cabo Cantina	30 Washington Blvd.,Marina del Rey, CA 90292-5124	X			4	0	450.00	9
46	Marina Peninsula	Siamese Garden (Siamese Orchids)	301 Washington Blvd, Marina del Rey CA 90292-5129			X	0	3	780.00	16

ID#	StudyArea	FacilityName	FacilityAddress	On-Street Use?	Sidewalk Use?	Private Property Use?	# of On-Street Stalls being Used	# of Off-Street Stalls being Used	Add'l Dining Area (sq. ft)	Expected Add'l Parking Required
71	Marina Peninsula	26 Beach Restaurant	3100 Washington Blvd, Marina del Rey CA 90292-5551		X		0	0	-	-
45	Marina Peninsula	Baja Cantina	311 Washington Blvd.,Marina del Rey, CA 90292-5129			X	0	8	3,550.00	71
54	Marina Peninsula	Akbar Restaurant	3115 Washington Blvd, Marina del Rey CA 90292-5550			X	0	2	400.00	8
5	Marina Peninsula	Cow's End	34 Washington Blvd, Marina Del Rey, CA 90292	X			3	0	450.00	9
25	Marina Peninsula	C&O Restaurants	37 Washington Blvd. Marina Del Rey		X	X	0	0	100.00	2
50	Marina Peninsula	AT Development Group LLC DBA beach and brew	405 Washington Blvd, Venice CA 90292-5213			X	0	4	620.00	13
56	Marina Peninsula	VENICE RAMEN	515 Washington Blvd, Marina del Rey CA 90292-5420				0	0	-	-
65	Marina Peninsula	Venice Terrace, LLC	7 Washington Blvd, Marina del Rey CA				0	0	1,100.00	22
35	Oxford Triangle	The Washington Group LLC	2905 Washington Blvd # 07, Venice CA 90292-5546			X	0	0	-	-
48	Oxford Triangle	C&O Cucina	3016 Washington Blvd, Marina del Rey CA 90292-5549			X	0	14	2,200.00	44
41	Oxford Triangle	Wharo	4029 Lincoln blvd Marina del Rey				0	0	-	-
53	Oxford Triangle	Locanda Positano	4059 Lincoln Blvd, Marina del Rey CA 90292-4603			X	0	4	650.00	13
34	Oxford Triangle	Brennan's	4089 Lincoln Blvd, Marina del Rey CA 90292-5613			X	0	4	2,400.00	48
44	Oxford Triangle	401k FOOD & WINE	2553 Lincoln Blvd, Los Angeles CA			X	0	2	420.00	9
75	Rose Avenue	Forma Venice	110 Navy St., Venice CA 90291-2552				0	0	-	-
26	Rose Avenue	Eggslut	1611 Pacific Ave, Venice CA 90291-3613		X	X	0	0	-	-
70	Rose Avenue	Venice Ale House	2 Rose Ave, Venice CA 90291-2411		X		0	0	820.00	17
21	Rose Avenue	North Venice Boardwalk, LLC	205 Ocean Front Walk Frnt, Venice CA 90291-2408		X	X	0	10	1,620.00	33
76	Rose Avenue	La Fiesta Brava	259B Hampton Dr, Venice, CA 90291	X			2	0	300.00	6
27	Rose Avenue	Hamtramck Hospitality, LLC dba Gjusta	320 Sunset Ave, Venice CA 90291-2632		X	X	0	12	2,400.00	48
19	Rose Avenue	Blue Rose Cafe	325 Ocean Front Walk Frnt, Venice CA 90291-2409				0	0	-	-
37	Rose Avenue	American Beauty Restaurant	425 Rose Ave, Los Angeles CA			X	0	10	2,750.00	55
55	Rose Avenue	The Win-Dow at American Beauty	425 Rose Ave., Los Angeles, CA			X	0	0	-	-
18	Rose Avenue	Fig Tree Restaurant	429 Ocean Front Walk Frnt, Venice CA 90291-2402		X	X	0	0	800.00	16
69	Rose Avenue	Mahina LLC	512 Rose Ave Unit F, Venice CA 90291-5834		X		0	0	1,400.00	28
29	Rose Avenue	Cafe Gratitude Venice LLC	512 Rose Ave, Venice CA 90291-5825		X	X	0	0	-	-
14	Rose Avenue	Venice Beach Wines	529 Rose Ave., Venice CA 90291-5825	X	X		2	0	350.00	7
12	Rose Avenue	Chulita	533 Rose Ave., Venice, CA 90291-5825	X	X	X	1	5	1,530.00	31
59	Rose Avenue	wallflower restaurant	609 Rose Ave., Venica CA 90291-5825	X	X		3	0	344.00	7

ID#	StudyArea	FacilityName	FacilityAddress	On-Street Use?	Sidewalk Use?	Private Property Use?	# of On-Street Stalls being Used	# of Off-Street Stalls being Used	Add'l Dining Area (sq. ft)	Expected Add'l Parking Required
32	Rose Avenue	Groundwork Coffee Co. LLC	671 Rose Ave, Venice CA 90291-2716	X		X	1	7	2,174.00	44
24	Rose Avenue	Barrique Venice	796 Main St, Venice CA 90291-3216		X	X	0	0	-	-
66	Rose Avenue	Dudley Market	9 Dudley Ave., Venice CA 90291-2405		X		0	0	4,250.00	85
33	Rose Avenue	The Firehouse	213 Rose Ave., Venice CA 90291-2567			X	0	0	-	-
11	Venice Beach	Boardwalk Hospitality	1307 Ocean Front Walk, Venice CA 90291-3604		X		0	0	-	-
64	Venice Beach	The Sidewalk Cafe	1401 Ocean Front Walk, Venice CA		X		0	0	250.00	5
7	Venice Beach	cafe collage	1518 Pacific Ave, Venice CA 90291-3612		X		0	0	-	-
67	Venice Beach	Great White	1606 Pacific Ave., Venice, CA 90291-2568	X	X	X	0	5	1,970.00	40
10	Venice Beach	Heidi Food	1713 Ocean Front Walk Frnt, Venice CA 90291-4115		X		0	0	-	-
9	Venice Beach	Monkee's Teriyaki	1801 Ocean Front Walk # D, Venice CA 90291-6104		X		0	0	-	-
42	Venice Beach	Marathon Burger/Ubatuba Acai	1827 Ocean Front Walk, Venice CA 90291-4116				0	0	-	-
63	Venice Beach	Ospi	2025 Pacific Ave, Venice CA 90291-4125	X	X		3	0	650.00	13
15	Venice Beach	Belles Beach House , 24 Windward Ave LLC	22-36 Windward Ave, Venice CA	X	X		9	0	2,350.00	47
61	Venice Beach	Larry's Venice, L.P.	22-36 Windward Ave, Venice CA				0	0	-	-
17	Venice Beach	WH Windward, LLC	23 Windward Ave, Venice CA 90291-4102		X	X	0	0	-	-
2	Venice Beach	Teddy's Red Tacos	46 Windward Avenue, Venice CA	X			5	0	960.00	20
13	Venice Beach	Townhouse Cocktails, LLC.	52 Windward Ave, Venice CA	X	X	X	0	0	-	-
4	Venice Beach	Menotti's, inc.	52-56 Windward Ave, Venice CA	X	X		3	0	760.00	16
28	Venice Beach	Windward Properties 44 LLC	62-66 Windward Ave, Venice CA		X	X	0	0	-	-
77	Venice Beach	VB Wine Club	72 Market St.,Venice, CA 90291	X			4	0	930.00	19
74	Venice Beach	The Alixir Co (DBA Bev)	72 Windward Ave., Venice CA 90291-4102				0	0	-	-
1	Venice Beach	Venice Beach Mart	77 Windward Ave, Venice CA 90291-4102		X		0	0	-	-
68	Venice Beach	Gran Blanco	80 Windward Ave, Venice CA 90291-4102		X		0	0	-	-
31	Venice Beach	Hama Restaurant	213 Windward Ave, Venice CA 90291-3764	X			2	0	700.00	14
77				22	37	36	63	134	59,772.00	1,205

Appendix D:

Electronic Survey Questionnaire & Visual Responses

#	Question	Logic
Page 1		
General Intake – Frequency of Visits		
1	How often do you visit the Venice Study Area (Venice)?	
2	What is your primary form of transportation to Venice?	
Page 2		
General Intake – Self-Categorization		
3	What best describes you? If more than one describes you, pick the one that keeps you in the area the longest.	
Page 3: Personal Vehicle/Carpool		
Category-Specific Questions		
4	If you use your personal vehicle/carpool, where do you typically park when you drive to Venice?	
5	Please rank the following factors in how much they influence your decision on WHERE to park. With 1 being the most important factor and 5 the least important factor.	
6	If you use your personal vehicle/carpool long does it typically take you to find parking?	
7	How long do you typically remain parked in Venice when you come to visit for the purposes listed below?	
8	If you use your personal vehicle/carpool, what prevents you from using other forms of transportation? Select all that apply.	
9	What best describes you? If more than one describes you, pick the one that keeps you in the area the longest.	
Page 4: Business Owners V1		
Category-Specific Questions		
10	Does your business offer outdoor dining?	
11	What is your age?	
12	What would make it easier for you to get to Venice? Select all that apply.	
13	What is the primary form of transportation of most of your employees to your business?	
14	What (if any) policies or programs do you have to incentivize your employees to use other forms of transportation aside from their personal vehicle? E.g. rideshare, bicycle amenities, etc.	
15	Where do your employees typically park when they come to work?	

Table D.1 – Electronic Survey Questionnaire

#	Question	Logic
Page 5: Employees		
Category-Specific Questions		
16	Do you work at a business that offers outdoor dining?	
17	What is your age?	
18	What would make it easier for you to get to Venice? Select all that apply.	
Page 6: Visitors or Residents		
Category-Specific Questions		
19	What is the primary reason for visiting Venice? Select all that apply.	
20	What is your age?	
21	What would make it easier for you to get to Venice? Select all that apply.	
22	Do you own a business in Venice?	
Page 7: Business Owners V2		
Category-Specific Questions		
23	Does your business offer outdoor dining?	
24	What is the primary form of transportation of most of your employees to your business?	
25	What (if any) policies or programs do you have to incentivize your employees to use other forms of transportation aside from their personal vehicle?	
26	Where do your employees typically park when they come to work?	Takes you to pg 6
Page 8: Recommendations		
Open-Ended Feedback		
27	What would improve your mobility around the Venice neighborhood?	
28	Is there anything else you would like to share about your parking and access experience in Venice?	

Table D.1 Continued – Electronic Survey Questionnaire

Uses Personal Vehicle/Carpool as main form of Transport?		
	Type	# of Questions
NO	Business Owners	11
	Employees	8
	Visitor/Resident	9
	Visitor/Resident & Business Owner	13
YES	Business Owners	16
	Employees	13
	Visitor/Resident	14
	Visitor/Resident & Business Owner	18

Table D.2 – Number of Questions per Questionnaire Type

6. Please Rank The Following Factors In How Much They Influence Your Decision On WHERE To Park.

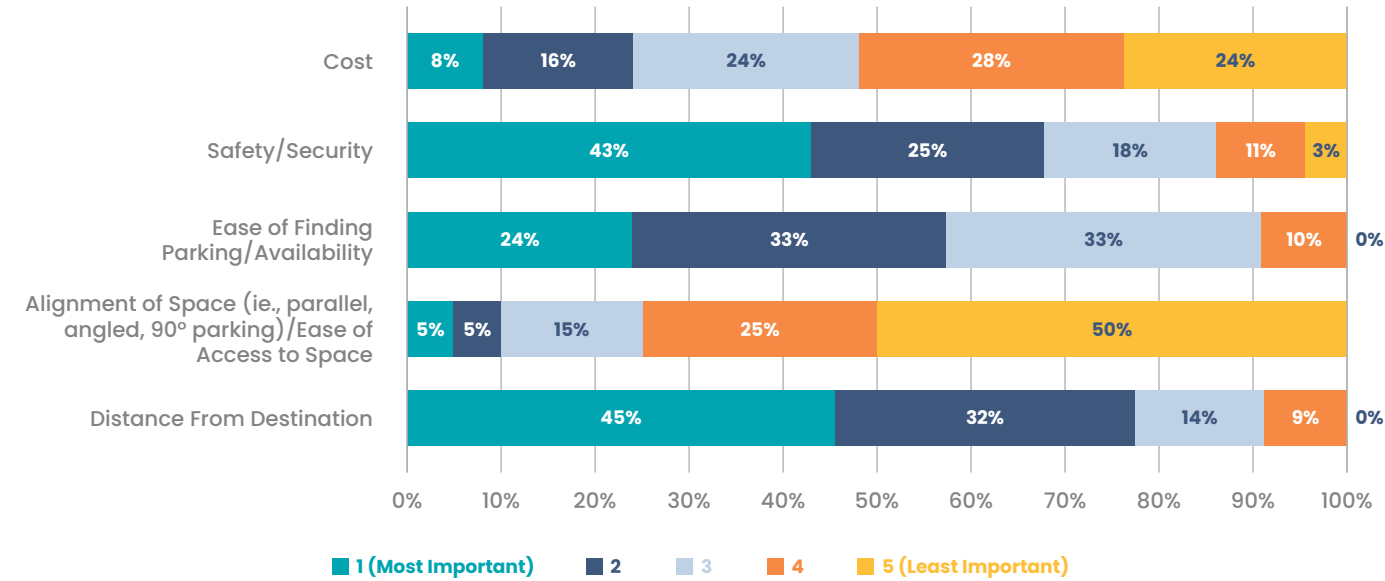


Figure D.1 – Venice Electronic Survey, Responses to Question #6

8. How Long Do You Typically Remain Parked In Venice When You Come To Visit For The Purposes Listed Below?

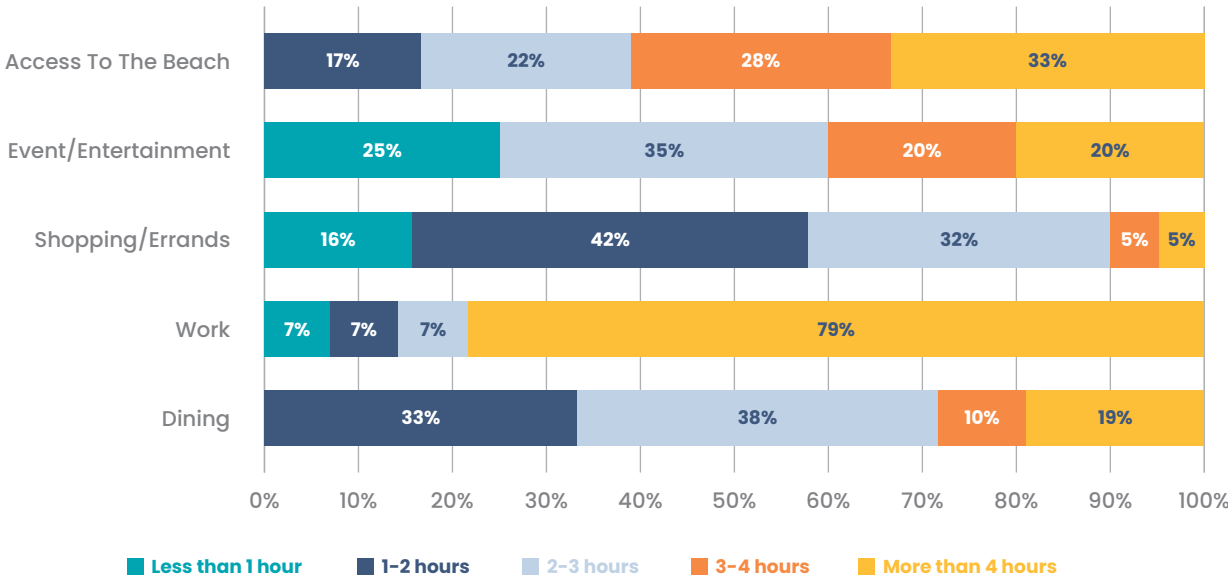


Figure D.3 – Venice Electronic Survey, Responses to Question #8

7. If You Use Your Personal Vehicle/Carpool, How Long Does It Typically Take You To Find Parking?

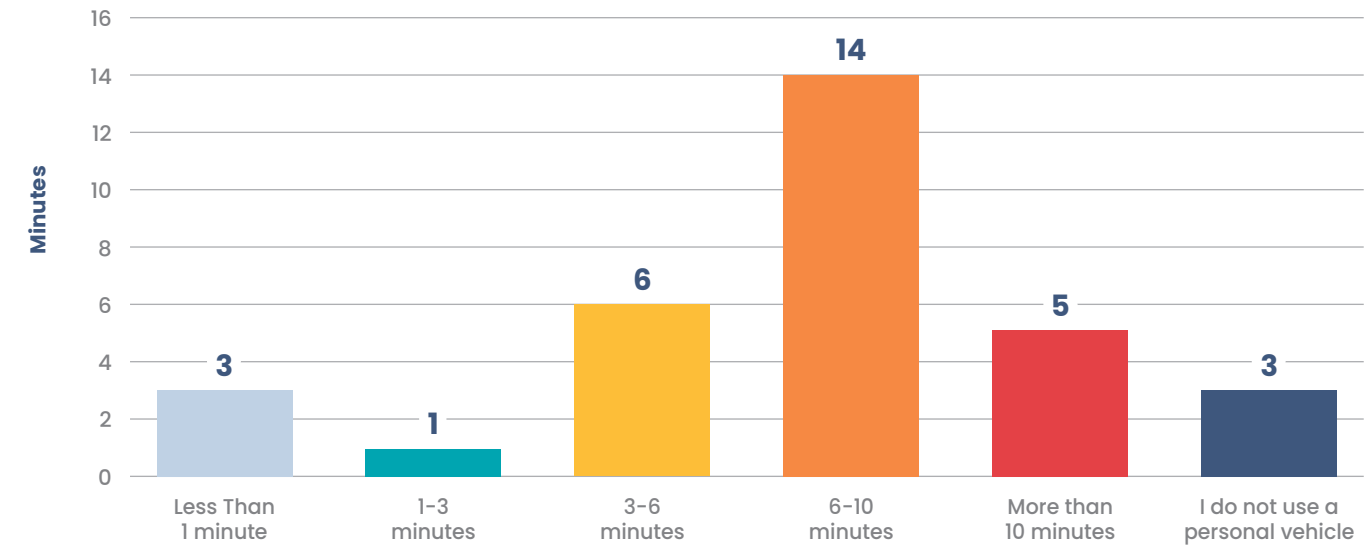


Figure D.2 – Venice Electronic Survey, Responses to Question #7

9. What Would Make It Easier For You To Get To Venice? Select All That Apply.

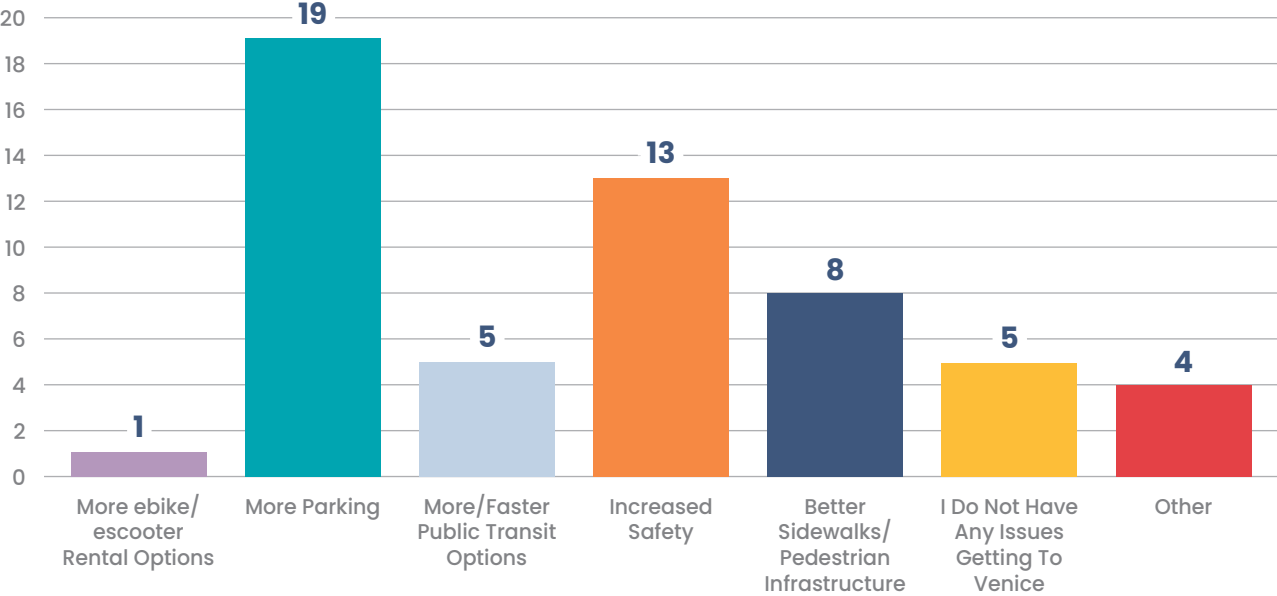


Figure D.4 – Venice Electronic Survey, Responses to Question #9

10. What Is Your Primary Reason For Visiting Venice? Select All That Apply.

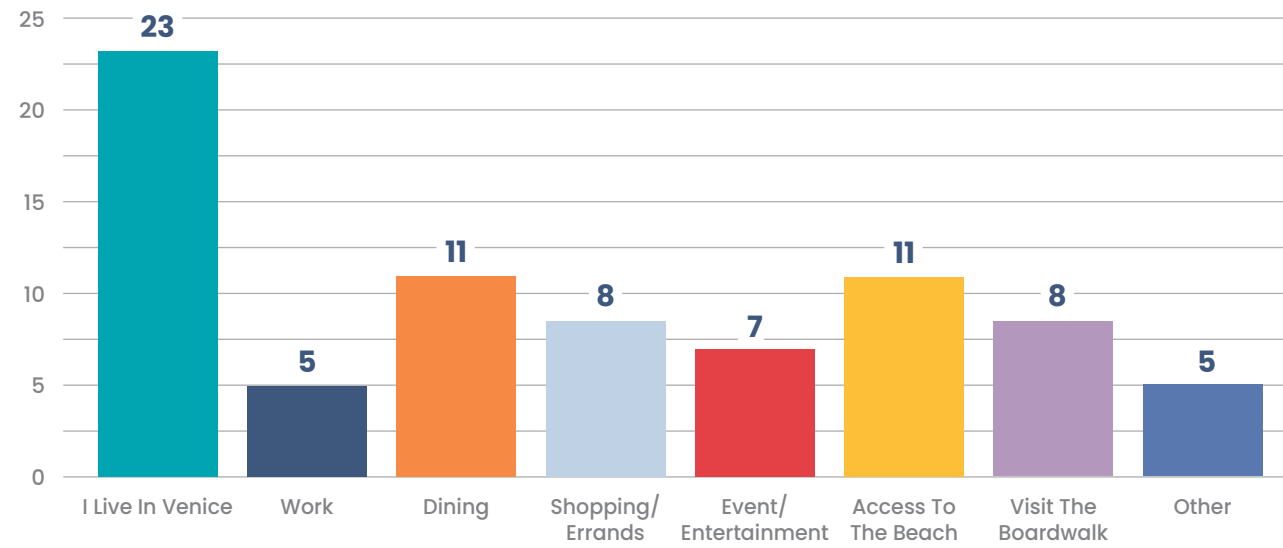


Figure D.5 – Venice Electronic Survey, Responses to Question #10

Main Response Themes

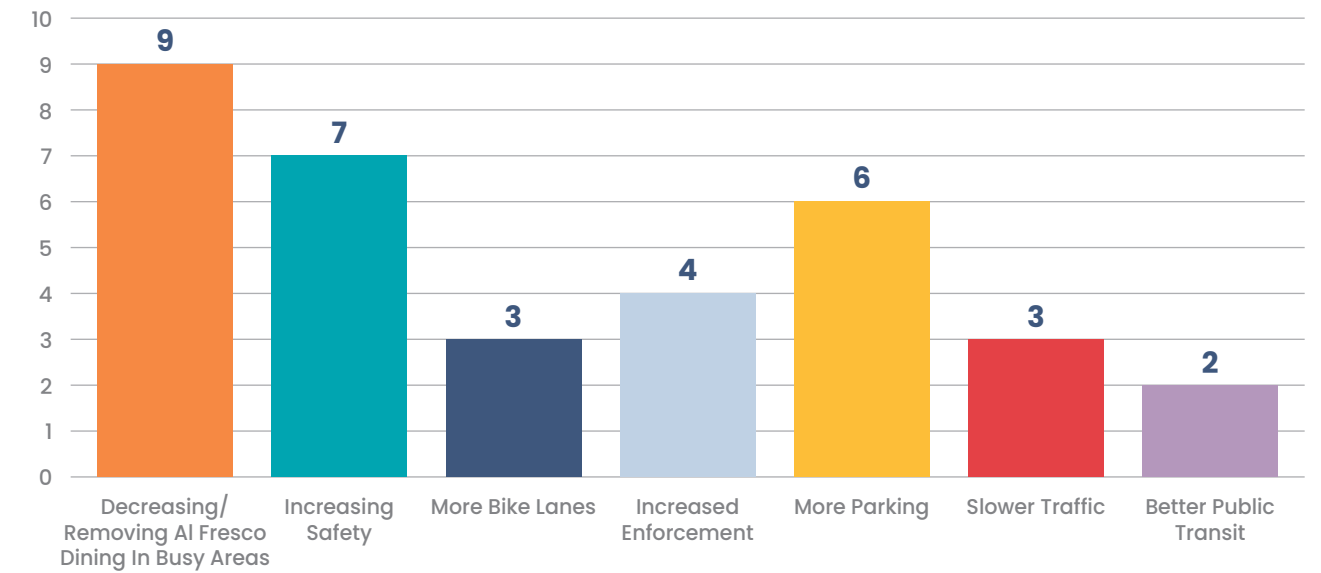


Figure 52 – Venice Electronic Survey, Responses to Question #12

11. If You Use Your Personal Vehicle/Carpool, What Prevents You From Using Other Forms Of Transporations? Select All That Apply.

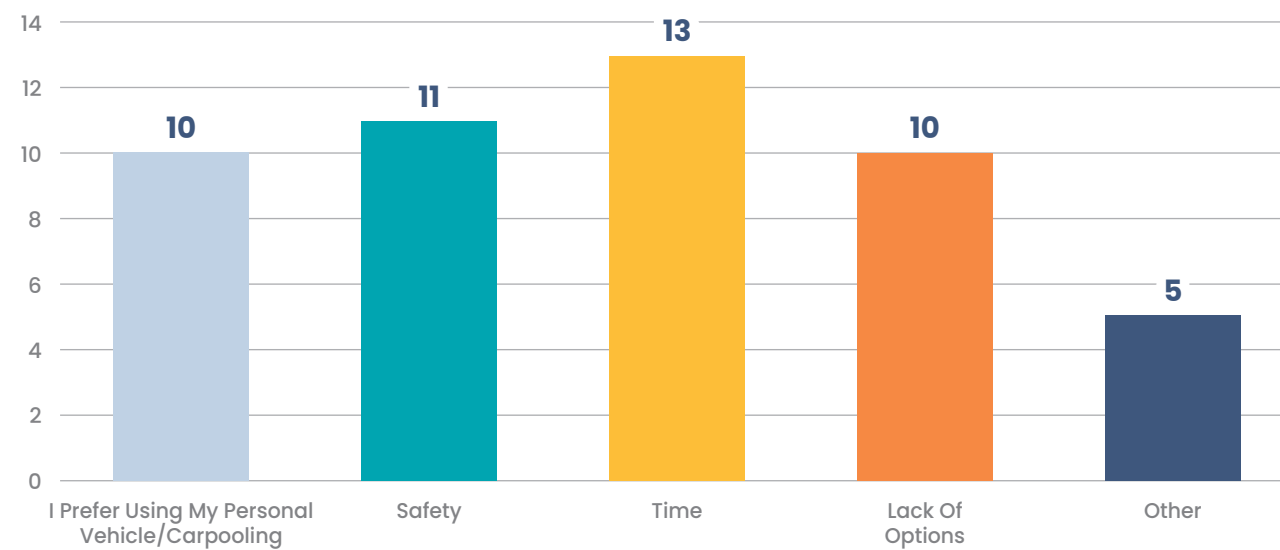


Figure D.6 – Venice Electronic Survey, Responses to Question #11

16. What Is The Primary Form Of Transportation Of Most Of Your Employees To Your Business?

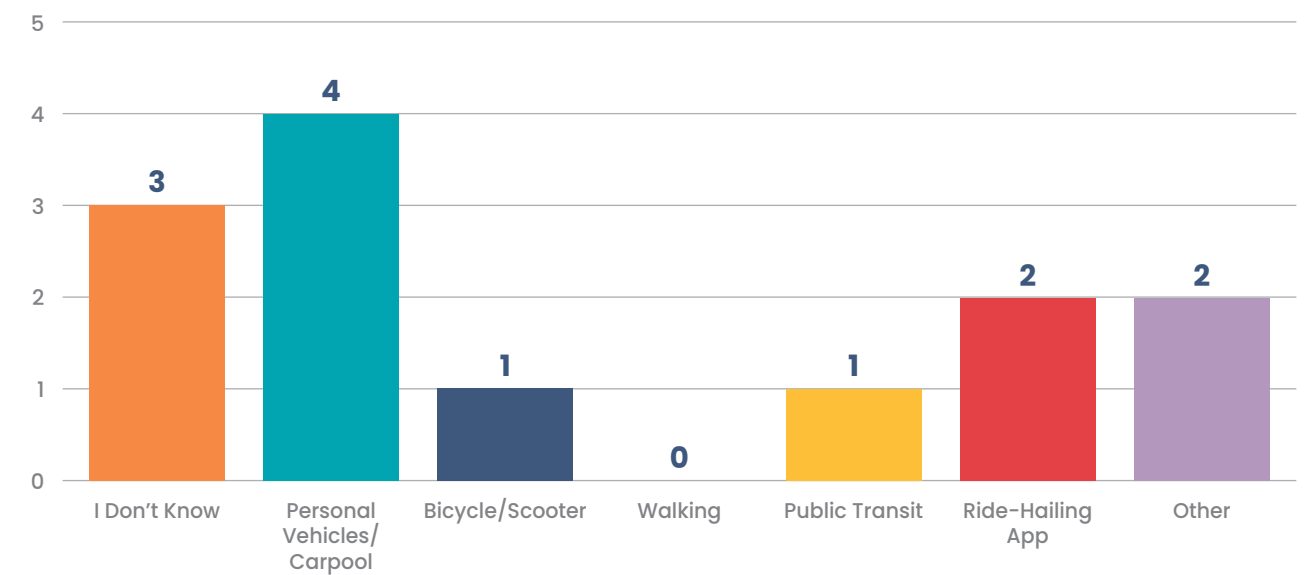


Figure 53 – Venice Electronic Survey, Responses to Question #16



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