

UCLA

Capstone Projects

Title

Dining or Parking? Managing the Curb During COVID-19 and Beyond: An Analysis of the L.A. Al Fresco Program

Permalink

<https://escholarship.org/uc/item/1p53w0bx>

Author

Rossmore, Graham

Publication Date

2023-06-16

DOI

10.17610/T61024



Dining or Parking?

Managing the Curb During COVID-19 and Beyond

An Analysis of the L.A. Al Fresco Program

Project Lead: Graham Rossmore

Faculty Advisor: Donald Shoup

Client: Los Angeles Department of Transportation (LADOT)

June **2023**

Technical Report Documentation Page

1. Report No. 2023-49	2. Government Accession No. N/A	3. Recipient's Catalog No. N/A	
4. Title and Subtitle Dining or Parking? Managing the Curb During COVID-19 and Beyond: An Analysis of the L.A. Al Fresco Program		5. Report Date 2023-06-16	
		6. Performing Organization Code UCLA-ITS	
7. Author(s) Graham Rossmore		8. Performing Organization Report No. LA2219	
9. Performing Organization Name and Address Institute of Transportation Studies, UCLA 3320 Public Affairs Building Los Angeles, CA 90095-1656		10. Work Unit No. N/A	
		11. Contract or Grant No. 2023-49	
12. Sponsoring Agency Name and Address UCLA Institute of Transportation Studies www.its.ucla.edu		13. Type of Report and Period Covered Final	
		14. Sponsoring Agency Code UC ITS	
15. Supplementary Notes DOI: 10.17610/T61024			
16. Abstract The temporary L.A. Al Fresco outdoor dining program provided crucial support to restaurants, bars and cafes during the COVID-19 pandemic. This research performs an economic analysis of the program, comparing parking meter revenue with sales tax revenue and compares treatment corridors with Al Fresco to control corridors without Al Fresco. Results show the program has been successful in keeping more than 80% of businesses open during the pandemic. Treatment corridors with Al Fresco generated an increase of \$12 million in gross sales in 2022 compared to 2019. The City of Los Angeles stands to benefit economically and socially by transitioning into a permanent L.A. Al Fresco program.			
17. Key Words California parking COVID-19 social distancing program evaluation pedestrian planning transportation planning pandemic passenger loads land use curb management transportation Los Angeles		18. Distribution Statement No restrictions.	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 69	22. Price N/A

Acknowledgments

I am deeply grateful to Professor Donald Shoup for his invaluable insights and dedication in supporting student research like mine. His tireless efforts to redefine the relationship between parking and the city have been truly inspiring. I will always cherish the guidance, support, and witty sense of humor that Professor Shoup provided during my years at UCLA Luskin. Special thanks to Jaclyn Garcia, Ken Husting, Jose D. Hernandez, Armond Sarkesian, and the incredible team at LADOT whose contributions made this research possible. I extend my appreciation to the business owners, dining patrons and stakeholders in Larchmont Village, NoHo Arts District, San Pedro, Westwood, Venice/Abbot Kinney, Studio City and Hollywood. In loving memory of Peer Ghent (LADOT) and my grandma, Carol Post.

The Institute of Transportation Studies (ITS) at UCLA acknowledges the Gabrielino/Tongva peoples as the traditional land caretakers of Tovaangar (the Los Angeles basin and South Channel Islands). As a land grant institution, we pay our respects to the Honuukvetam (Ancestors), 'Ahihirom (Elders) and 'Eyoohiinkem (our relatives/relations) past, present and emerging.

Disclaimer

This report was prepared in partial fulfillment of the requirements for the Master in Urban and Regional Planning (MURP) degree in the Department of Urban Planning at the University of California, Los Angeles. It was prepared at the direction of the Department of Urban Planning and the Los Angeles Department of Transportation (LADOT) as a planning client. The views expressed herein are those of the author and not necessarily those of the Department, the UCLA Luskin School of Public Affairs, UCLA as a whole, or the client.



Dining or Parking?

Managing the Curb During COVID-19 and Beyond

An Analysis of the L.A. Al Fresco Program

UCLA Institute of Transportation Studies



A comprehensive project submitted in partial satisfaction of the requirements for the degree Master of Urban and Regional Planning.

Table of Contents

Executive Summary	6
Introduction	8
Background on the L.A. AI Fresco Program.....	9
Types of Outdoor Dining in Los Angeles.....	11
Sidewalk Dining.....	11
Curbside/On-Street Dining.....	12
Off-Street/Private Lot Dining.....	13
Temporary Food/Retail Pick-Up Zones.....	14
Literature Review	15
Research Methods and Design	21
Data Collection.....	21
Quantitative.....	21
Qualitative.....	23
Case Study Corridors	25
Treatment/AI Fresco Corridors.....	25
Control/Non-AI Fresco Corridors.....	31
Findings and Analysis	34
Economic Analysis.....	35
Sales Tax Revenue.....	35
Parking Meter Revenue.....	38
Treatment/AI Fresco Corridors.....	41
Control/Non-AI Fresco Corridors.....	48
Social Benefits.....	50
Perceived Impacts to Parking Supply.....	54
Permanent L.A. AI Fresco.....	55
Conclusion	57
References	58
Appendix	64

List of Figures

Figure 1. Curbside Dining in Boyle Heights	7
Figure 2. Curbside Dining in Larchmont Village	9
Figure 3. Sidewalk Dining Overview	11
Figure 4. Curbside Dining Patrons in Larchmont Village (2022)	12
Figure 5. Off-Street Dining in Pacific Palisades	13
Figure 6: Magnolia Boulevard (Summer 2020)	46
Figure 7. Magnolia Boulevard, (May 2023)	46
Figure 8. Curbside Dining on Magnolia Boulevard (2020)	47
Figure 9. Hollywood Walk-of-Fame	48
Figure 10. Coffee Date in Brentwood	51
Figure 11. Curbside Dining in South Los Angeles	53
Figure 12. Off-Street Dining in Wilshire Center/Koreatown	54

List of Tables

Table 1. Gross Sales Revenue in Treatment Corridors	36
Table 2. Gross Sales in Treatment Corridors	36
Table 3. Tax Revenue in Treatment Corridors	37
Table 4. Projected Meter Revenue Loss	38
Table 5. Westwood Village Sales v. Meters	42
Table 6. Westwood Village 2019 v. 2022	42
Table 7. Venice/Abbot Kinney 2019 v. 2022	43
Table 8. Larchmont Village Sales v. Meters	44
Table 9. Larchmont Village 2019 v. 2022	44
Table 10. San Pedro Sales v. Meters	45
Table 11. San Pedro 2019 v. 2022	45
Table 12. NoHo Arts District Sales v. Meters	47
Table 13. NoHo Arts District 2019 v. 2022	47
Table 14. Control Corridors 2019 v. 2022	49



Executive Summary

The temporary L.A. Al Fresco outdoor dining program provided crucial support to restaurants, bars and cafes during the COVID-19 pandemic. By relaxing zoning codes like off-street parking requirements, the program enabled businesses to expand dining areas by repurposing or eliminating parking spaces. The program has been a success, resulting in the issuance of nearly 3,000 temporary authorizations, allowing businesses to increase sales revenue by expanding their restaurant space on the sidewalk, curbside parking space or private off-street lots. This study provides an economic analysis of the Al Fresco program, with a primary focus on curbside/on-street dining and a secondary focus on dining on sidewalks and in off-street parking lots. This analysis compares sales tax revenue with parking meter revenue in treatment corridors with high levels of Al Fresco participants and compares the revenue with control corridors that did not participate in the Al Fresco program.

Key findings on the L.A. Al Fresco program

- L.A. Al Fresco was successful in keeping more than 80% of businesses open during the COVID-19 pandemic
- Treatment corridors with Al Fresco witnessed an impressive increase of \$12 million in gross sales
- Control corridors without Al Fresco performed poorly in comparison
- Parking meters converted into curbside dining experienced an annual revenue loss of around \$211,000
- Off-street parking lot dining emerged as the preferred and widely embraced option for outdoor dining
- No perceived impacts to parking demand

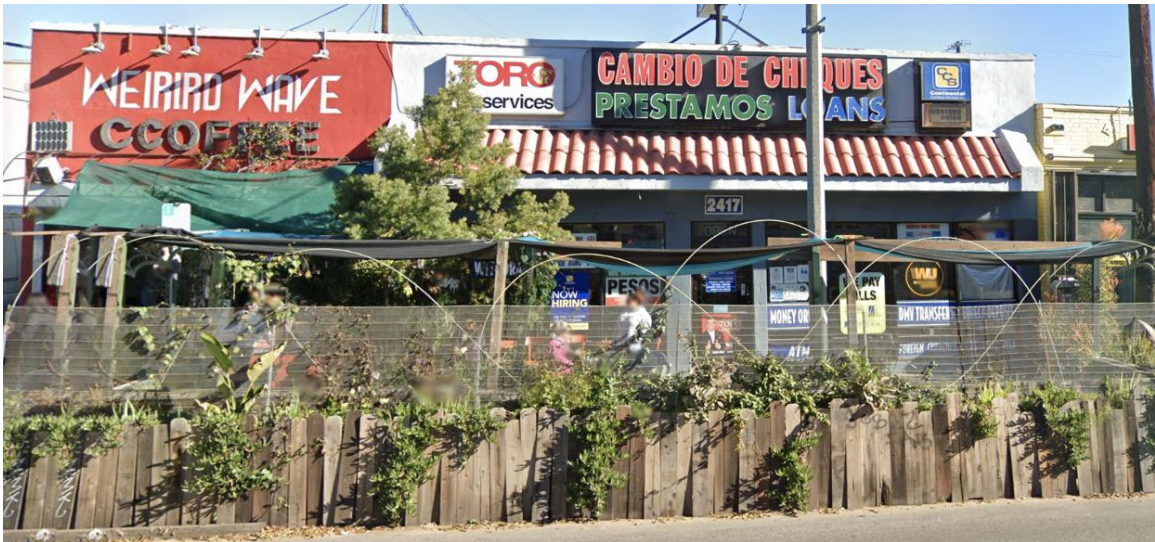
The analysis revealed that the outdoor dining space increased sales for the participating businesses and sales tax revenue for the City of Los Angeles. The increased sales tax revenue more than compensated for any loss in parking meter revenue and there were

no perceived impacts to parking demand. The AI Fresco program helped to generate an additional \$12 million in gross sales in the treatment corridors, compared to pre-pandemic levels. The five treatment corridors generated nearly \$65 million in gross sales and over \$100,000 in tax revenue for the City. The AI Fresco program has brought economic and social benefits to Los Angeles. It has created additional outdoor seating areas, enhancing the vibrant and social atmosphere in neighborhoods.

The AI Fresco program's streamlined approach and ability to waive zoning code, including off-street parking minimums, allowed restaurants to convert existing parking spaces into outdoor dining areas without having to replace the lost parking. This flexibility has enabled restaurants to expand their floor space, which has resulted in increased sales and tax revenue. Converting the required off-street parking lots into outdoor dining space has emerged as the most important result of AI Fresco.

Based on the positive outcomes observed, the transition into a permanent AI Fresco program will bring economic, and social benefits to Los Angeles. Launching this summer, the permanent program will provide businesses with a stable operating environment, allowing them to continue leveraging new and expanded outdoor dining areas by converting parking spaces while increasing their sales.

Figure 1. Curbside Dining in Boyle Heights



Introduction

Outdoor dining has been a popular feature in Los Angeles for the past few years, but it gained prominence during the COVID-19 pandemic. The mild climate and vibrant culinary scene in Los Angeles make this city an ideal location for outdoor dining, and many restaurants, bars and cafes have taken advantage of this with the assistance of the L.A. Al

Fresco (“Al Fresco”) program. As we move beyond the pandemic, the City of Los Angeles (“City”) is in a pivotal position to continue the temporary COVID-era policy and transition it into a permanent outdoor dining program.



Prior to the pandemic, outdoor dining in Los Angeles consisted only of sidewalk and private patio dining, with no process or program in place to allow for dining in the curbside/on-street parking spaces or to convert private off-street parking lots with tables and chairs to dine outdoors (LAMC § 62.118.2). Prior to the pandemic, the permit application process for sidewalk and patio dining was arduous, time-consuming, and involved fees and strict guidelines for eligibility. As a result, only a limited number of businesses chose to pursue outdoor dining before 2020. The temporary Al Fresco program simplified the application process and was offered at no cost. With the City's intention to transition into a permanent program, this research aims to evaluate the success of the temporary program and provide valuable insights for the development of the permanent program.

Primary research questions

1. Did the Al Fresco program help keep businesses open during the pandemic?
2. Which source generated greater revenue for the City: parking meters or sales tax from outdoor dining?
3. Did the treatment corridors with Al Fresco demonstrate greater economic output than the control corridors without Al Fresco?
4. What are the social benefits of the Al Fresco program?
5. Has the Al Fresco program impacted parking demand?



Background on the L.A. Al Fresco Program



Figure 2. Curbside Dining in Larchmont Village

In early 2020, the COVID-19 pandemic posed an unprecedented challenge worldwide, and at home in Los Angeles. Concerns over the spread of the virus prompted the City to take drastic measures. On March 19, 2020, under emergency authority, Mayor Garcetti issued a public order known as Safer At Home (City of LA, 2020). The Order required all Angelenos to stay home and isolate, except for essential workers. This order had a significant impact on businesses, particularly in the hospitality industry. Bars, restaurants, and cafes had to close or pivot to takeout sales, leading to a sharp decline in revenue. Small businesses, in particular, faced challenges due to limited resources for adapting to alternative revenue streams.

To support struggling businesses, the City launched Phase 1 of the L.A. Al Fresco program on May 29, 2020, enabling outdoor dining on sidewalks and in off-street parking lots and allowed restaurants to reopen indoor dining areas at 60% capacity (LADCP, 2023). The program aimed to expedite approvals across multiple departments, facilitating quick setup of outdoor dining areas. Operated by LADOT, Phase 2 of the program started on June 26, 2020, expanding options to include outdoor dining in curbside/on-street parking spaces. Temporary adjustments were made to regulations governing outdoor dining and minimum parking requirements, enabling businesses to adapt and comply with physical distancing guidelines set forth by the Los Angeles County Department of Public Health (DPH).

Al Fresco is a free program, but businesses were financially responsible for providing their own tables, chairs, and outdoor dining furniture. LADOT offered free design assistance and landscaping support for outdoor dining areas as part of the program. In April 2020, alongside the Al Fresco program, the City launched the temporary Food and Retail Pick-up Zone program. It permitted local businesses to utilize one metered parking space as a pick-up zone, allowing businesses to operate safely and comply with physical distancing guidelines (LADOT, 2023)

Overriding the Zoning Code

Mayor Eric Garcetti introduced the temporary Al Fresco program through emergency powers, allowing him to override any ordinance in the Los Angeles Municipal Code (LAMC). The program overrides regulations in LAMC Chapter 1, commonly known as the Zoning Code, as well as specific provisions in community plans and zoning overlay districts throughout the City. Prior to the pandemic, the Zoning Code did not allow for curbside/on-street dining but allowed dining on sidewalks and patios in commercial, mixed-use, and manufacturing zones (LAMC § 62.118.2).¹ The Zoning Code includes two types of outdoor dining areas: Outdoor Eating Areas, permitted with limitations on location and size in most zones, and Outdoor Dining Areas, with fewer restrictions on size and location but limited to intense commercial and manufacturing zones.

In Los Angeles, establishments must also obtain a Conditional Use Beverage (CUB) permit in order to serve alcohol (LAMC § 12.24 W.1).² The permit is granted through a discretionary process that considers the impact on surrounding land use. Site-specific regulations may be imposed during the process, restricting outdoor alcohol service based on factors such as square footage, seating capacity, and operating hours. Businesses serving alcohol under the Al Fresco program also need a valid State license, which includes temporary authorization for expanded outdoor dining while complying with regulations on operation hours, location, and proximity to the permanent establishment.

Building and Safety Permit Process

The Department of Building and Safety (LADBS) handles private property permit approvals for development, including outdoor dining. Before the pandemic, permits were required for outdoor dining in private patios to comply with local and state laws. The Al Fresco program allowed for temporary installations, but permanent use would involve a lengthy process with plan submission, permit application, and LADBS review.

¹ An R-Permit may be issued when the City Engineer determines that a building, structure, or proposed improvement within the public street will not hinder the street's use or maintenance.

² A CUB permit is required as an attachment to the Department of City Planning application

Types of Outdoor Dining in Los Angeles



Frontage
Zone

Pedestrian Zone

Amenity Zone/Sidewalk
Dining Area

Figure 3. Sidewalk Dining Overview

Sidewalk Dining

Sidewalk dining occurs when a restaurant sets up tables and chairs on the sidewalk, allowing customers to dine outdoors (**Figure 3**). This has become a popular solution for restaurants and dining patrons during the pandemic; however, concerns exist about potential obstructions for those walking, and impacts on accessibility for those with mobility impairments.

Eligibility Requirements

Businesses must have at least five feet of clearance on the sidewalk adjacent to their business to participate in the AI Fresco program. Restaurants offering sidewalk dining must also have at least \$300,000 in annual liability insurance (LADOT, 2020). Sidewalk dining must also not interfere with any requirements of the Americans with Disabilities Act (ADA).

Curbside/On-Street Dining



Figure 4. Curbside Dining Patrons in Larchmont Village (2022)

Curbside dining describes outdoor dining that occupies the parking lane, typically in on-street metered parking spaces (**Figure 4**). On-street parking spaces in most commercial corridors in the City are metered, either as single-space parking meters or multi-space pay station spaces. The City allows a business to use up to two on-street parking spaces or approximately 40 feet of curb space adjacent to the business (LADOT, 2020).

Eligibility Requirements

Curbside dining can only be installed on streets with either one or two travel lanes in each direction with speed limits of 30 mph. Each business must provide their own outdoor furniture, which may include tables, chairs, fixtures, shade coverings, heaters, and plants (LADOT, 2020). Businesses operating curbside dining must have a valid City business license, \$500,000 liability insurance policy, \$500,000 Workers' Compensation and Employer's Liability policy and a \$500,000 Liquor Liability Insurance. Businesses must also hold the City harmless for any loss, liability or injury related to the encroachments of the temporary authorization.

Curbside dining can only operate in the on-street/parking lane and cannot be installed in a travel lane, an anti-gridlock zone, or a no stopping zone and business owners must

maintain access to all ADA parking, with no exception. Curbside dining is also prohibited at bus stops, electric vehicle charging stations, blue ADA curbside parking spaces, on top of storm drains/grates, and cannot be installed within 15 feet of a fire hydrant or directly next to an intersection (LADOT, 2020).

Off-Street/Private Lot Dining



Figure 5. Off-Street Dining in Pacific Palisades

In Los Angeles, the AI Fresco program includes off-street parking lots as a designated outdoor dining type. This allows businesses to utilize their private off-street lots for outdoor dining. By repurposing these spaces, establishments can create inviting and socially-distanced dining areas, offering customers the opportunity to enjoy an outdoor, social dining experience (**Figure 5**). AI Fresco has temporarily overridden the section of Zoning Code that requires one parking space for each 100 square feet of gross floor area (LAMC § 12.21).

Eligibility Requirements

Restaurants, bars and cafes must have a \$300,000 minimum liability insurance policy and agree to hold the City harmless for any loss, liability or damage (LADOT, 2020). Due to the outdoor dining occurring away from moving vehicles, which is safer for patrons but there are also fewer restrictions for this category.



Temporary Food/Retail Pick-Up Zones

In addition to AI Fresco, the City introduced temporary pick-up zones to support food and retail businesses during the pandemic. LADOT provided temporary signs for 10-minute free parking, suspending parking meter collection in an effort to help businesses that opted to pivot to focus more on takeout sales during the pandemic. While not directly a part of the AI Fresco program, these zones were operated by LADOT and therefore have some minor inclusion in this research; however, as of February 2023, City Council has ended the local state of emergency order, and LADOT has subsequently terminated the temporary pick-up zone program (LADOT, 2023).



Literature Review

Prior to the COVID-19 pandemic, outdoor dining was uncommon and did not convert curbside/on-street parking spaces or private off-street parking lots. This is a significant topic as it involves a pandemic-related policy that has continued in the City without formal research on its impacts. Parking and land use policies have traditionally assumed that more parking is beneficial for cities, but studies have shown that increased parking leads to more cars and associated negative effects (Shoup, 2006). Given the recent nature of outdoor dining, there is limited academic research available. Instead, this report compiles previous research that explores related aspects such as curbside management, urban street design, repurposing public space, and parking requirements.

Urban Street Design

For the past century, planners and engineers in the United States have based concepts, guidelines and standards developed to prioritize vehicle movement on public streets (Brown, Morris, & Taylor, 2009). Current design standards that fit our modern urban life are heavily based in Complete Streets (CS) concepts. These concepts promote safe and accessible public rights-of-way for users of all abilities, primarily pedestrians, transit users, cyclists and Angelenos dining al fresco. By allowing outdoor dining patrons to occupy spaces where cars used to pay to park, the City of Los Angeles assumes revenue loss from the suspended parking meters and does not require reimbursement from business owners (LADOT, 2020).

As early as the 1930s, the broad appeal of the private automobile created a shift toward prioritizing streets to allow for the rapid and efficient flow of vehicle travel (Ben-Joseph, 2020). However, prior to the car boom, city streets operated not only as transportation corridors (mainly for electric streetcars), but also served as public spaces where activities and land uses met in the public right-of-way. Streets located in commercial corridors often served as “extended market place(s) where vendors sold from pushcarts and wagons”; while residential streets were vibrant with children playing and neighborhood events (Jackle & Skull, 2002; Norton, 2011). Although city streets are predominantly used for automobiles, they hold significant importance as one of the few remaining public spaces within urban areas. These public spaces play a crucial role by providing opportunities for people to connect with nature and engage in social, cultural, and

economic activities (Low & Smith, 2013). Nonetheless, urban public spaces have faced a decline in recent years due to a rise in securitization and privatization, leading to various concerns regarding economic inequality, racial and ethnic exclusion, and environmental injustice (Brain, 2019).

Repurposing Public Space

Repurposing public land is often a contentious forum, as many CS policies reflect a broader cultural change towards street design, yet many lack clear direction or authority necessary for change (Gregg and Hess, 2018). Due to the recent nature of outdoor dining, most research on repurposing streets and the public rights-of-way do not contain a direct review of outdoor dining; however, research does support repurposing streets for non-vehicular uses (Appleyard, 2021). Often the politics and economics are given much more weight than the simple enjoyments and social benefits.

CicLAvia, a semi-annual event in Los Angeles, closes certain streets to vehicle traffic, promoting multimodal use with a focus on cycling and walking. Research conducted at UCLA indicates that this car-free event benefits businesses, resulting in higher sales compared to the same day when cars are allowed on the streets (Brozen, 2020). Converting streets from car spaces to spaces for people does not necessarily have a negative impact on economic output. In fact, Brozen's study demonstrates how the re-activation of Wilshire Boulevard during CicLAvia led to increased sales for businesses, surpassing the previous Sunday's performance.

Curb Management

Prior to the COVID-19 pandemic, cities and states encountered challenges in implementing design changes to achieve safer and more multimodal urban streets, despite a growing demand for such improvements and design changes (Hawkes and Sheridan, 2009). The COVID-19 pandemic has fueled new demand for converting parking spaces into outdoor dining areas. Some of the most visible examples of outdoor dining are the curbside dining that occupies metered parking spaces directly in front or adjacent to the restaurant. Demand for urban street space, especially the curbside, has increased in recent years. In public street rights-of-way, cars, cyclists, pedestrians, rideshares (Uber, Lyft), scooters and outdoor dining are all competing for space at the curb (Gregg, 2022).

Repurposing a parking space into an outdoor dining area is a newer concept yet many studies exist with respect to repurposing a vehicle lane or parking space into a bus-only lane or protected bike lane (McCormick, 2012). The pandemic allowed us to reimagine our public spaces and the way we interact with them. By repurposing land previously occupied by cars, we create a new public-right-of-way that is more pedestrian friendly and social. For decades, debates have erupted around proposals to repurpose curbside parking, especially on commercial corridors. People-centric uses like bike lanes or parklets have been fought in the past (Gregg, 2022).

Sidewalks can vary by width in the commercial districts of Los Angeles, with a recent study finding a range between less than 5 feet to greater than 10 feet (Brozen, 2021). This study found disparities in sidewalk width across Los Angeles, with the neighborhoods of Downtown LA, Westwood, Cheviot Hills, and Studio City containing some of the widest sidewalks on average. Neighborhoods across South LA were found to have some of the narrowest sidewalks in commercial areas, which can restrict the participation of businesses in the Al Fresco program.

Outdoor Dining

Recognizing the benefits for struggling businesses and the public during the pandemic, public health and city officials implemented outdoor dining programs and parklets in various cities, such as New York, Chicago, and Toronto. These programs temporarily utilized public land, including curbside parking spaces, to support private businesses. However, it is important to explore potential drawbacks, such as the loss of parking spaces, noise, and litter, as well as the potential impact on city revenue. This research aims to address these considerations associated with curbside dining and its implications.

Recent research from New York City's Open Restaurants program, a program similar to Al Fresco, found that program participants significantly outperformed nearby control corridors in sales growth, growth in number of restaurants and bars, and keeping businesses open (NYC DOT, 2022). The report found a 44% increase in sales revenue compared to nearby control corridors. By promoting outdoor dining, the NYC Open Streets program was able to help businesses survive the pandemic and increase sales. In addition to strong economic benefits, this same study found that social benefits, such as a sense of community, value of city streets as public spaces, and promoting accessible transportation were some added benefits. Studies have found that New York City had implemented around 85 miles of Open Streets with more than 12,000 participants during their summer peak (Brody, Gregg, Hess, 2021). The program

converted some 8,550 publicly-owned curbside parking spaces for outdoor dining since the start of the pandemic (Meyer, 2021).

Similar research on the City of Toronto found that participating restaurants spent considerable investments on outdoor furniture, signs, upgrades, and maintenance. (CafeTO) This would suggest that businesses see the program as profitable and are just as willing as the city to help make the program work on a business-to-business level. This study found that the average estimated sales from the outdoor dining program were around \$140,000 USD per restaurant for their summer season. The research on the Toronto CafeTO and CurbsideTO programs report an estimated around \$2 million USD in lost parking meter revenue (2021). I will see if this trend is consistent with my research or whether the consistently warmer weather in Los Angeles translates into greater sales.

Walkability can be based on many factors, including perception of safety and comfort (Shoup, 2022). Walkability and street connectedness are important factors in areas thriving with outdoor dining. Outdoor dining is less feasible for businesses located on busy arterial streets with high car traffic. The Al Fresco program restricts curbside dining to streets with a speed limit of 30 MPH or lower, which means that certain streets are ineligible for the program.

Public Parklets

An ITE study from 2010 found that vehicle ownership is lower in transit-served areas than those that are not transit-served. (Faghri & Venigalla, 2013) This highlights how accessibility is not universal in Los Angeles and how tailored approaches to restaurants and areas may result in better use. Restaurants in highly walkable, but low density areas like Larchmont Village and Downtown San Pedro may show mixed results whereas highly dense, transit-connected neighborhoods like the NoHo Arts District and Westwood Village may translate into extremely successful Al Fresco dining corridors.

Neighborhoods in Los Angeles feature a range of access to transit, which can increase parking demand and distort demand for public transit (Ewing, 2001). This could cause certain case story corridors to perform poorly, due to auto-centric urban design. Urban areas with mixed-land uses like residential in a commercial corridor, allows residents walking access to shops and restaurants. Surveying areas used by residents and visitors help to determine inefficient parking use, like residential spillover or create parking scarcity (Liang, Brian, 2016).

Measuring the non-economic benefits of outdoor dining presents a research challenge. Harvard School of Health highlights health benefits like increased Vitamin D levels and access to exercise and fresh air, which can improve mood and protect against diseases (Harvard Health). Quantifying social benefits is difficult, but I plan to collect qualitative data through interviews with outdoor dining patrons and business owners. The social

benefits of outdoor dining during the pandemic are likely significant due to the isolating nature of the global event.

Minimum Parking Requirements

Parking minimums in the zoning code were originally intended to reduce road congestion, illegal parking, and cruising for parking spaces. However, they have led to negative consequences such as increased traffic congestion, air pollution, urban sprawl, higher housing costs, poor urban design, limited walkability, negative economic impacts, and hardships for those without cars. Research has shown that parking requirements lack scientific basis and logical correlation (Shoup, 2020; Shoup & Pickrell, 1978; Stangl, Katelyn).

The Institute of Transportation Engineers (ITE) Trip Generation Manual provides standards for estimating minimum parking requirements, but these standards have weak rationale (Shoup, 2020). The manual covers various land uses, including retail, commercial, office, restaurants, schools, theaters, barbershops, nail salons, and bars (ITE, 2021). Planners often view parking as an additional component to a development rather than assessing its costs and benefits independently (Shoup, Manville, 2005). Off-street minimum parking requirements prioritize constructing parking first before other aspects of a project, relying on the subsequent development to finance the parking lot (Fulton, 2001).

Parking occupies a significant amount of land in cities, with cars consuming close to half of the total land area and even up to two-thirds in Los Angeles (Manville, 2005). Parking regulations play a central role in American zoning. However, there is growing evidence of the negative impacts of parking requirements on the environment and housing affordability, leading some cities to reduce or eliminate such requirements in specific areas (Gabbe, 2019). Despite ranking lower in car ownership per capita, Los Angeles has dedicated a substantial amount of land to parking, contributing to urban sprawl. Removing parking minimums can foster denser, mixed-use neighborhoods that promote active transportation and reduce car dependency (Shoup, 2017).

In line with Jia and Wachs (1999), Litman (2010) asserts that minimum parking requirements not only raise construction expenses but also hinder the provision of affordable housing. According to Litman's estimations, the inclusion of a single on-site parking spot inflated construction costs by 6%. Furthermore, the addition of two parking spots resulted in a 16% cost increase, while three parking spots led to a substantial 34% surge in construction expenses. By eliminating or reducing the minimum parking requirements, cities can encourage development and reduce unnecessary parking supply (Hess, 2021). Many newer developments include Transit-Oriented Developments

(TOD), which can help reduce the demand for parking and create more pedestrian-friendly urban design (Smith, 2013).

The mostly abundant, typically free availability of parking poses a significant challenge in encouraging drivers to switch to alternative modes of transportation such as public transit, walking, or biking (Shoup, 2017). Private cars continue to be highly convenient and relatively inexpensive for transportation, primarily because drivers do not fully bear the costs associated with using and storing their vehicles (Shoup, 2017). Minimum parking requirements can encourage more car trips and make driving a more attractive option for vehicle owners, by hiding the true costs of parking (Pinski, 2018).

Existing zoning regulations can limit land use potential with parking spaces. These regulations can limit development. (Katherine Aguilar, Washington Boulevard) Minimum parking requirements force cities to spread out, creating sprawl which significantly increases the need for a car (Ewing, 1999) An oversupply of parking may result in an increase in vehicle ownership (Cervero & Arrington, 2008). As researched by Davis, Pijanowski, Robinson, and Kidwell (2010), a large amount of urban land is dedicated to parking, especially in auto dominated cities in the U.S. Los Angeles has a history with auto-centric policies, which are in stark contrast to the modernist Al Fresco program.

Research Methods and Design

This project focuses on a comparative analysis of the economic benefits of the AI Fresco program using sales tax revenue compared to parking meter revenue in the same curbside space. This report explores, to a lesser extent, outdoor dining on the sidewalk and in private off-street parking lots.

Research methods include:

Primary research questions

1. Did the AI Fresco program help keep businesses open during the pandemic?
2. Which source generated greater revenue for the City: parking meters or sales tax from outdoor dining?
3. Did the treatment corridors with AI Fresco demonstrate greater economic output than the control corridors without AI Fresco?
4. What are the social benefits of the AI Fresco program?
5. Has the AI Fresco program impacted parking demand?



Literature Review



Surveys & Public Comments



Parking Meter Revenue



Sales Tax Revenue

Data Collection

Quantitative

Sales Tax Revenue

The data utilized for this report was acquired from the Los Angeles Office of Finance ("Office of Finance"). Jaclyn Garcia, my client and a Senior Transportation Planner with LADOT, initiated a request to the Office of Finance, supplying a list of 52 restaurants in the treatment corridors and 14 restaurants in the control corridors (66 total). To preserve the anonymity of individual business revenue and establish a benchmark

for pre-pandemic and current/post-pandemic revenue levels, the Office of Finance provided aggregate data. The aggregate data used in this report represents 5-15 restaurants participating in the AI Fresco program within each treatment corridor and seven restaurants from each control corridor. The data spans from 2019 to 2022, allowing for a comprehensive comparison of sales tax revenue before, during, and after

the pandemic. The Office of Finance furnished the sales tax revenue data, filed annually and backdated, as "gross sales receipts" and "tax liability payments" in January and May 2023.

Parking Meter Revenue

I obtained a list of 249 single-space parking meters and 41 multi-space pay station spaces that were temporarily suspended for use in the L.A. AI Fresco program. This list, provided by LADOT's Parking Meters Division, was narrowed down to include only the 66 single-space parking meters occupied by curbside dining in the five treatment corridors. To gather revenue data, I cross-referenced these 66 parking meters with IPS' online portal, which offers meter revenue information for specified time periods. I requested revenue data from 2018 to the most recent available, which is 2022 for this report.

This report is limited to parking meters in the five selected treatment corridors and will use these neighborhoods as a proxy to measure the overall economic output from all restaurants participating in the AI Fresco program. The sales tax data of the 52 businesses participating in the AI Fresco program was collected, analyzed and sorted into the five treatment corridors: Westwood Village (16), NoHo Arts District (6), Abbot Kinney (6), Larchmont Village (11), and San Pedro (13). 14 businesses were surveyed in the control corridors. To estimate the revenue impact of curbside dining in temporarily suspended metered parking spaces, we projected the revenue loss for 2020-2022 using pre-pandemic (2019) meter revenue figures. The projected revenue loss assumes that the meters would have generated the same revenue as in 2019, although this is uncertain.

Selection of Treatment Corridors

Restaurants with Curbside AI Fresco Dining

For the purpose of this research, LADOT provided a list of nearly 3,000 businesses that received AI Fresco authorizations between May 2020 and May 2023. The data are based on businesses with permitted temporary authorizations for sidewalk, off-street lots and curbside dining. The application data was narrowed down to the treatment and control corridors and refined to the 66 restaurants in this study. As such, this report may not reflect all businesses currently operating curbside dining; however, it is important to note that the publication of this research coincides with the rollout of the permanent L.A. AI Fresco program and completion of the temporary program.

Restaurants without AI Fresco Dining

Control/non-AI Fresco corridors were selected due to their non-participation in the program. As such, I referenced the above-mentioned LADOT AI Fresco applicant data to screen out restaurants with AI Fresco authorizations. This led me to the control corridors in Hollywood and Studio City, which feature similar pedestrian-oriented commercial corridors but lack outdoor dining. I then selected ten restaurants from each corridor and narrowed them down to seven each with the help of my client advisor, Jaclyn Garcia. Once our non-AI Fresco list was finalized, we submitted a data request to the Office of Finance, which populated our 2018-2022 data in early May 2023.

Qualitative

Surveys

This report analyzed two surveys conducted by Los Angeles Department of City Planning (LADCP) during the summer of 2022 as part of the AI Fresco program's transition to a permanent initiative. The surveys were released to businesses and the general public involved in the program, with a total of 308 business owner responses and 2,775 responses from the general public. Additionally, I conducted a separate survey in April 2023, targeting business owners in the treatment/AI Fresco corridors; however, there were few respondents, limiting the depth of the discussion. To compensate, the LADCP surveys, which included a larger number of business owner and dining patron responses, have been heavily utilized to enhance the comprehensive analysis of the AI Fresco program.

Public Comments

Public comments were sourced from the City Clerk's Council File Management System (CFMS) on Council File (CF) 20-1074, which is the council file for the temporary AI Fresco program and the transition into the permanent outdoor roadway dining in the public-right-of-way ordinance. These valuable qualitative comments include Community Impact Statements (CIS) from Neighborhood Councils, and feedback from stakeholders, including members of the public, business owners, and neighbors in close proximity to outdoor dining. These public comments offer insight into the benefits and challenges of the L.A. AI Fresco program.

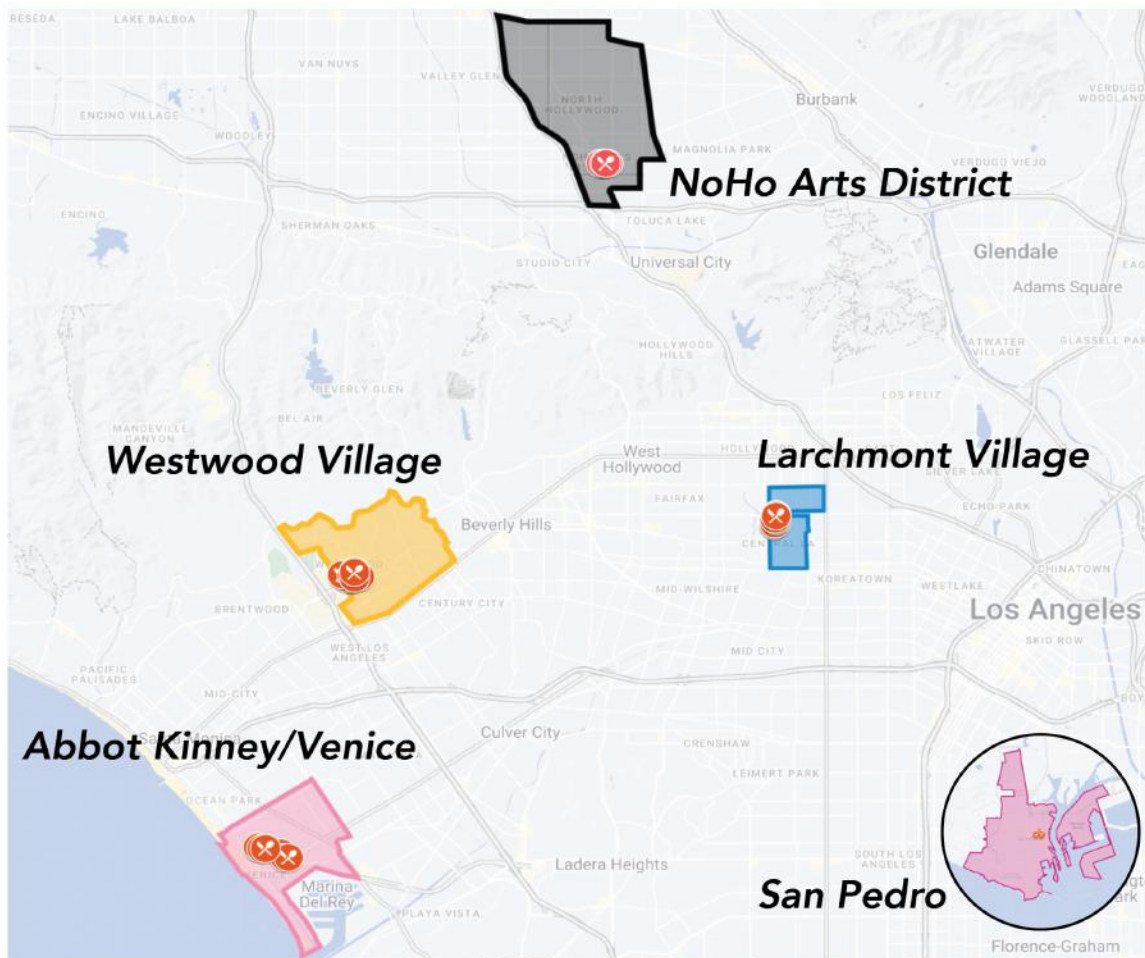
Research Limitations

This report examines parking meter revenue and sales tax data from five treatment corridors and two control corridors. The survey includes 66 restaurants and 66 parking meters, representing a portion of the restaurants in the temporary AI Fresco outdoor dining program. The analysis primarily focuses on curbside dining and does not consider

revenue from sidewalk or off-street dining. The Office of Finance provided anonymized aggregated revenue figures, limiting individual business performance analysis. Instead, the aggregate data is compared to the total revenue of parking meters occupied by curbside Al Fresco dining in each corridor.

LA Express Park is LADOT's dynamic on-street parking system that adjusts meter rates based on real-time occupancy. It is currently only piloted in a few areas, including Westwood Village, Hollywood, and Venice. However, comparing the fluctuating rates of LA Express Park in these pilot areas with the standard rate parking meters outside the program may present challenges and study limitations. The differences in pricing structures and parking behavior between the two systems could hinder accurate comparisons of meter revenue due to an assumed increase in turnover and revenue generation in the LA Express Park pilot areas. This research only conducts a review of the revenue from parking meters and does not include any analysis of the revenue earned from parking enforcement, though a recent report has found parking tickets in the City do generate several hundred million dollars annually (NBC4, 2021). Meters in Hollywood were excluded from the analysis since the corridor did not participate in curbside Al Fresco dining, resulting in zero meters used as curbside dining.

Case Study Corridors



Treatment/Al Fresco Corridors

The treatment corridors were selected based on their high levels of participation in the Al Fresco program. Corridors were also selected based on factors that could influence the success of outdoor dining in each neighborhood, such as land use zoning, urban design, density, accessibility and distance to transit. The goal was to assess whether diverse land uses and neighborhood characteristics played a role in the program's success. With the exception of Abbot Kinney Boulevard in Venice, all case study areas have on-street parking meters though only the treatment corridors have converted parking spaces into outdoor dining. The parking rates vary throughout the City, which may result in variations to parking demand and meter revenue. Analyzing the program's impact on parking revenue can help the City determine the economic feasibility of transitioning into a permanent outdoor dining program.

Larchmont Village

Larchmont Boulevard - 90004

Between Beverly Boulevard to the north and 1st Street to the south.



Larchmont is a half-square mile neighborhood situated in the heart of Los Angeles, and is renowned for its historic charm, tree-lined streets, and vibrant commercial scene. The primary commercial corridor, Larchmont Village spans Larchmont Boulevard and offers a pedestrian-friendly environment. Larchmont Village serves as a bustling commercial district within a low-density residential area, with predominantly R-1 single-family housing. This unique contrast combines suburban characteristics with urbanization in central Los Angeles. The wide sidewalks, inviting shops, and restaurants with indoor and outdoor dining options contribute to an active street life within this neighborhood.

NoHo Arts District

Magnolia Boulevard - 91601

Between Lankershim Boulevard on the west and Vineland Avenue on the east.



The NoHo Arts District is a vibrant and diverse commercial and artcraft district in the San Fernando Valley. It is defined by the North Hollywood-Valley Village Community Plan, specifically the NoHo Commercial and Artcraft District specific plan. The neighborhood has a unique mix of residential, commercial, and industrial land uses, with a dense population.

The NoHo Arts District also features convenient access to transit, including the terminus for both the Metro G/Orange Line electric Bus Rapid Transit (BRT) system and the Metro B/Red Line heavy rail subway. Magnolia Boulevard, a primary commercial corridor, embraced outdoor dining during the pandemic and opted for a full curbside parking lane closure between Lankershim Boulevard and Vineland Avenue.

San Pedro

Downtown - 90731

Concentrated downtown on 5th, 6th and 7th Streets.



Downtown San Pedro is a vibrant historic neighborhood with a transit-oriented commercial center, emphasizing dense residential and commercial activity. The San Pedro Community Plan promotes a walkable downtown with diverse amenities, parks, and a focus on pedestrian-friendly streets. According to the Plan, commercial land covers just 6% of the area, while residential land makes up 65%, with a mix of single-family and multi-family homes. The plan aims for affordability, denser neighborhoods, and a balanced community.

Westwood Village

Go Bruins! - 90024

Located south of UCLA, north of Wilshire Boulevard, between Hilgard Avenue on the east and Gayley Avenue to the west.



Westwood Village is an active neighborhood on the westside of Los Angeles, known as the home of UCLA and the Bruins. It offers a mix of shops, restaurants, and entertainment venues. The village has art deco architecture, wide sidewalks, and outdoor seating. The Westwood Community Plan defines it as a retail center primarily serving the local community. Zoning restrictions consider the pedestrian-oriented character, and the area features a mix of community commercial and residential zones. The Westwood Village Specific Plan aims for a balanced mix of uses and an appealing environment for residents, office employees, and UCLA students. The district is highly walkable with outdoor dining options.

Venice/Abbot Kinney

Abbot Kinney Boulevard - 90291

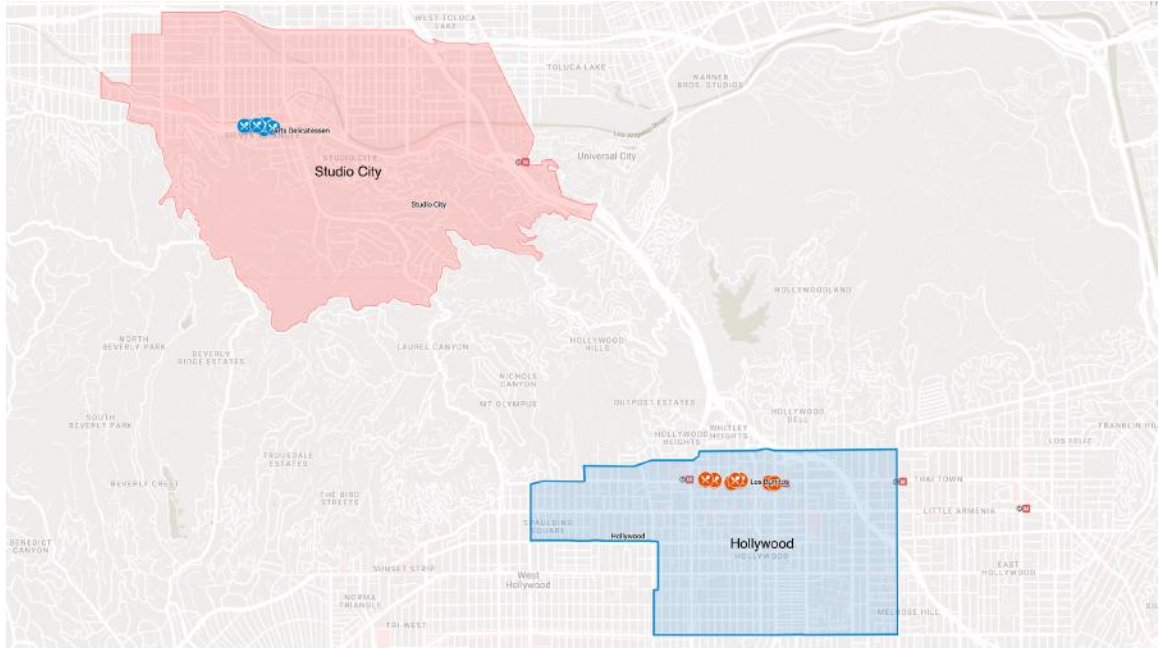
Between Main Street on the west and Venice Boulevard on the east.



Abbot Kinney is a trendy neighborhood in Venice, named after its founder. The neighborhood is known for its stylish boutiques, art galleries, restaurants, and coffee shops and its colorful storefronts and outdoor patios. Abbot Kinney Boulevard is zoned as commercial and surrounded by low to medium density residential housing. It is easily accessible by public transit, car and more active transportation like walking or biking, making it convenient for residents and visitors alike.

The Venice Community Plan designates Abbot Kinney as a pedestrian-oriented area with retail shops, restaurants, and art galleries. There are no parking meters in this area, as parking-related matters in the Coastal Zone are regulated by the California Coastal Commission which considers free parking an equity measure.

Control/Non-AI Fresco Corridors



Hollywood and Studio City were chosen as control corridors due to their low level of participation in curbside, sidewalk, and off-street AI Fresco outdoor dining. The surveyed restaurants in Hollywood and Studio City are not part of the program, enabling a comparison to identify similar trends as observed in the treatment corridors with AI Fresco outdoor dining. This analysis aims to determine the impact of the AI Fresco program on economic benefits for businesses. The neighborhoods of Hollywood and Studio City are somewhat similar in area and population compared to the treatment corridors in order to maintain the most relevant comparison.

Hollywood

Hollywood Boulevard - 90028

Spanning from Highland Avenue on the west to Vine Street on the east.



Hollywood is a world-famous neighborhood known for its association with the entertainment industry. It encompasses the iconic Hollywood Sign, the Walk of Fame, and numerous studios, theaters, and landmarks that make it a cultural and tourist hub. The Hollywood Walk of Fame is one of the main attractions in Los Angeles, receiving an estimated 10 million visitors per year (LA Times, 2010). Hollywood Boulevard and sections of Vine Street honor the accomplishments of notable individuals in the entertainment industry with over 2,700 stars and counting (BBC, 2021). It attracts visitors from around the world who come to experience a taste of Hollywood glamor, while paying homage to their favorite celebrities.

Studio City

Ventura Boulevard - 91604

Between Whitsett Avenue on the west to Laurel Canyon Boulevard on the east.



The CBS Radford Studio Center is the primary tenant of the largest industrial site in the area, while properties along Ventura Boulevard feature a combination of pedestrian-friendly storefronts and office structures (LA Times, 2023). Studio City's focal point is the busy commercial corridor on Ventura Boulevard between Laurel Canyon Boulevard and Coldwater Canyon Boulevard. Additionally, there is a portion of the L.A. River running through the neighborhood, and there have been calls to potentially develop the west side of Laurel Canyon, north of Ventura Boulevard, with a Village concept emphasizing its proximity to the river, aligning with the vision expressed by residents during community plan update meetings.

Findings and Analysis

The temporary AI Fresco program has been successful in keeping businesses open during the pandemic and provided a social outlet for Angelenos during times of uncertainty. My findings have revealed that the AI Fresco program has not only been successful in keeping restaurants afloat, but has also allowed restaurants to generate more sales than pre-pandemic. The five treatment corridors generated almost \$65 million in gross sales in 2022, compared to around \$53 million in 2019, representing a 30% average increase in sales.



of restaurants
stayed open



\$12M in economic
benefits



\$211,000/year
in meter losses



Average increase
in sales

Key findings from the AI Fresco program

- L.A. AI Fresco was successful in keeping more than 80% of businesses open during the COVID-19 pandemic
- Treatment corridors with AI Fresco witnessed an impressive increase of \$12 million in gross sales
- Parking meters converted into curbside dining experienced an annual revenue loss of around \$211,000
- Control corridors without AI Fresco performed poorly in comparison
- Off-street parking lot dining emerged as the preferred and widely embraced option for outdoor dining
- No perceived impacts to parking demand

An important feature of the AI Fresco program is the ability to convert parking spaces, either on-street or off-street, which this research finds allows participating restaurants to increase and often double their restaurant floor space and seating capacity. This was instrumental at a time where indoor dining was either prohibited or restricted to fewer occupants to meet social distancing guidelines and health orders. As a result, additional chairs and tables are used and restaurants are able to accommodate more outdoor dining patrons and generate greater revenue. The majority of businesses increased their number of chairs by 25-49 and have maintained their increased outdoor seating capacity (LADCP, 2022). All five treatment corridors with AI Fresco generated more gross sales and tax revenue in 2022 than they generated pre-pandemic, which suggests that the

program has been successful in keeping businesses open, and also in helping to generate more sales and serve more patrons.

Approximately 80% of surveyed businesses stated that they would have closed if not for the program's support (LADCP, 2022). The program fostered employment retention and growth, as businesses expanded or maintained their service areas through outdoor dining conversions. By April 2023, the program had enrolled over 5,000 participants, with 52% of them utilizing the program's relaxed minimum parking requirements to transform their private off-street parking lots into outdoor dining areas (LADOT, 2023). The program's ability to reduce or eliminate parking spaces has been well-received by business owners and has revitalized these areas as vibrant economic and social spaces.

Around 3% of Al Fresco businesses utilize curbside dining in metered on-street parking spaces, while 45% opt for outdoor dining on the sidewalk. Moreover, 52% of participants leverage the program's flexibility in minimum parking requirements to convert their off-street lots into outdoor dining areas. The program's ability to reduce or remove minimum parking requirements has emerged as a crucial element in supporting businesses amid the pandemic. This study reveals that off-street dining is the preferred option, with no observed impacts on parking demand. These findings suggest that minimum parking requirements impose burdens and restrict economic activity.

Economic Analysis

Sales Tax Revenue

The Al Fresco program actively contributed to sustaining businesses during the pandemic. By analyzing gross sales receipts and sales tax liability payments from businesses within the treatment corridors and the control corridors, we ascertain that the Al Fresco program successfully generated increased sales tax revenue specifically for the treatment corridors with Al Fresco. This study evaluated the gross sales receipts and sales tax liability payments derived from 66 restaurants situated in five treatment corridors (consisting of 52 establishments) and two control corridors (14 establishments). All treatment corridors, except for NoHo Arts District, notably yielded considerably higher tax revenue for the City, resulting in a total contribution of \$41,000 or a 36% increase (**Table 3**). Combined, the five treatment corridors generated over \$101,831 in tax revenue for the City in 2022, compared to \$60,424 in 2019. The Al Fresco program contributed significantly to the generation of nearly \$65 million in gross sales in 2022 for the treatment corridors. This amount reflected a noteworthy increase of \$12 million compared to the sales in 2019. The \$12 million growth in gross sales for the five treatment corridors averaged at around 30% in 2022, resulting in an additional \$41,400 in tax payments to the City as compared to 2019 (**Table 2**). The average tax paid by one

restaurant in the treatment corridor in 2022 amounted to \$3,518, which is an increase of \$1,000 compared to 2019.

Table 1. Gross Sales Revenue in Treatment Corridors

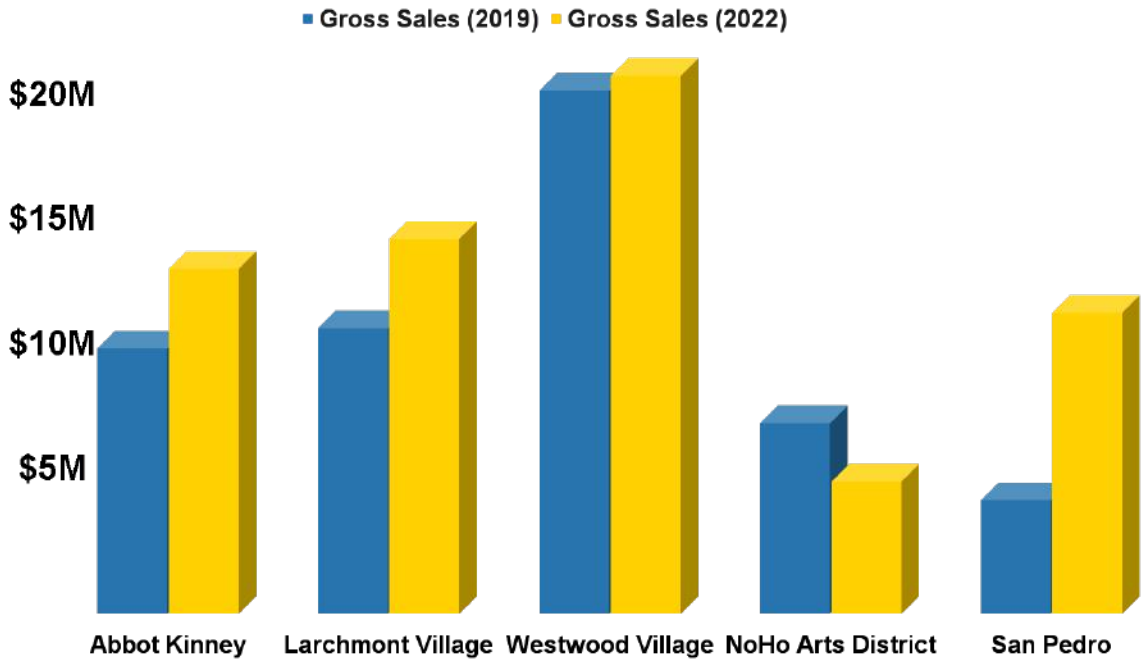


Table 2. Gross Sales in Treatment Corridors

CORRIDOR	CURBSIDE RESTAURANTS	GROSS SALES (2019)	GROSS SALES (2022)	DIFFERENCE (\$ and %)	
Larchmont Village	11	\$10,886,108	\$14,290,636	\$3,404,528	+31%
NoHo Arts District	6	\$7,250,927	\$5,033,291	-\$2,217,636	-44%
San Pedro	13	\$4,312,514	\$11,484,749	\$7,172,235	+166%
Westwood Village	16	\$19,934,292	\$20,507,687	\$573,395	+3%
Venice	6	\$10,119,535	\$13,149,906	\$3,030,371	+30%
Totals:	52	\$52,503,376	\$64,466,269	\$11,962,893	+30%

Source: LADOT and Office of Finance (2023)

Table 3. Tax Revenue in Treatment Corridors

CORRIDOR	TAX REVENUE (2019)	TAX REVENUE (2022)	DIFFERENCE (\$ and %)	
Larchmont Village	\$13,830	\$20,333	\$6,503	32%
NoHo Arts District	\$9,211	\$8,089	-\$1,122	-14%
San Pedro	\$5,479	\$17,808	\$12,329	70%
Westwood Village	\$19,051	\$26,296	\$7,245	38%
Venice	\$12,854	\$29,305	\$16,451	56%
Totals:	\$60,424	\$101,831	\$41,406	36%

Source: LADOT and Office of Finance (2023)

Allocation and Distribution of Local Sales Tax Revenue

Under LAMC Section 21.03, individuals conducting business in the City must obtain a Tax Registration Certificate (TRC) and pay annual business taxes. The Office of Finance collects local business taxes, while the California Department of Tax and Fee Administration (CDTFA) handles state-level Sales and Use Tax. Sales tax rates in California cities include state, local, and district components. The Office of Finance provides aggregated sales tax data from multiple businesses to ensure anonymity. However, individual sales data for restaurants during the pandemic is not available for comparison in this research.

I examined the three main tax revenue sources for California: personal income taxes, property taxes, and sales and use taxes. Sales and use taxes, along with other revenue streams, contribute significantly to local and state funding. For this research on the Al Fresco program's economic impact, only local sales tax revenue was analyzed. In Los Angeles, restaurants and bars pay retail sales tax based on their sales, with varying rates and deductions allowed. Under the City's Uniform Local Sales and Use Tax Ordinance, the City receives 1% of gross sales receipts, while the remaining 99% goes to the State of California (LAMC § 21.6.4). The City allocates a substantial portion of sales tax revenue to its General Fund, supporting essential services and pension obligations for the Los Angeles Police Department (LAPD) and Los Angeles Fire Department (LAFD).

Parking Meter Revenue

The five treatment corridors analyzed in this report consumed a total of 66 metered parking spaces, converted into curbside dining areas. Based on the revenue generated in 2019, these 66 parking meters generate around \$211,000 per year (**Table 4**). If these 66 parking meters continued operation for the past three years and generated the same as 2019, this would represent an approximate revenue loss of \$633,000 for the City. Based on these findings, the average loss per metered parking space would be around \$2,400 per year.

Table 4. Projected Meter Revenue Loss

CORRIDOR	CURBSIDE RESTAURANTS	OCCUPIED METERS	METER REVENUE (2019)	AVERAGE PER METER
Larchmont Village	11	20	\$70,849	\$3,542
NoHo Arts District	6	17	\$39,036	\$2,296
San Pedro	13	13	\$13,939	\$1,072
Venice/Abbot Kinney	6	0	\$0	\$0
Westwood Village	16	16	\$87,251	\$5,453
Totals	52	66	\$211,075	\$2,472

Source: LADOT (2023)

Allocation and Distribution of Parking Meter Revenue

The Special Parking Revenue Fund (SPRF), administered by LADOT, manages all revenue collected from parking meters and City-owned off-street parking facilities. The SPRF funds are dedicated to various purposes, including the operation, maintenance, and technological investments related to parking meters and spaces. Additionally, the SPRF supports the development and maintenance of off-street parking lots, street and curb painting, debt repayment, and bond payments. Any surplus funds remaining after

fulfilling obligations may be transferred to the Reserve Fund for general governmental use, as determined by the City Council (LAMC § 5.117).



The Reserve Fund serves as the City's emergency reserve and covers excesses from the General Fund. The General Fund can be allocated to various other funds, including pensions, harbor, library, park, recreation, power, reserve, water, and bond funds, as well as other funds required by law. Additionally, any revenues and receipts not pledged by law or Charter are credited to the General Fund (LAMC § 5.116).

Citywide Meter Revenue Impacts

There are 291 metered on-street parking spaces that have been converted into curbside dining (LADOT, 2022). Based on revenue generated by these 291 parking spaces in 2019, LADOT projects an annual revenue loss of around \$913,000 due to the AI Fresco program. Based on these 291 metered parking spaces, the average annual revenue for one metered space was around \$3,100.

Comparatively, LADOT's SPRF Five-Year Operations and Maintenance Plan, projects that their 34,000 parking meters citywide will generate an annual revenue of around \$56 million for Fiscal Year 2019 (CF 15-1450). This does not include the additional projected revenue of \$22 million from their 116 off-street parking lots. Published before the COVID-19 pandemic, the same five-year plan reveals that LADOT operates at a deficit once expenditures are considered, such as city staff salaries, capital expenses, debt services. Other programs like LADOT Transit, which has operated free-of-charge since March 2020 as another COVID-related measure, has also presumably cost the City (LADOT, 2020). This emphasizes the significance of this research on the true economic impacts of the AI Fresco program for Los Angeles.

Competing demands for curb space has resulted in fewer parking meters and reduced revenue for the City. LADOT has removed over 200 metered spaces for various purposes, and capital improvement projects have permanently eliminated over 540 parking spaces and 100 meters. These losses in meter revenue can constrain funding for transportation projects, including initiatives like L.A. AI Fresco that prioritize street repurposing for public benefit.

Temporary Food and Retail Pick-Up Zones



During the course of the program, 594 meters were suspended for pick-up zones, along with 291 metered parking spaces for Al Fresco businesses citywide. The projected annual revenue loss for these 594 meters is estimated at \$1.16 million, potentially resulting in a total loss of nearly \$3.5 million. The revenue loss from the collective 885 suspended parking meters used as a pick-up zone or curbside Al Fresco is approximately \$2.1 million annually, impacting both the SPRF and the General Fund.³

Revenue Impact to City of Los Angeles

Al Fresco participants in metered spaces are exempt from reimbursing the City for meter losses. Previously, the LADOT implemented a Meter Revenue Recovery Fee (MRRF) for the removal of metered parking spaces, determined by factors such as meter revenue over 12 months. Full payment was required prior to obtaining final approval and permit, including additional costs for meter-related services (LADOT, 2020).

³ Curbside dining (\$912,545) + Pick-up zones (\$1,162,643) = \$2,075,188 (based on 2019 revenue)

Treatment/Al Fresco Corridors

Westwood Village



Westwood Village, on LA's westside, is a walkable commercial area linked to transit, serving UCLA. Since 2015, the neighborhood has gained from dynamic parking rates via the LA Express Park program, boosting turnover and meter revenue for the City. The sixteen parking meters that have been occupied by outdoor dining generated around \$90,000 per year in revenue prior to suspension for the Al Fresco program (**Table 5**). Comparatively, the converted dining areas generated around \$20 million in sales and \$26,000 in tax revenue (**Table 6**). The Al Fresco program's flexibility and outdoor dining's capacity to accommodate a larger number of people compared to one parked car highlight its transformative impact. By converting parking spaces into dynamic economic and social areas, the program expands restaurant seating and generates economic activity. Outdoor dining spaces created through the program cater to multiple individuals simultaneously, enhancing efficiency and inclusivity. These spaces also foster social interaction and a sense of community, contributing to the overall vibrancy of the city. The program's adaptability and effectiveness in repurposing underutilized urban spaces drive economic growth and promote social cohesion.

Table 5. Westwood Village Sales v. Meters

CURBSIDE RESTAURANTS	GROSS SALES (2022)	TAX REVENUE (2022)	OCCUPIED METERS	METER REVENUE (2019)
16	\$20,507,687	\$26,296	16	\$87,251

Source: LADOT and Office of Finance (2023)

Table 6. Westwood Village 2019 v. 2022

CURBSIDE RESTAURANTS	GROSS SALES (2019)	SALES TAX REVENUE (2019)	GROSS SALES (2022)	SALES TAX REVENUE (2022)
16	\$19,934,292	\$19,051	\$20,507,687	\$26,296

Source: LADOT and Office of Finance (2023)

Venice/Abbot Kinney



Due to the lack of on-street metered parking on Abbot Kinney Boulevard, the analysis does not assess parking meter revenue loss; however, it reveals that the AI Fresco program generated nearly double the sales tax revenue in 2022 compared to 2019 (**Table 7**). Plans are underway to improve parking management strategies, including the installation of 196 on-street metered spaces to enhance business accessibility throughout the day. The success of outdoor dining in this area may encourage city decision-makers to allocate curbspace for outdoor dining instead of converting it solely into on-street metered parking spaces (LADOT, 2020).

Table 7. Venice/Abbot Kinney 2019 v. 2022

CURBSIDE RESTAURANTS	GROSS SALES (2019)	TAX REVENUE (2019)	GROSS SALES (2022)	TAX REVENUE (2022)
6	\$10,119,535	\$12,854	\$13,149,906	\$29,305

Source: LADOT and Office of Finance (2023)

Larchmont Village



Larchmont Village was found to have lost around \$70,000 in parking meter revenue per year, based on the revenue generated at the same 20 parking meters in 2019 (**Table 8**). In contrast, the corridor generated nearly \$3.5 million (or 24%) more in sales in 2022 compared to 2019 (**Table 9**). Larchmont Village has become a successful model for outdoor dining due to its walkable, pedestrian-friendly commercial corridor. The success of this area is due to a combination of factors, including its pedestrian-friendly layout, the availability of off-street parking lots.

Table 8. Larchmont Village Sales v. Meters

CURBSIDE RESTAURANTS	GROSS SALES (2022)	TAX REVENUE (2022)	METERS	METER REVENUE (2019)
11	\$14 M	\$20,333	20	\$70,849

Source: LADOT and Office of Finance (2023)

Table 9. Larchmont Village 2019 v. 2022

CURBSIDE RESTAURANTS	GROSS SALES (2019)	TAX REVENUE (2019)	GROSS SALES (2022)	TAX REVENUE (2022)
11	\$10,886,108	\$13,830	\$14,290,636	\$20,333

Source: LADOT and Office of Finance (2023)

Downtown San Pedro



San Pedro embraced outdoor dining early on, with a focus on creating a public parklet/outdoor dining program that gained momentum in 2018. The local collaborative efforts resulted in a unified curbside dining appearance. This successful example demonstrates what can be achieved when stakeholders work together to repurpose public space, and stimulate economic activity. San Pedro's coordinated effort has led to significant economic growth, with a 63% increase in sales, amounting to over \$7 million more in revenue in 2022 compared to 2019 (**Table 10**). In contrast, parking meters generated only around \$14,000 annually, compared to the \$18,000 in sales tax paid to the City (**Table 11**).

Table 10. San Pedro Sales v. Meters

CURBSIDE RESTAURANTS	GROSS SALES (2019)	TAX REVENUE (2019)	METERS	METER REVENUE (2019)
13	\$11,484,749	\$17,808	13	\$13,939

Source: LADOT and Office of Finance (2023)

Table 11. San Pedro 2019 v. 2022

CURBSIDE RESTAURANTS	GROSS SALES (2019)	TAX REVENUE (2019)	GROSS SALES (2022)	TAX REVENUE (2022)
13	\$4,312,514	\$5,479	\$11,484,749	\$17,808

Source: LADOT and Office of Finance (2023)

NoHo Arts District/Magnolia



Figure 6: Magnolia Boulevard (Summer 2020)

Magnolia Boulevard offered a colorful, shared on-street dining experience (**Figure 6**); however, as of April 27, 2023, the entire parking lane dining area on the south side of the block between Lankershim Boulevard and Vineland, has been removed. Meters have been reinstalled, and the parking lane has been restored (**Figure 7**). Despite its successful design, the outdoor dining generated less revenue in 2022 compared to pre-pandemic and cost nearly \$40,000 a year in meter revenue (**Table 12**). This may be the reason the business owners, BID and LADOT, opted to remove the curbside parking lane dining operation after three years of operation.



Figure 7. Magnolia Boulevard, (May 2023)

Table 12. NoHo Arts District Sales v. Meters

CURBSIDE RESTAURANTS	GROSS SALES (2022)	TAX REVENUE (2022)	METERS	METER REVENUE (2019)
6	\$5,033,291	\$8,089	17	\$39,036

Source: LADOT and Office of Finance (2023)

Table 13. NoHo Arts District 2019 v. 2022

CURBSIDE RESTAURANTS	GROSS SALES (2019)	TAX REVENUE (2019)	GROSS SALES (2022)	TAX REVENUE (2022)
6	\$7,250,927	\$9,211	\$5,033,291	\$8,089

Source: LADOT and Office of Finance (2023)



Figure 8. Curbside Dining on Magnolia Boulevard (2020)

Control/Non-AI Fresco Corridors



Figure 9. Hollywood Walk-of-Fame

Hollywood and Studio City

Results of this research found that the control corridors did not perform as well, compared to corridors with AI Fresco. Hollywood generated 40% less sales revenue (\$5 million) in 2022 compared to 2019 (**Table 14**). Studio City was basically flat, generating only \$60,000 or less than 1% more in sales in 2022 compared to 2019.

The Hollywood United Neighborhood Council (HUNC) supported the permanent AI Fresco ordinance but raised concerns and suggested implementing a more arduous process that could hinder its success. Noise concerns were also highlighted by respondents, particularly with curbside dining. Streets like Ventura Boulevard, designated as a major highway, prioritize cars and lack pedestrian-friendly features, which is common on many streets in the San Fernando Valley.

In the Hollywood control corridor, the seven surveyed restaurants collectively experienced a significant decrease in revenue in 2022 compared to 2019, with a decline of \$5 million or 40%. On the other hand, the seven restaurants in the Studio City control corridor saw a marginal increase of approximately 1% or \$60,000 in revenue in 2022 compared to 2019, indicating relatively stable performance even without the AI Fresco

program. The average sales tax revenue per restaurant in the control corridors amounted to around \$2,000, while in the treatment corridors, it was \$3,500, indicating a significant difference of 75%. It's important to note that no parking meter revenue data is available for the control corridors since they did not participate in the AI Fresco program, resulting in no conversion or occupancy of parking meters.

Table 14. Control Corridors 2019 v. 2022

CORRIDOR	GROSS SALES (2019)	SALES TAX REVENUE (2019)	GROSS SALES (2022)	SALES TAX REVENUE (2022)	DIFFERENCE
Hollywood	\$13,246,664	\$16,825	\$8,050,276	\$10,227	\$5,196,388 or -40%
Studio City	\$9,262,975	\$11,767	\$9,322,044	\$11,841	\$59,069 or 1%

Source: LADOT and Office of Finance (2023)

Social Benefits

During the pandemic, AI Fresco dining provided one of few social escapes for Angelenos confined to their homes, far removed from the social interactions of yesteryear. The introduction of the outdoor dining program transformed areas like public rights-of-way and off-street parking lots into community gathering spaces and sanctuaries from the chaos of the pandemic. Since then, the AI Fresco program has fostered an atmosphere where people can come together and engage in vibrant, colorful, and energetic spaces, promoting a strong sense of community and social connection. Based on this research, the AI Fresco program not only boosts economic activity but also generates social benefits by converting parking spaces into inviting areas for people to gather and enjoy.

The surveys conducted for the development of the permanent L.A. AI Fresco ordinance revealed that the business owner respondents expressed a predominantly positive experience with the program and exhibited a strong commitment to participating in the permanent program (LADCP, 2022). The survey findings indicated that the majority of participating business owners offered various amenities to diners, such as portable heaters, lighting, planters, fencing, and safety features like K-rails or similar barriers to ensure protection from the travel lane.

Highlights from Business Owners



Additionally, respondents in the general public survey reported an overall friendly ambience and vibrancy in their neighborhoods since the implementation of the AI Fresco program (LADCP, 2022). The introduction of outdoor AI Fresco dining has resulted in the development of a stronger sense of community, leading to improved walkability in neighborhoods and increased interaction with neighbors through open dialogue. Notably, a noteworthy proportion of respondents (3.5%, representing 97 survey participants) expressed their belief that the AI Fresco outdoor dining program significantly contributed to a vibrant street life in the City (LADCP, 2022). These individuals emphasized that the program facilitated visible

civic and economic activity, ultimately enhancing the overall quality of life in their respective neighborhoods.



Figure 10. Coffee Date in Brentwood

Outdoor dining has yielded a distinct social advantage by fostering a sense of community and promoting social connections (LADCP, 2022). By establishing outdoor spaces that facilitate communal gathering, dining, and shared enjoyment, outdoor dining serves as a catalyst for cultivating a distinct sense of place and social opportunities. This research has revealed that a substantial majority of respondents (96%), encompassing restaurant patrons, neighboring business owners, community-based organizations, and residents, expressed positive experiences with the AI Fresco program (LADCP, 2022).

In the LADCP survey, respondents had the opportunity to select different types of AI Fresco outdoor dining options they had experienced. The primary reason cited for choosing to dine outdoors was concerns about public health, followed closely by a desire to support local businesses and favorable weather conditions. The majority of respondents expressed no concerns regarding the AI Fresco dining program, although approximately one-third of respondents expressed unease about curbside dining, in close proximity to traffic. Weather also played a role in the decision to dine outdoors for approximately 21% of the respondents, while an additional 45% indicated that it depended on colder temperatures and the availability of outdoor coverings. When it

came to overhead cover, such as canopies, tents, or umbrellas, around 11% of the respondents preferred them. However, about 58% stated that their preference for dining outdoors, with or without overhead cover, depended on the prevailing weather conditions. Interestingly, the survey revealed that 80% of the respondents did not experience any parking issues when visiting Al Fresco restaurants participating in the program.



Figure 11. Off-Street Dining at the Apple Pan in Westwood

Many respondents shared similar sentiments about the program, including “Thank you for supporting the Hospitality Industry and the cultural importance of the human connection through food” (LADCP, 2022). In fact, the survey found that nearly 80 respondents provided comments on the positive impacts of the program, with the most frequent focus on how the program served as a safety net allowing businesses to stay open during the pandemic. Many others expressed strong support for the continuation and expansion of the program, emphasizing its contribution to local businesses and the enhanced quality of dining options in Los Angeles (LADCP, 2022).



Figure 11. Curbside Dining in South Los Angeles

In addition to the economic benefits generated by the L.A. Al Fresco program, the majority of survey respondents and public comments also underscore the diverse social benefits of the program. Marley Dowling, a community member, expressed the belief that Los Angeles has the potential to be renowned for its outdoor dining experience, stating, "We live in the best city in the world to eat outside. (The L.A. Al Fresco program) could and should be something Los Angeles is known for, even a magnet for tourism. Let's make Los Angeles known for it!" Matt Wait, a member of the public, provided a clear and persuasive statement of support, saying, "Angelenos love this program" (LADCP, 2022).

The Mid-City West Neighborhood Council praised the program, stating that it revitalized previously empty parking lots with bustling crowds, full of people enjoying meals. The Los Feliz Neighborhood Council, representing over 50 restaurants and their patrons, supported the temporary program and urged the City to make the Al Fresco program permanent. They emphasized that outdoor seating not only supports local restaurants but also boosts adjacent retail businesses and benefits the wider neighborhood economy.

The Central City Association of Los Angeles (CGA), founded in 1924 to promote policies and projects in Downtown Los Angeles, submitted a public comment emphasizing the social advantages and urging city officials to consider street modifications that promote multi-modal transportation and improve pedestrian safety. They highlighted the potential benefits for the 85,000 residents of Downtown Los Angeles who would gain access to additional open and active recreational spaces. Other responses echoed similar sentiments, noting the program's positive impact on the community, such as the enhanced vibrancy of Downtown through outdoor dining seating (LADCP, 2022).



Figure 12. Off-Street Dining in Wilshire Center/Koreatown

The AI Fresco program has helped to activate public spaces and make them more vibrant and attractive to residents and visitors. By bringing more people into public spaces, outdoor dining can help to make these areas feel safer and more welcoming, which can encourage more people to visit and enjoy them. Barry Cassilly from Venice highlights how “AI Fresco dining has enlivened our streets making the connection between dining and the streetscape more immediate, intimate and tangible. The added seating has also served as a lifeline for restaurants struggling through the pandemic and now inflationary pressures” (CF 20-1074).

Perceived Impacts to Parking Supply

The implementation of curbside dining in various cities has raised concerns about the potential impact on parking supply. With the conversion of parking spaces into outdoor dining areas, some worry that the loss of parking spots could negatively affect nearby businesses and residents. The surveys conducted by LADCP found that the majority of business owners converted between two to more than six parking spaces for outdoor dining. Important to note, the curbside option allows for conversion of up to two on-street parking spaces, which may skew these results. The majority of respondents reported utilizing between 25-50% of their private off-street parking lots for outdoor dining with no

dining patrons reported to have been adversely affected by impacts to parking supply or demand (LADCP, 2022).

Other Potential Challenges

During the public comment section of the hearing on the permanent AI Fresco off-street/private parking lot ordinance, concerns were raised by some business owners and neighbors regarding the potential drawbacks of the AI Fresco program. These concerns included unneighborly behavior such as loud noises, rowdy atmospheres, and instances of public intoxication (LADCP, 2022).

Another comment, made by a neighbor, highlights the proximity of her residence to a bar with an AI Fresco authorization to operate in their private parking lot. She expressed that this allowed large, disruptive, and intoxicated crowds to gather, creating a distressing environment for nearby residents. However, the comment also acknowledged that the bar had been a nuisance in the neighborhood for years, indicating that the issue may be attributed more to the behavior of certain establishments rather than shortcomings of the AI Fresco program (CF 20-1074).

Permanent L.A. AI Fresco

Despite these challenges, the AI Fresco program has been a valuable tool in supporting local businesses and fostering vibrant public spaces. As the city moves forward in deciding whether to make the program permanent, it is important to balance the needs of businesses with the concerns of residents, and to work collaboratively to create a program that supports the long-term health and vitality of the city's economy and public spaces.

The LADCP, in collaboration with LADOT, BOE, and LADBS, has played a crucial role in implementing the permanent AI Fresco program. This program encompasses three dining options: sidewalk, curbside/on-street, and off-street dining in private parking lots. The final ordinance for the permanent off-street dining program defines an outdoor dining area as a space located outdoors on private property where customers can consume food and drinks. Importantly, this area does not count towards the restaurant's floor area calculation (LADCP, 2023).

The new off-street/private parking lot dining ordinance simplifies the process of obtaining a permit for permanent outdoor dining, similar to the temporary AI Fresco program, and does not include any fees for off-street dining application or authorization. A key feature of the ordinance is the flexibility it provides in terms of off-street parking requirements, allowing restaurants to convert some or all of their parking spaces into additional dining areas. The final ordinance specifies that no additional parking is needed if replaced by

an outdoor dining area, contrary to the earlier version that initially allowed a maximum of 5 spaces to be converted (LADCP, 2023).

In the initial draft of the ordinance, application fees were suggested, ranging from \$8,000 for Plan Approval, up to \$20,000 for Conditional Use Beverage (CUB), and up to \$4,000 for the Restaurant Beverage Program (RBP). However, the final ordinance waives fees for restaurants with existing temporary AI Fresco authorizations, while those applying for a new AI Fresco permit will pay a maximum of \$400 for an alcohol permit in outdoor dining areas (LADCP, 2023).

The final off-street parking lot dining ordinance incorporates mitigation efforts to address concerns raised by stakeholders, including noise and neighborly issues. It includes good neighbor policies to address maintenance, operations, residential adjacency, and noise and private events in off-street AI Fresco dining areas. The ordinance restricts outdoor dining near residential areas/alleyways after 10:30pm and prohibits noise sources such as music, TVs, speakers, live entertainment, adult entertainment uses, and dancing. The permanent ordinance for curbside dining allows businesses to apply for a one-time revocable permit from the City. The Bureau of Engineering (BOE) shall be responsible for the issuance of such permits, and will impose a fee of \$556 if no field investigation is required (Tier 1), or a \$1,854 fee if a field investigation is required (Tier 2). Additionally, businesses interested in curbside dining are also subject to the LADOT revocable permit for Roadway Dining Areas (“roadway”). Businesses with existing curbside/roadway dining through the temporary AI Fresco program will be subject to an application review fee of \$1,200, while new curbside/roadway dining applicants will be subjected to a \$1,500, in addition to the BOE fees listed above (LADCP, 2023).

Benefits of Dining in Off-Street Parking Lots

Sidewalk dining and curbside dining both occur in the public right-of-way and can create accessibility issues whereas off-street dining can operate in the business’ private parking lot, where it is safer and fewer restrictions exist. One of the notable benefits of using off-street parking lots for outdoor dining is that it can provide a more controlled and intimate experience for diners. Because the dining area is set apart from the street, it can offer a quieter and more peaceful setting for diners to enjoy their meals. It can also provide a more customizable experience for businesses, allowing them to create unique and creative dining spaces. Off-street dining proved to be particularly favored by restaurants situated in strip malls or those facing limitations in participating in sidewalk or curbside dining due to accessibility or program restrictions.

Conclusion

In response to the COVID-19 pandemic, the City of Los Angeles implemented the L.A. Al Fresco program, launching Phase 1 on May 29, 2020, and Phase 2 on June 26, 2020. The program facilitated outdoor dining on sidewalks, private off-street parking lots, and curbside/on-street parking spaces. It aimed to support struggling businesses by providing expedited approvals and temporary relaxations of regulations to adapt to physical distancing guidelines. The L.A. Al Fresco program provided a critical lifeline for restaurants during the COVID-19 pandemic and also generated economic activity for the City of Los Angeles. The program kept businesses open during the economic uncertainty of the global pandemic and has provided economic benefits to business owners and the City.

Summary of Key Findings

- L.A. Al Fresco was successful in keeping more than 80% of businesses open during the COVID-19 pandemic
- Treatment corridors with Al Fresco witnessed an impressive increase of \$12 million in gross sales
- Parking meters converted into curbside dining experienced an annual revenue loss of around \$211,000
- Control corridors without Al Fresco performed poorly in comparison
- Off-street parking lot dining emerged as the preferred and widely embraced option for outdoor dining
- No perceived impacts to parking demand

In conclusion, the temporary L.A. Al Fresco outdoor dining program provided crucial support to restaurants and bars during the COVID-19 pandemic. Since then, the program has gained immense popularity in Los Angeles. Curbside dining has emerged as a highly prominent form of outdoor dining, despite its smaller scale compared to dining on the sidewalk or in private off-street parking lots. The program's ability to reduce or eliminate the off-street parking requirements has made it the preferred option for outdoor dining among Al Fresco participants, allowing restaurants to double their space and seating capacity, leading to increased sales.

The program has been successful in keeping businesses open and generating substantial sales tax revenue for the City, outweighing any loss in parking meter revenue. L.A. Al Fresco created vibrant outdoor spaces for the community, and the flexibility to repurpose parking spaces was crucial to its success. Transitioning to a permanent program will enhance the City's' economic and social well-being, increasing sales, tax revenue, and community spaces all across Los Angeles.

References

- Bayley, L., Heller, N., & Jordan, T. (2021, February 19). *Fairness and Equity in Parking Reform*. Parking Reform Network.
<https://parkingreform.org/2020/11/12/wont-new-meters-hurt-poor-folks-part-3/>
- BBC. (2021, October 7). *James Bond star Daniel Craig gets Hollywood Walk of fame star*. BBC News. <https://www.bbc.com/news/entertainment-arts-58825134>
- Brozen, M. (2022, March 31). *Improving Access to Outdoor Dining Opportunities: Analyzing the Constraints of LA Al Fresco*. UCLA Lewis Center for Regional Policy Studies.
- Bruce, & Appleyard, D. (2021). Tools, Rules, and Techniques: Planning, Engineering, and Design Approaches to Creating Complete and Livable Streets and Neighborhoods. *Livable Streets 2.0*, 379–455.
<https://doi.org/10.1016/b978-0-12-816028-2.00020-4>
- California Department of Tax and Fee Administration. (n.d.). *Sales & Use Tax in California*. <https://www.cdtfa.ca.gov/taxes-and-fees/sutprograms.htm>
- Chabrán, G. (2023, February 22). *LA Restaurants may End Outdoor Dining if Permit Fees are Raised*. LAist.
<https://laist.com/news/food/la-restaurants-may-end-outdoor-dining-if-permit-fees-are-raised-heres-what-happened-to-two-eateries-in-santa-monica-and-long-beach>
- Chapin, B. (2016). *Parking Spaces to Living Spaces. Reform and Housing Affordability in Central San Francisco*. San Jose State University.

- City of Los Angeles. (2020, March 20). *Mayor Garcetti issues emergency “safer at home” order, stops non-essential activities outside of residences in response to covid-19*
<https://lacity.gov/highlights/mayor-garcetti-issues-emergency-safer-home-order-stops-non-essential-activities-outside>
- City Planning Commission. (2023, April 27) *Department of City Planning Recommendation Report (CPC-2022-8179-CA)*. City of Los Angeles.
- Collins, R. (2023, February 9). *Outdoor dining becomes permanent in WeHo*. Beverly Press & Park Labrea News.
<https://beverlypress.com/2023/02/outdoor-dining-becomes-permanent-in-weho/>
- DeShazo, J. R., & Brozen, M. (2012, October 1). *Economic impacts of CicLAvia: Study finds gains to local businesses*. UCLA Institute of Transportation Studies (ITS).
https://its.ucla.edu/wp-content/uploads/sites/6/2013/11/UCLA_CicLAviaBriefing.pdf
- Gabbe, C. J., Pierce, G., & Clowers, G. (2020). Parking policy: The effects of residential minimum parking requirements in Seattle. *Land Use Policy*, 91, 104053.
<https://doi.org/10.1016/j.landusepol.2019.104053>
- Gregg, K., Hess, P., Brody, J., & James, A. (2022). North American Street Design for the coronavirus pandemic: A typology of emerging interventions. *Journal of Urbanism: International Research on Placemaking and Urban Sustainability*, 1–19. <https://doi.org/10.1080/17549175.2022.2071970>
- Harvard Health. (2010, October 12). *A prescription for Better Health: GO ALFRESCO*. A prescription for better health: Go Alfresco.
<https://www.health.harvard.edu/mind-and-mood/a-prescription-for-better-health-go-alfresco>

- Hess, D. B., & Rehler, J. (2021). Minus minimums. *Journal of the American Planning Association*, 87(3), 396–408. <https://doi.org/10.1080/01944363.2020.1864225>
- L.A. *al fresco -- outdoor dining*. LADOT. (2020, June 30).
<https://ladot.lacity.org/coronavirus/apply-al-fresco>
- LADOT. (2023, May 17). *LADOT Parking Facilities*.
<https://ladotparking.org/parking-facilities/>
- LADOT. (2020, March 30) *LADOT to install retail pick-up parking zones for businesses*.
<https://ladot.lacity.org/sites/default/files/press-releases/press-release-ladot-to-install-retail-pick-up-parking-zones-for-businesses-affected-by-covid-19.pdf>
- LADOT. (2020, March 20). *DASH begins free service*.
<https://ladot.lacity.org/coronavirus/dash-begins-free-service>
- LADOT. (2020, July 27). *Transportation assessment guidelines - LADOT*.
https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf
- Los Angeles Department of City Planning . (2022, August). *General survey results summer 2022 - Los Angeles*. L.A. Al Fresco General Survey Results.
https://planning.lacity.org/odocument/9b4942df-5c3c-4ac0-8179-e461e69a7473/Los_Angeles_Al_Fresco_General_Survey_Results_Report_020223.pdf
- Los Angeles Department of City Planning. (2017, October) *San Pedro Community Plan*.
<https://planning.lacity.org/plans-policies/overlays/san-pedro>
- Los Angeles Department of City Planning . (1998, May 13). *Sherman Oaks - Studio City -Toluca Lake - Cahuenga pass community plan*.
<https://planning.lacity.org/plans-policies/community-plan-area/sherman-oaks-studio-city-toluca-lake-cahuenga-pass>

Los Angeles Department of City Planning . (2000, September 29). *Venice Community Plan*. <https://planning.lacity.org/plans-policies/community-plan-area/venice>

Los Angeles Department of City Planning. (2023, February). *Al Fresco Regulations Comparison Chart*.

https://planning.lacity.org/odocument/7c60c1b4-48f0-4675-b79f-6dc2b050edb7/AI_Fresco_Regulations_Comparison_Chart.pdf

Los Angeles Department of City Planning. (1995, July 16). *Noho Artcraft District Plan*.

<https://planning.lacity.org/plans-policies/overlays/noho-artcraft-district>

Los Angeles Department of City Planning. (1999, July 27). *Westwood Community Plan*.

<https://planning.lacity.org/plans-policies/overlays/westwood-community-multi-family>

Los Angeles Office of Finance. (n.d.). *About the business tax*. About the Business Tax |

Los Angeles Office of Finance.

<https://finance.lacity.org/tax-education/business-taxes/about-business-tax>

Los Angeles Office of Finance. (n.d.). *Business Tax Information FAQ*. Business Tax

Information FAQ | Los Angeles Office of Finance.

<https://finance.lacity.org/faq/business-tax-information-faq>

Los Angeles Times. (2010, February 6). *Golden Milestone for the Hollywood walk of fame*

<https://www.latimes.com/archives/la-xpm-2010-feb-06-la-fi-walk-of-fame6-2010feb06-story.html>

Los Angeles Times. (2023, February 27). *Historic Movie Lot that gave Studio City its name to get \$1-billion makeover*

<https://www.latimes.com/california/story/2023-02-27/historic-movie-lot-that-gave-studio-city-its-name-to-get-1-billion-makeover>

Mandhan, S., & Gregg, K. (2023). Managing the curb – public space and use of curbside cafes during the coronavirus pandemic. *Cities*, 132, 104070.

<https://doi.org/10.1016/j.cities.2022.104070>

Manville, M., & Shoup, D. (2005). Parking, people, and cities. *Journal of Urban Planning and Development*, 131(4), 233–245.

[https://doi.org/10.1061/\(asce\)0733-9488\(2005\)131:4\(233\)](https://doi.org/10.1061/(asce)0733-9488(2005)131:4(233))

McCarthy, A. (2021, December 15). *The status of outdoor dining across the country.*

Eater.

<https://www.eater.com/22833407/pandemic-outdoor-dining-america-impact-neighborhoods>

McOsker, T. (2020, August 3). *Outdoor dining comes to downtown San Pedro.* San Pedro Today.

<https://sanpedrotoday.com/2020/07/30/outdoor-dining-comes-to-downtown-san-pedro/>

Meyer, D., & Sheehan, K. (2021, May 24). *NYC gave up 8,550 parking spots for al fresco dining amid Covid.* New York Post.

<https://nypost.com/2021/05/23/nyc-gave-up-8550-parking-spots-for-outdoor-dining-amid-covid/>

MIT Press Reader. (2023, March 7). *From chaos to order: A brief cultural history of the parking lot.* MIT Press Reader.

<https://thereader.mitpress.mit.edu/brief-cultural-history-of-the-parking-lot/>

NBC 4 LA. (2021, October 18). *LA spends more on traffic and parking enforcement than tickets generate, report says.* NBC 4 Los Angeles.

<https://www.nbclosangeles.com/news/local/los-angeles-traffic-pay-city-bills-report/2719917/>

Paley, A., & Berman, A. (2012). CicLAvia: Reimagining the streets of Los Angeles. *Places Journal*, (2012). <https://doi.org/10.22269/120416>

Pauker, M. (2021, April 15). *LA Express Park – Venice*. LADOT LA Express Park. <https://www.laexpresspark.org/venice/>

Shoup, D. C. (2021). The cost of required parking spaces. *The High Cost of Free Parking*, 185–204. <https://doi.org/10.4324/9781351179539-7>

Smith, A. (2013). Parking utilization in neighborhood shopping centers on transit routes in San Jose, California. *Transportation Research Record: Journal of the Transportation Research Board*, 2359(1), 27–35. <https://doi.org/10.3141/2359-04>

State of California - (n.d.) *California Coastal Commission Coastal Zones*. <https://www.coastal.ca.gov/lcps.html>

Strauss, M. (2023, January 11). *Our city chose illegal parking over its vibrant dining scene*. Philadelphia Magazine. <https://www.phillymag.com/foobooz/2023/01/11/streeteries-mike-strauss/>

Thornton, P. (2023, February 11). *Opinion: Al fresco dining, homelessness and Los Angeles' priorities*. Los Angeles Times. <https://www.latimes.com/opinion/letters-to-the-editor/story/2023-02-11/outdoor-dining-homelessness-and-los-angeles-priorities>

Appendix

Appendix A - Map of Al Fresco Businesses

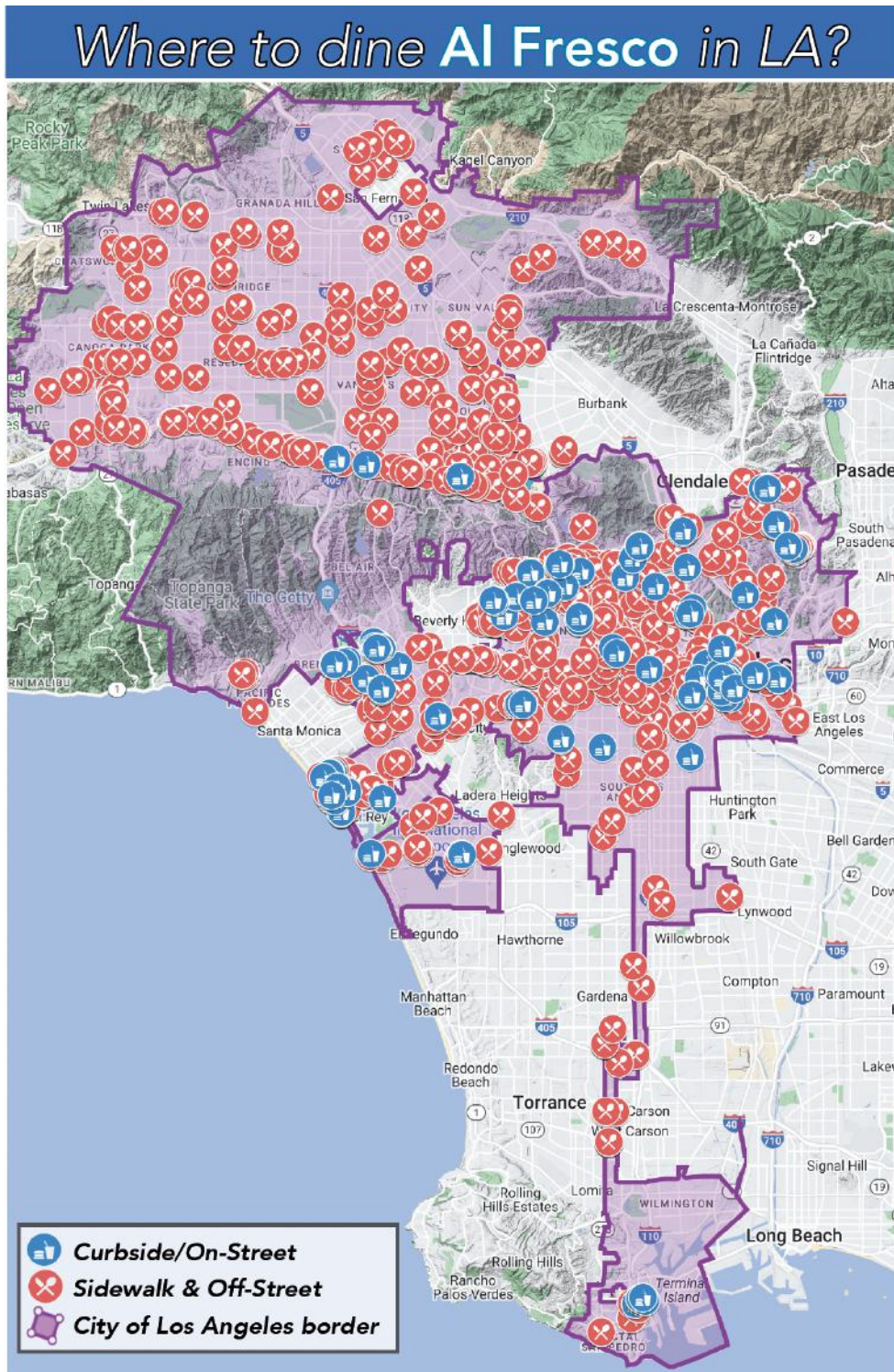
Appendix B - Sales Tax Revenue from Treatment and Control Corridors

Appendix C - Restaurants in Treatment Corridor

Appendix D - Restaurants in Control Corridor

Appendix E - Meter Revenue v. Gross Sales 2019-2022

Appendix A - Map of AI Fresco Businesses (2023)



Appendix B - Sales Tax Revenue from Treatment and Control Corridors

	A	B	C	D	E	F	G	H	I	J	K
1	Tax Liability Paid and Gross Receipts as of 4/27/23										
2											
3	Treatment Corridors										
4											
5	Sum of Tax Liability Paid					Sum of Gross Receipts					
6	Corridor Name	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
7	Abbot Kinney	\$8,993	\$12,854	\$10,611	\$11,570	\$29,305	\$7,079,115	\$10,119,535	\$8,353,667	\$7,386,381	\$13,149,906
8	Larchmont Village	\$13,382	\$13,830	\$18,938	\$13,757	\$20,333	\$10,533,278	\$10,886,108	\$13,450,700	\$10,591,015	\$14,290,636
9	San Pedro	\$5,028	\$5,479	\$7,724	\$5,118	\$17,808	\$3,957,078	\$4,312,514	\$5,543,674	\$3,920,552	\$11,484,749
10	Westwood Village	\$17,084	\$19,051	\$20,956	\$16,955	\$26,296	\$15,468,921	\$19,934,292	\$21,323,742	\$15,973,772	\$20,507,687
11	NoHo Arts District	\$8,429	\$9,211	\$8,918	\$4,754	\$8,089	\$6,635,738	\$7,250,927	\$7,019,389	\$3,753,218	\$5,033,291
12	Grand Total	\$52,916	\$60,424	\$67,147	\$52,153	\$101,831	\$43,674,130	\$52,503,376	\$55,691,172	\$41,624,938	\$64,466,269
13											
14	Average Tax Liability Paid					Average Gross Receipts					
15	Corridor Name	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
16	Abbot Kinney	\$2,998	\$4,285	\$5,305	\$3,857	\$9,768	\$2,359,705	\$3,373,178	\$4,176,834	\$2,462,127	\$4,383,302
17	Larchmont Village	\$1,912	\$1,976	\$2,104	\$1,376	\$2,033	\$1,504,754	\$1,555,158	\$1,494,522	\$1,059,102	\$1,429,064
18	NoHo Arts District	\$1,686	\$1,842	\$1,784	\$951	\$1,618	\$1,327,148	\$1,450,185	\$1,403,878	\$625,536	\$1,006,658
19	San Pedro	\$1,257	\$1,370	\$966	\$640	\$1,781	\$989,270	\$1,078,129	\$692,959	\$490,069	\$1,148,475
20	Westwood Village	\$3,417	\$3,810	\$4,191	\$2,422	\$2,391	\$3,093,784	\$3,322,382	\$3,553,957	\$1,996,722	\$2,050,769
21	Total Average	\$2,205	\$2,518	\$2,315	\$1,580	\$3,518	\$1,819,755	\$2,100,135	\$1,856,372	\$1,189,284	\$2,003,654
22											
23	Median Tax Liability Paid					Median Gross Receipts					
24	Corridor Name	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
25	Abbot Kinney	\$1,704	\$4,157	\$5,305	\$4,374	\$2,264	\$1,341,086	\$3,272,424	\$4,176,834	\$1,721,400	\$1,782,450
26	Larchmont Village	\$2,257	\$2,120	\$1,996	\$1,181	\$2,096	\$1,776,995	\$1,668,240	\$1,454,910	\$929,907	\$1,643,723
27	San Pedro	\$1,005	\$1,066	\$813	\$446	\$1,017	\$790,529	\$839,256	\$472,009	\$351,020	\$800,625
28	Westwood Village	\$1,285	\$1,491	\$1,572	\$1,166	\$1,499	\$1,011,805	\$2,273,549	\$1,775,232	\$890,289	\$1,086,964
29	NoHo Arts District	\$1,715	\$1,947	\$2,054	\$904	\$1,756	\$1,349,302	\$1,532,385	\$1,616,294	\$611,569	\$961,727
30	Total Average	\$1,709	\$1,902	\$1,787	\$1,078	\$1,726	\$1,345,194	\$1,532,385	\$1,406,622	\$848,714	\$1,255,098
31											
32											
33	<i>Note: Four (4) business locations supplied by LADOT have no corresponding business locations in LATAX: Alfred Coffee, The Tasting Kitchen, NUDA Juice and Upside Down Café and Urban Masala. (First 3 restaurants are in case study car</i>										
34	<i>Source: Office of Finance</i>										
35											
36											
37											
38	Control Corridors										
39											
40	Sum of Tax Liability Paid					Sum of Gross Receipts					
41	Corridor	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
42	Studio City	11,666	11,767	9,409	9,167	11,841	9,184,259	9,262,975	7,408,095	7,216,118	9,322,044
43	Hollywood	15,058	16,825	17,588	6,466	10,265	13,246,664	13,731,582	5,088,615	8,050,276	
44	Total:	26,725	28,592	26,998	15,632	22,106	22,430,924	22,509,639	21,139,677	12,304,733	17,372,320

Appendix C - Restaurants in Treatment Corridor

	A	B	C
1	Corridor Name	Restaurant Name	Address
2	Abbot Kinney	Neighbor LA	1031 Abbot Kinney Blvd, Venice CA 90291-3386
3	Abbot Kinney	Blue Bottle Coffee	1103 Abbot Kinney Blvd, Venice, CA 90291
4	Abbot Kinney	Gjelina	1429 Abbot Kinney Blvd, Venice CA 90291-3740
5	Abbot Kinney	Piccolo Venice	1616 Abbot Kinney Blvd, Venice CA 90291-3745
6	Abbot Kinney	Alfred Coffee	1653B Abbot Kinney Blvd, Venice CA 90291-3744
7	Abbot Kinney	Butcher's Daughter	1205 Abbot Kinney Blvd, Venice CA 90291-3315
8	Abbot Kinney	The Tasting Kitchen	1633 Abbot Kinney Blvd, Venice CA 90291-3744
9	Larchmont Village	Verneti Restaurant	225 N Larchmont Blvd, Los Angeles CA 90004-3706
10	Larchmont Village	Village Pizzeria	131 N Larchmont Blvd, Los Angeles CA 90004-3704
11	Larchmont Village	LePetit Greek	127 N Larchmont Blvd, Los Angeles CA 90004-3704
12	Larchmont Village	Tacos tu Madre	203 N Larchmont Blvd, Los Angeles CA 90004-3706
13	Larchmont Village	Great White	244 N Larchmont Blvd, Los Angeles CA 90004-3707
14	Larchmont Village	Kiku Sushi	246 N Larchmont Blvd, Los Angeles CA 90004-3707
15	Larchmont Village	Le Pan Quotidien	113 N Larchmont Blvd, Los Angeles CA 90004-3704
16	Larchmont Village	Groundwork Coffee	150 N Larchmont Blvd, Los Angeles CA 90004-3705
17	Larchmont Village	Kreation Organic	121 N Larchmont Blvd, Los Angeles CA 90004-3704
18	Larchmont Village	Go Get Em Tiger	230 N Larchmont Blvd, Los Angeles CA 90004-3707
19	Larchmont Village	Louises Trattoria	232 N Larchmont Blvd, Los Angeles CA 90004-3707
20	San Pedro	Compagnon Wine Bistro	335 W 7th St, San Pedro CA 90731-3323
21	San Pedro	Conrad's Mexican Grill	376 W 6th St, San Pedro CA 90731-3338
22	San Pedro	Crazy Fish Express	309 W 7th St, San Pedro CA 90731-3323
23	San Pedro	Kalaveras	383 W 5th St, San Pedro CA 90731-2739
24	San Pedro	Ko Ryu Ramen	362 W 6th St, San Pedro CA 90731-3318
25	San Pedro	La Siciliana	347 W 6th St, San Pedro CA 90731-3317
26	San Pedro	Michaels Tuscany Room	470 W 7th St, San Pedro CA 90731-3208
27	San Pedro	Raffaellos Ristorante	457 W 7th Street San Pedro, CA 90731
28	San Pedro	San Pedro Brewing Co	331 W 6th St San Pedro, CA
29	San Pedro	Senfuku restaurant	380 W 6th St, San Pedro, CA 90731
30	San Pedro	The Whale & Ale	327 W 7th St, San Pedro, CA 90731
31	San Pedro	NUDAJuice	407 W 6th St, San Pedro, CA 90731
32	San Pedro	Happy Diner	617 S Centre St, San Pedro, CA 90731
33	San Pedro	La Bocca Felice	301 W 6th St, San Pedro, CA 90731
34	Westwood Village	Alfred Coffee	1154 Westwood Blvd, Los Angeles CA 90024-3412
35	Westwood Village	Frida Restaurant	10853 Lindbrook Dr, Los Angeles CA 90024-3028
36	Westwood Village	House of Meatballs	1076 Gayley Ave, Los Angeles CA 90024-3402
37	Westwood Village	Kreation	1134 Westwood Blvd, Los Angeles CA
38	Westwood Village	Lamonics NY Pizza	1066 Gayley Ave, Los Angeles CA 90024-3402
39	Westwood Village	Skylight Gardens	1139 Glendon Ave, Los Angeles CA 90024-3501
40	Westwood Village	Ministry of Coffee	1010 Glendon Ave, Los Angeles CA 90024-2908
41	Westwood Village	Pinches Tacos	1030 Glendon Ave, Los Angeles CA 90024-2908
42	Westwood Village	Toranj	10861 Lindbrook Dr, Los Angeles CA 90024-3028
43	Westwood Village	Kazu Nori	1110 Gayley Ave, Los Angeles CA 90024-3404
44	Westwood Village	Upside Down Café	10962 Le Conte Ave, Los Angeles CA 90024-2813
45	Westwood Village	Violet Los Angeles	1121 Glendon Ave, Los Angeles CA 90024-3501
46	Westwood Village	Tender Greens	1109 Glendon Ave, Los Angeles CA 90024-3501
47	Westwood Village	BOLLYWOOD BITES	1051 Gayley Ave, Los Angeles CA 90024-3401
48	Magnolia	EAT	11108 Magnolia Blvd, North Hollywood, CA 91601
49	Magnolia	Republic of Pie	11118 Magnolia Blvd, North Hollywood, CA 91601
50	Magnolia	Tamashi Ramen House	11024 Magnolia Blvd C, North Hollywood, CA 91601
51	Magnolia	The 513	11100 Magnolia Blvd, North Hollywood, CA 91601
52	Magnolia	The Fat Dog	11050 Magnolia Blvd, North Hollywood, CA 91601
53	Magnolia	The Brickyard	11130 Magnolia Blvd, Los Angeles, CA 91601

Appendix D - Restaurants in Control Corridor

Ventura/Laurel Canyon (Studio City, 91604)

1. Arts Delicatessen - 12224 Ventura Blvd
2. Olive and Grill - 12229 Ventura Blvd
3. Flavor of India - 12321 Ventura Blvd
4. Chin Chin - 12215 Ventura Blvd
5. BlueStone Lane Studio City - 12186 Ventura Blvd
6. The Village - 12345 Ventura Blvd
7. California Pizza Kitchen - 12265 Ventura Blvd

Hollywood/Vine to Highland (Hollywood, 90028)

1. Los Burritos - 6517 Hollywood
2. Musso and Frank Grill - 6667 Hollywood Blvd
3. Urban Masala - 6554 Hollywood Blvd
4. Kino Sushi & Ramen - 6721 Hollywood Blvd
5. Dos Burritos - 6328 Hollywood Blvd
6. Katsuya - 6300 Hollywood Blvd
7. Tekila - 6541 Hollywood Blvd