

14-1565

MOTION

Venice faces continued development pressures and one of the ways the pressure is felt most acutely is through projects that worsen the area's already chronic parking shortage. The amount of parking is simply not keeping pace with the number of people who visit, live, or work in Venice. As new projects are proposed or existing buildings are repurposed, the Venice Coastal Zone Specific Plan ("Specific Plan") allows for a certain percentage of the parking requirement to be satisfied through the payment of an in-lieu fee.

The City set the in-lieu fee in the Specific Plan at \$18,000 in 1999 at an absolute amount, and it does not reflect today's costs or provide a real opportunity for the City to construct parking facilities. This issue is often avoided by including a provision that accounts for inflation and by linking a fee to the Consumer Price Index (CPI). However, such a provision was excluded in 1999 and this oversight was carried over to the 2004 amendments.

In-lieu fees can be an important tool in addressing parking needs in developed neighborhoods, facilitating the provision of parking facilities that are accessible to the public in a particular area rather than the creation of decentralized parking, which can negatively impact the walkability of neighborhoods. However, those fees do not adequately serve their purpose when they do not track the increasing costs of providing parking and when they are not structured in a way that creates more parking capacity. The community is additionally burdened by the frequent use of "grandfathered" parking rights, which allow new developments, which have intense use and high parking demands, to be built with little or no parking.

With the real estate market in Venice booming, it is imperative that the City reevaluate the in-lieu fee established in the Specific Plan and determine what the correct amount of the fee should be to encourage the provision of adequate parking in a way that makes sense for the community. The City also should evaluate whether there are alternatives to an in-lieu fee, such as a parking credit system, which would serve the Venice residents, businesses, and visitors better. While those efforts should take place as part of a comprehensive analysis of land use issues in Venice, we cannot wait for that analysis to happen to address the immediate issue that the current in-lieu fee poses, namely that it does not reflect today's costs.

I THEREFORE MOVE that the City Council request the Department of City Planning, in conjunction with the City Attorney's office, to prepare a targeted amendment to the Specific Plan to increase the \$18,000 parking in-lieu fee codified in 1999 to account for inflation using the Consumer Price Index (CPI) and add a provision that will allow the in-lieu fee to be adjusted every year based on the CPI.

I FURTHER MOVE that, as part of development of the upcoming Local Coastal Plan for Venice, the Department of City Planning examine the merits of eliminating, restructuring, or replacing the in-lieu parking fees and examine the benefits and impacts of eliminating "grandfathered" parking rights.

PRESENTED BY: 
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SECONDED BY: 

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