

# WASHINGTON BEACH PARKING LOT CONSTRUCTION PROJECT

## Answers to Community Questions

1) There were a total of 380 parking spaces in the original layout. The new plan will have 345 spaces. That's a loss of 35 parking spaces or 9% loss to accommodate current County Building codes.

<b>Original Parking Spaces Count</b>		<b>New Parking Spaces Count</b>	
Regular Spaces	345	Regular Spaces	201
Compact Spaces	0	Compact Spaces	134
Handicap Spaces	9	Handicap Spaces	10
Parallel Spaces	26	Parallel Spaces	0
Total Spaces	380	Total Spaces	345

2) Parking fees range on weekdays from \$4 - \$6, and on weekends from \$5 - \$9. With the new striping plan and the loss of 35 spaces, there will be a revenue loss of \$140 - \$210 during a weekday and \$175 - \$315 on a weekend day. This is considering that the lot gets completely full, which usually does not happen during a non-summer week day.

3) There is more demand than availability on sunny weekends. Even with the original design there was less availability than demand. Unfortunately, we are limited with the space that we have to provide parking to all visitors and we have to conform to current County Building Codes.

4) At the time the project was presented to the Board of Supervisors in 2005, it was reported that there would be certain beach use limitations. At the time, it was also reported that in order to reduce impacts to the public, the construction would be phased and scheduled to maintain a substantial level of service and access to the beach.

5) This is not a City project, it's a County project with County funds. No City funds were reallocated to finance this project. The project is funded with net County cost and from the Vehicle License Fee Gap Loan Special Fund.

6) The current plan optimizes the construction duration. Completing the project in smaller portions would take longer, and it's financially inefficient.

7) The project was delayed because of funding. The delay did result in a reduction of spaces due to changes to building codes since the original project was first approved.

8) With the deteriorated condition of the lot, resurfacing alone would not have done much to it. At some areas of the lot there was no asphalt at all. Adding patches of asphalt would not have held too long and would have required constant maintenance.

9) The following are the parking spaces required measurements:

- a. Regular parking spaces: 8'.5' x 18'
- b. Compact parking spaces: 8' x 15'
- c. Handicap accessible spaces: 9' x 18' with an additional space of 5' x 18'

10) There are two accessways for pedestrians to enter/exit the lot on the north eastside as shown on the current plans.

On the south side of the lot there is an existing sidewalk that extends from the Venice View Pier to the existing restrooms. Past the restrooms, there are gaps between the wooden poles for pedestrian access from the lot to the beach.

11) As part of the Coastal Development Permit application, a public notice went out. When the project was revived again in 2010, the Ocean Front Walk Task Force was presented with the new plans and the schedule for the Rose Ave. parking lot. In February of this year, another presentation was provided at the Ocean Front Walk Task Force informing them of the project schedule.

12) Signs will be posted during construction as agreed on the Coastal Development Permit. No alternate parking will be provided, but signs will inform visitors of additional parking lots at Venice Blvd and Pacific Ave.

13) Lighting was not included on the plans, because of previous resident complaints about lights shining in their houses. If residents now want lighting, we will add that to a list of needed improvements and try to secure funding. However, not all beach parking lots provide lighting and, with lighting, the lot becomes more inviting and might actually draw people there, something that should be considered. This is something that would need to be further discussed with the residents, businesses, City and County personnel.

14) Need to research this information and we will get back to you.

15) No vegetation was removed. The contractor had to put the fence up outside the parking lot tried to avoid disturbing vegetation as much as possible. Any damaged vegetation will be replaced.

16) The County operates the following beaches for the City of Los Angeles pursuant to a 1975 Joint Powers Agreement: Point Fermin, Dockweiler, Venice and Will Rogers. The County does not collect any payment from the City for operating, lifeguarding and maintaining its owned and contracted beaches, but rather keeps any revenue earned from parking fees, film and special event permits, concessions, marketing sponsorships, citations and other miscellaneous revenue to cover its costs.

17) All Coastal Commission requirements are being adhere to with the exception of providing signage informing visitors of alternate public beach parking facilities, which the Department of Public Works will address immediately.

18) For any future questions/concerns, the Department of Public Works' project manager may be contacted at:

Ed Andrews  
(626) 300-2319  
[eandrews@dpw.lacounty.gov](mailto:eandrews@dpw.lacounty.gov)