

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA

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Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-96-059

APPLICANT: City of Santa Monica

AGENT: Paul Foley

PROJECT LOCATION: Adelaide Drive from Ocean Avenue to the Coastal Zone boundary and Fourth Street from Adelaide Drive to San Vicente Boulevard, in the City of Santa Monica.

PROJECT DESCRIPTION: Establish an on-street 24-hour preferential parking district, along Adelaide Drive and Fourth Street that will restrict parking to residential permit parking only.

LOCAL APPROVALS RECEIVED: Approval in Concept; City Council approval

SUBSTANTIVE FILE DOCUMENTS: 5-90-989 (City of L. A. Dept. of Transportation), 5-91-498(Sanders), 5-89-243(Adelaide Associates); City of Santa Monica's certified LUP.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval of the preferential parking district with special conditions to limit the hours and extent of the parking limitations. As conditioned, if adopted would mitigate the adverse individual and cumulative impacts on public access and recreation.

STAFF NOTE The issue in this application is public use of public streets for parking in order to use public recreation facilities. In recent years the Commission has received applications from local governments to limit public parking on public streets where there are conflicts between local residents and beach visitors, trail users and/or people seeking coastal views. Adelaide Drive, the street subject to the current application request for preferential parking, is a scenic bluff drive affording excellent views of the coast and coastal canyon. The City of Santa Monica proposes to eliminate all public

parking on this street, reserving all street spaces for residents, who may park by obtaining a parking permit.

Three years ago the Commission rejected an application by the City of Los Angeles for preferential parking in Santa Monica Canyon, the neighborhood that lies at the base of the bluff, below and directly north of Adelaide Drive. Other local governments have contacted staff concerning preferential parking in neighborhoods that are located directly adjacent to public beaches.

Public access, parking and recreation can result in impacts to neighborhoods that are not designed to accommodate visitors. In this case, the City of Santa Monica has documented that visitors to a coastal recreational facility, a staircase, that descends a coastal bluff, affording dramatic views of the coastline, and which has become a popular physical exercise facility, have been numerous enough to result in this proposal to limit all public parking on this street to residents and their guests. Except for resident parking by permit, the proposal eliminates all public parking on a public street in order to deal with two problems: 1) traffic and safety problems resulting from too many cars attempting to park on a narrow street during peak use hours, and also, 2) unacceptable social behavior on the part of some individuals who use the public staircase for jogging.

In this particular case, staff recommends that the Commission allow parking limitations only when a traffic and public safety hazard is present. Because the Coastal Act protects coastal related recreational opportunities, including jogging, bicycle and trail use and opportunities for the general public to take advantage of coastal views, staff is recommending special conditions to allow limitations during the times of day in which the city has documented that potentially hazardous traffic congestion occur. The recommended special conditions will protect public use of the parking on this street during most hours. The times of day when parking would be limited to residents only are the peak parking periods that occur during the weekday and weekend. As recommended, staff does not believe the proposal will adversely affect public access, public recreational opportunities or public viewing.

This permit application was before the Commission at the August 16, 1996 hearing. The Commission postponed the hearing on this item until the October hearing in order for staff to research past state wide Commission permit decisions on preferential parking. Information compiled by Commission Staff is included in section IV. C. of this report and in the Preferential Parking Program chart attached as Exhibit 12.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions

The Commission hereby grants a permit for the proposed development, subject to the conditions below, on the grounds that, as conditioned, the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal program

conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions.

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions.

1. Preferential Parking Hours

Prior to the issuance of the permit the applicant shall agree, in writing, that the hours for preferential parking along Adelaide Drive and Fourth Street, in the City of Santa Monica, shall be limited to the following:

a. Adelaide Drive, east of Fourth Street to the Coastal Zone boundary

Weekdays: 8:00 a.m. to 10:00 a.m.
6:00 p.m. to 8:00 p.m.

Weekends: 8:00 a.m. to 9:00 a.m.

b. Adelaide Drive, between Ocean Avenue and Fourth Street

Preferential Parking is not Allowed at any time of the day

c. Fourth Street, between Adelaide Drive and San Vicente Boulevard

Weekdays: preferential parking allowed 24 hours a day

Weekend: preferential parking allowed 24 hours a day

All signs posted shall conform to the times and days listed above. Any proposed expansion of the hours listed above shall require an amendment to this permit or a new permit.

2. Permit Expiration

The parking program authorized by this permit shall terminate on October 1, 1997. The City can apply for a new permit to reinstate the parking program. The above signs shall be removed within 30 days of termination of the preferential parking authorized by this permit, except that the Executive Director may allow the signs to remain beyond the 30 days if a substantially complete application for reinstatement is submitted within the 30 day grace period. The application for a new permit shall include a report documenting the impact of the preferential parking on Adelaide Drive and Fourth Street and on the surrounding streets within the City of Santa Monica and the City of Los Angeles.

3. Baseline Study

Prior to implementation of the preferential parking authorized by this permit the applicant shall submit a baseline parking study, similar to that submitted for Adelaide Drive and Fourth Street, for Channel Road, Entrada Drive, and Ocean Way in the City of Los Angeles, and the south side of San Vicente Boulevard and Ocean Avenue, between Adelaide Drive and Marguerita Avenue, in the City of Santa Monica.

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description, Location and Background

The applicant proposes to establish a preferential parking zone along Adelaide Drive from Ocean Avenue to the coastal zone boundary (500 block of Adelaide Drive), along Fourth Street between Adelaide Drive and San Vicente Boulevard. Public parking will be prohibited along Adelaide Drive and Fourth Street. The proposed preferential parking zone is entirely within the City of Santa Monica (See Exhibit 2).

The preferential parking is proposed to apply for 24-hours, seven days a week. Residents within the parking zone will be allowed to purchase parking permits from the City. Any vehicle parked or stopped without a permit will be removed by the City. All designated streets will be posted with curbside

signs indicating the parking restrictions.

The proposed preferential parking zone is a residentially developed neighborhood consisting of mainly single-family residences. Adelaide Drive consists entirely of single-family residences. At San Vicente Boulevard and Fourth Street there are multiple-family residences at each corner.

The proposed preferential parking area is located in the northern area of the City of Santa Monica, just south of the City of Los Angeles' Pacific Palisades, planning subarea of the City of Los Angeles. To the north of Adelaide Drive is Santa Monica Canyon, which is located in the City of Los Angeles. Adelaide Drive runs along the south rim of the canyon. The entire roadway and approximately 12 feet of the unimproved right-of-way, along the rim of the canyon, is within the City of Santa Monica.

Descending from the Adelaide Drive, within the City of Santa Monica are two public stairways. These stairways were created when the residential tract in the City of Los Angeles was originally subdivided in 1927. The first stairway is located near the intersection of Fourth Street and Adelaide Drive. This stairway descends approximately 115 vertical feet from Adelaide Drive in the City of Santa Monica down to Ocean Avenue in the City of Los Angeles. The second stairway is located approximately 727 feet further to the east along Adelaide Drive, across from the residence at 526 Adelaide. This second stairway abuts and lies outside of the coastal zone boundary. This stairway descends approximately 130 vertical feet from Adelaide Drive, in the City of Santa Monica, down to Entrada Drive, in the City of Los Angeles.

These stairways provide access from the upland areas of Santa Monica down to the bottom of the canyon. From the bottom of the canyon beach access is available via Ocean Way, Entrada Drive, and Channel Road in the City of Los Angeles. Adelaide Drive and the stairways are used for general pedestrian access, viewing, strolling, jogging and stair climbing as a form of exercise.

According to the City, the City received a petition from residents on Adelaide Drive, and some residents adjacent to the intersection of Fourth Street and San Vicente Boulevard requesting the establishment of a preferential parking zone. The reason for the request is due to the number of people that park along these streets to use the stairs for exercise (stair climbers). The stairs have become a very popular exercise spot for many members of the public (See Exhibits 8, 9, and 10 for Newspaper accounts of the popularity of the stairs). This popularity, according to the City and residents of the area, has created parking, traffic and other problems associated with users of the stairs.

Parking is currently available along the south side of Adelaide Drive, the north and south side of San Vicente Boulevard, and the east and west side of Fourth Street. Adelaide Drive contains approximately 63 parking spaces between Ocean Avenue and the coastal zone boundary (88 parking spaces from Ocean Avenue to Seventh Street). San Vicente Boulevard contains approximately 74 parking spaces along the north side of the street, between Ocean Avenue and the Coastal boundary (98 parking spaces from Ocean Avenue to Seventh Street). Fourth street contains approximately 17 spaces on the east side and 19 spaces on the west side for a total of 36 parking spaces. There is an unrestricted curb side area along the east side of Ocean Avenue, between Adelaide Drive and

San Vicente Boulevard, that provides an area for approximately eleven vehicles (Ocean Avenue will not be subject to any proposed parking restrictions).

B. Public Comments

Residents of the proposed preferential parking zone have submitted a petition to the South Coast Commission office with over 500 names in support of this application. Residents have also submitted photographs and a video tape documenting the popularity of the stairways and problems associated with the use of the stairs.

Residents of the area state that due to the number of exercise enthusiasts that use the stairs, and park along the nearby streets, traffic problems occur caused by people double parking while waiting for spaces to open up, general access is impeded along the stairs and along Adelaide Drive, littering, trespassing, and other socially unacceptable behavior.

The South Coast District office has received over 60 letters from Santa Monica residents and other concerned citizens. The letters express support and opposition to the City's proposed preferential parking. Due to the large number of letters received only a few have been attached as representative of the letters received (see exhibits 11 and 14).

Concerns raised in support of the City's proposal include the amount of noise generated by the number of people using the stairs at all hours of the day, the amount of traffic and lack of parking in the area, interference with general use of the stairs, and littering. Some residents residing along San Vicente Boulevard state that they would support the City's proposal if the preferential parking was extended onto their street. Staff has also received a letter addressed to the Commissioners from Mr. Sherman Stacey, an attorney, who on behalf of the Friends of Adelaide Drive Neighborhood Association supports the City of Santa Monica's proposal.

Concerns raised in opposition to the City's proposal include the privatization of a public street, the adverse parking impacts to the surrounding streets in Santa Monica and Los Angeles, reducing public access to the stairs and beach, the residents along Adelaide Drive have adequate on-site parking via Adelaide Drive and through the alley that provides access to the garages behind the residences, and the amount of parking in the area is adequate for both residents and users of the stairs.

A petition signed by 71 people objecting to the City's proposal has also been received.

C. State Wide Commission Permit Action on Preferential Parking Programs and Other Parking Prohibition Measures.

Over the last twenty years the Commission has acted on a number of permit applications throughout the State with regards to preferential parking programs along public streets (see Exhibit 12, for a chart of Preferential Parking Program Permit Applications). In 1979 the City of Santa Cruz submitted an application for a preferential parking program in the Live Oak residential area [P-79-295 (City of Santa Cruz)]. The program restricted

public parking during the summer weekends between 11 a.m. to 5 p.m. The loss of available parking along the public streets was mitigated by the City by the availability of day use permits to the general public, the provision of remote lots and a free shuttle system. As mitigated the Commission approved the permit.

In 1982 the City of Hermosa Beach submitted an application for a preferential parking program for the area located immediately adjacent to the coastline and extending approximately 1,000 feet inland [5-82-251 (City of Hermosa Beach)]. The proposed restricted area included the downtown commercial district and a residential district that extended up a hill 1,000 feet inland. The purpose of the preferential parking zone was to alleviate parking congestion near the beach. The program included two major features: a disincentive system to park near the beach and a free remote parking system to replace the on-street spaces that were to be restricted. The Commission found that the project as proposed reduced access to the coastal zone and was not consistent with the access policies of the Coastal Act. Therefore, the Commission approved the preferential program with conditions to ensure consistency with the Coastal Act. The conditions included the availability of day-use parking permits to the general public, a shuttle system and the provision of remote parking spaces. The Commission subsequently approved an amendment (July 1986) to remove the shuttle system since the City provided evidence that the shuttle was lightly used, the remote parking areas were within walking distance, and beach access would not be reduced by the elimination of the shuttle program. The City explained to staff that due to a loss of funds for the operation of the shuttle system it was necessary to discontinue the shuttle and request an amendment to the Coastal permit. The Commission approval of the City's amendment request to discontinue the shuttle system was based on findings that the shuttle system was not necessary to ensure maximum public access.

In 1983 the City of Santa Cruz submitted an application for the establishment of a residential parking permit program in the area known as the Beach Flats area [3-83-209 (City of Santa Cruz)]. The Beach Flat area consists of a mix of residential and commercial/visitor serving uses, just north of the Santa Cruz beach and boardwalk. The area was originally developed with summer beach cottages on small lots and narrow streets. The Commission found that insufficient off-street parking was provided when the original development took place, based on current standards. Over the years the beach cottages were converted to permanent residential units. With insufficient off-street parking plus an increase in public beach visitation, parking problems were created. The Commission found in this particular case that the residents were competing with visitors for parking spaces; parking was available for visitors and beachgoers in public lots; and adequate public parking in non-metered spaces was available. Therefore, the Commission approved the permit with conditions to ensure that parking permits (a total of 150) were not issued to residents of projects which received coastal permits for new development.

In 1987 the Commission approved, with conditions, a permit for a preferential parking program in the City of Capitola [3-87-42 (City of Capitola)]. The program contained two parts: the Village parking permit program and the Neighborhood parking permit program. The Village consisted of a mixture of residential, commercial and visitor-serving uses. The Neighborhood district consisted of residential development located in the hills above the Village

area. The Village, which has frontage along the beach, is surrounded on three sides by three separate neighborhoods. Two neighborhoods are located above along the coastal bluffs with little or no direct beach access. The third neighborhood is located inland, north of the Village.

Similar to the Santa Cruz area mentioned above the proposed Village area changed from summer beach cottages to permanent residential units, with insufficient off-street parking. Combining the insufficient off-street parking with an increase in beach visitation on-street parking became a problem for residents and businesses within the Village and within the Neighborhood. The programs were proposed to minimize traffic and other conflicts associated with the use of residential streets by the visiting public. The Village program allowed residents to obtain permits to exempt them from the two-hour on-street parking limit that was in place, and the requirement of paying the meter fee. The Neighborhood program would have restricted parking to residents only.

The Village program did not exclude the general public from parking anywhere within the Village. The Neighborhood program as proposed, however, would have excluded non-residents from parking in the Neighborhood streets. The Commission found that public access includes, not only pedestrian access, but the ability to drive into the Coastal Zone and park, to bicycle, and to view the shoreline. Therefore, as proposed the Commission found that the proposal would adversely affect public access opportunities. Without adequate provisions for public use of these public streets that include ocean vista points, residential permit parking programs present potential conflicts with Coastal Act access policies. Therefore, the Commission approved the permit with special conditions to assure public access. These included conditions to limit the number of permits within the Village area, provisions to restrict public parking limitations only near vista point areas in the Neighborhood district, access signage program, operation of a public shuttle system, monitoring program and a one-year time limit on the permit (requiring a new permit or amendment to continue the program).

In 1990 the City of Los Angeles submitted an application for preferential parking along portions of Mabery Road, Ocean Way Entrada Drive, West Channel Road and East Rustic Road in the Pacific Palisades area, within Santa Monica Canyon [5-90-989 (City of Los Angeles)]. The proposed streets were located inland of and adjacent to Pacific Coast Highway. The preferential parking zone extended a maximum of approximately 2,500 feet inland along East Rustic Road. According to the City's application the purpose of the proposal was for parking relief from non-residents. Despite available parking along surrounding streets and in nearby State beach parking lots, that closed at 5:30 p.m., along Pacific Coast Highway, the Commission denied the application because the areas were used for parking by beachgoers and that the elimination of public on-street parking along these streets would reduce public beach parking in the evening and visitor serving commercial parking.

As shown above the Commission has had before them a number of preferential parking programs state wide. The Commission has approved all of the programs except for one. While the approved programs regulated public parking they did not exclude public parking in favor of exclusive residential use. Because the programs were designed or conditioned by the Commission to preserve public parking, the Commission found the programs consistent with the access policies

of the Coastal Act.

All programs attempted to resolve a conflict between residents and coastal visitors over on-street parking. The Commission approved the programs only when the Commission could find a balance between the parking needs of the residents and the general public without adversely impacting public access. For example, in permit P-79-295 (City of Santa Cruz) and 5-82-251 (City of Hermosa Beach) preferential parking was approved with mitigation offered by the City or as conditions of approval that were required by the Commission to make available day use permits to the general public, remote parking and a shuttle system. In 3-83-209 (City of Santa Cruz) because of a lack of on-site parking for the residents within a heavily used visitor serving area and adequate nearby public parking the Commission approved the project to balance the needs of the residents with the general public without adversely impacting public access to the area. In 3-87-42 (City of Capitola) the Commission approved the program for the visitor serving area (the Village) because it did not exclude the general public from parking in the Village but only limited the amount of time a vehicle could park. However, preferential parking in the Neighborhood district, located in the upland area, was, for the most part, not approved since it excluded the general public from parking. The only area within the Neighborhood district that was approved with parking restrictions was those areas immediately adjacent to vista points. In these areas the Commission allowed the City to limit public parking to two hour time limits.

Where a balance between residents and the general public could not be found that would not adversely impact public access opportunities the Commission has denied the preferential parking programs, as in the case of 5-90-989 (City of Los Angeles).

In addition to preferential parking programs the Commission has also reviewed proposals to prohibit general parking by such measures as posting "No parking" signs and "red curbing" public streets. In 1993 the City of Malibu submitted an application for prohibiting parking along the inland side of a 1.9 mile stretch of Pacific Coast Highway [4-93-135 (City of Malibu)]. The project would have eliminated 300 to 350 parking spaces. The City's reason for the request was to minimize the number of beachgoers crossing Pacific Coast Highway for public safety concerns. The Commission denied the request because the City failed to show that public safety was a problem and there was no alternative parking sites provided to mitigate the loss of available public parking. Although there were public parking lots located seaward of Pacific Coast Highway and in the upland areas the City's proposal would have resulted in a loss of public parking. The Commission, therefore, found that the proposal would adversely impact public access and was inconsistent with the access policies of the Coastal Act. In denying the proposal the Commission recognized the City's concerns to maximize public safety and found that there were alternatives to the project which would have increased public safety without decreasing public access.

In 1989 the Commission appealed the City of San Diego's permit for the institution of parking restrictions (red curbing and signage) along residential roads in the La Jolla Farms area (A-6-LJS-89-166). The purpose for the parking restrictions was due to residential opposition to the number of students from the University of California at San Diego campus who parked on La Jolla Farms Road and Black Gold road, and the resulting traffic and

public safety concerns associated with pedestrians and road congestion in the area. Specifically, the property owners association cited dangerous curves along some portions of the roadway which inhibited visibility; lack of sidewalks in the area and narrow streets (between 37 to 38 feet wide); and increased crime.

The Commission filed the appeal due to concerns on the parking prohibition and its inconsistency with the public access policies of the Coastal Act. The area contained a number of coastal access routes for beach access and access to a major vista point.

The Commission found that the City's permit would eliminate a source of public parking and would be inconsistent with the public access policies of the Coastal Act. The Commission further found that the elimination of the public parking spaces along the areas proposed could only be accepted with the assurance that a viable reservoir of public parking remained within the area. Therefore, the Commission approved the project with special conditions to limit public parking to two-hours during the weekdays and unrestricted parking on weekends and holidays. The Commission further allowed red-curb parking basically along one side of the road(s) and all cu-de-sacs for emergency vehicle access. The Commission found, in approving the project as conditioned, the project maximized public access opportunities while taking into consideration the concerns of private property owners.

As in the preferential parking programs that have come before the Commission in the past if proposed parking prohibition measures can be proposed or conditioned so that private property owner concerns can be balanced with coastal access opportunities, where impacts to public access is minimized, the Commission may find such proposals consistent with the public access policies of the Coastal Act.

D. Public Access and Recreation

Pursuant to Section 30106 of the Coastal Act development includes a change in kind or intensity of use of land. In this instance the change in intensity of use of land is converting the on-street parking spaces from public spaces to residential spaces-- a change in use from a public use, to a private, residential use, which in this instance is located on public property. Placement of the parking signs advising of the district is also development.

One of the strongest goals of the Coastal Act is to protect, provide and enhance public access to and along the coast. The establishment of a residential parking zone within walking distance of a public beach or other recreational areas will significantly reduce public access opportunities.

Several Coastal Act policies require the Commission to protect beach and recreation access:

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the

people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.5 of the Coastal Act states:

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, or overcrowding or overuse by the public of any single area.

Section 30213 of the Coastal Act states in part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30214 of the Coastal Act states:

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

Section 30223:

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

In addition the City's certified LUP designates the stairs along Adelaide Drive as pedestrian access points. The LUP in reference to the Adelaide Drive stairs states that:

The City shall maintain that portion of the public accessways along Adelaide Drive located within the City of Santa Monica which connect to stairs and walks through Santa Monica Canyon in Pacific Palisades. These walks provide access to the north end of Santa Monica Beach.

In preliminary studies that led to the adoption of the Coastal Act, the Commission and the Legislature reviewed evidence that land uses directly adjacent to the beach were required to be regulated to protect access and recreation opportunities. These sections of the Coastal Act provide that the priority of new development near beach areas shall be given to uses that provide support for beach recreation. The Commission has required the dedication of trails in upland and mountainous areas near the beach to provide coastal viewing and alternatives to the beach for jogging, strolling and cycling.

The proposed parking zone is adjacent to a number of beach and recreation accessways and provides a number of recreational opportunities. Two beach and recreation accessways that are provided in this area are the two public streets that intersect Ocean Avenue: Adelaide Avenue and San Vicente Boulevard. These two streets provide unmetered parking opportunities for access to the northern end of Palisades Park and the beach. Palisades Park is a coastal bluff top park offering panoramic views of the beach, coastal bluffs, and Santa Monica Mountains. According to the City's LUP Palisades Park is a major visitor serving facility. It offers a quiet, more passive recreational opportunity and an alternative to the sandy beach. The park is a very popular park attracting sightseers, strollers, and joggers. The park also provides access to the beach via four pedestrian bridges that cross over Pacific Coast Highway.

Another recreational accessway is via the two sets of stairs that descend from Adelaide Drive down into Santa Monica Canyon. These stairs provide access down to the streets in the canyon that lead directly to the beach. The first set of stairs is located at the intersection of Adelaide Drive and Fourth Street. From this stairway the beach is approximately 2,181 feet (.41 miles) away. The second stairway is located approximately 727 feet east of Fourth Street and approximately 2,908 feet (.55 miles) from the beach. This second stairway abuts and is outside of the coastal zone boundary.

Adelaide Drive, because of its scenic value attracts strollers, joggers, artists, and sightseers. These various users park their vehicles along Adelaide and Fourth Street.

The Preferential Parking zone is being proposed in order to mitigate parking and public nuisance problems created by exercise enthusiasts that use the two stairs along Adelaide Drive. The reasons given by the City and residents indicate that there is heavy use on these public streets, and that from the point of view of neighborhood residents, there are major inconveniences associated with the impacts of public use on their streets. Problems cited include double parking, littering, and socially unacceptable behavior.

The City has submitted a letter from the City's Deputy Fire Chief, dated June 5, 1996, to the South Coast District office (see Exhibit 7). The Deputy Fire Chief expresses his departments concern with the parking situation on Adelaide Drive and Fourth Street. The letter states that there is concern that there is a potential problem with emergency vehicle access to the homes located along these streets.

The City has also submitted information indicating that the police department initiated an enforcement deployment between May 27 and June 9, 1995 in response to complaints from the Adelaide Drive neighbors regarding activities at the Fourth Street stairs. During this period the police issued 100 citations for parking violations and citations for urinating in public, trespassing on private property, pedestrians blocking or impeding vehicular traffic and leash law violations (see Exhibit 6).

Throughout the year this nuisance problem and the parking difficulties that arise during peak use of the stairs are experienced by residents along Adelaide Drive east of Fourth Street and along Fourth Street, between Adelaide Drive and San Vicente Boulevard. Use of the stairs occurs basically throughout the entire day. The City conducted a parking survey of Adelaide Drive from Ocean Avenue to Fourth Street, Adelaide Drive, between Fourth Street and Seventh Street, and Fourth Street, between Adelaide Drive and San Vicente Boulevard. The survey was conducted on four separate days (Wednesday, Thursday, Saturday, and Sunday). See Exhibit 4 and 5 for the survey and summary of the survey. Review of the parking survey indicates that there are peak parking periods during the weekday and weekend that occur along Adelaide Drive and along Fourth Street.

During the weekday two peak parking periods occur. On Adelaide Drive, between Ocean Avenue and Fourth Street, which provides 38 parking spaces, the peak demand occurs at 11 a.m. and 7 p.m. During the eleven o'clock hour the total occupancy is at 63%. During 7 p.m. the rate is at 58%. Along Adelaide Drive, between Fourth Street and Seventh Street the rates are higher. During the morning 78% of the 50 spaces provided on this street segment are occupied at 9 a.m.. Then at 7 p.m., 100% of the spaces are occupied.

Along Fourth Street, between Adelaide Drive and San Vicente Boulevard, the morning peak occurs at 7 a.m. During this hour the occupancy rate for the 36 parking spaces is approximately 82%. The evening peak parking demand occurs around 7 a.m. with an occupancy of approximately 97%.

During the weekend there is basically one peak parking period for each segment

of Adelaide Drive. Along Adelaide Drive, between Ocean Avenue and Fourth Street, a occupancy high of 68% for the day occurs at 8 a.m. Along Adelaide Drive, east of Fourth Street a high of 72% occurs at 9 a.m. Along Fourth Street there is a high of 94% in the morning (7, 8, and 11 a.m.) and a high of 100% at 8 p.m.

These periods of high occupancy along both segments of Adelaide Drive and Fourth Street coincide with increased temporary parking (two hours or less). During the weekday the temporary parking occupancy rate varies during the total peak occupancy period from 26% to 52% for the morning hours. During the evening peak period temporary parking use ranges between 36% to 82%. These percentages, however, only show the percentage of vehicles that park along the streets from anywhere from less than an hour to two hours. The City's parking survey does not separate the type of users (stair climbers, strollers, domestic help, delivery, construction workers, etc.) that also parking along these streets.

The City conducted a separate user survey in an attempt to find a correlation between the number of vehicles parking on the street and the number of people using the stairs. The user survey was conducted by surveyors that were positioned at the top and bottom of the stairways. These surveyors observed the activity of the people using the stairs. The surveyors noted if the users were repeatedly using the stairs as a form of exercise or were using the stairs as a means of access for other destinations, such as in the direction of the beach. The City found that during the survey 86% of the people using the stairs were using the stairs as a form of exercise. The City also found that based on the peak use periods of the stairs and the increase in vehicles parking along the nearby streets the majority of stair climbers drive to the area.

The survey also indicated that the area is used by other type of users, such as strollers and possibly beachgoers. The survey showed that approximately 12% of the people observed in the area were walking along Adelaide and using the stairs for access to an unknown destination (although some of the observed people descending the stairs turned east in the direction of the beach, it was not determined if they were going to the beach). From the survey data it can not be determined if these various users of the area drive to the area and park along the neighborhood streets.

The high use of the area, which coincides with the use by the stair climbers, creates parking and traffic problems along these narrow streets that in turn creates potential safety problems for emergency vehicle access. However, requiring restricted parking during periods when there is not a significant parking or traffic impact to the surrounding streets is not necessary. The parking survey submitted by the City shows that there is sufficient parking along Adelaide Drive and Fourth Street to support the parking demand during the weekday and weekend. During non-peak hours, along Adelaide Drive, west of Fourth Street, 26% to to 56% of the parking spaces are available for public parking. East of Fourth Street 42% to 66% of the public parking spaces are available. Along Fourth Street the availability of spaces is generally lower throughout the day than that on Adelaide Drive due to the fewer parking spaces and the street's proximity to multi-family housing located at the corner of Fourth Street and San Vicente Boulevard. Available spaces range between 14% to 58%, with an available day average of 33%.

Based on the data provided by the City it is apparent that there is more than adequate parking throughout most of the day to support public parking without creating potential traffic safety concerns. There are periods of the day that parking does get impacted and it is at these times that there may be potential traffic problems. Potential parking and traffic impacts occur only during peak periods, since at other times of the day there is adequate parking. Along Adelaide, east of Fourth Street, on weekdays the peak periods, where the parking demand exceeds 70%, occurs between 8 a.m. and 10 a.m. and 6 p.m. to 8 p.m. During these times the occupancy rate is approximately 75% and 95%, respectively. Along Adelaide Drive, west of Fourth Street, the parking demand during peak periods is only 58% and 63% and is not high enough to pose a potential traffic problem since adequate parking is available. Fourth Street, because of the high occupancy throughout the day, and as a primary emergency access route to Adelaide, there is a potential traffic problem throughout the day.

Removing Adelaide Drive from public use (parking) for 24 hours, seven days a week, will preclude the general public from the use of the area for public parking. Because of the visual quality of the area, Adelaide Drive and Fourth Street has been used, not only by stair climbers, but by artists, strollers, and street joggers for many years. Because the stairs also serve as a route for beach access the surrounding streets may also be used by beachgoers (joggers and strollers) for parking.

Furthermore, restricting parking along Adelaide Drive during the entire day may shift the parking problem to other surrounding streets in the City of Santa Monica as well as the City of Los Angeles. The City has not submitted evidence that shows that, by eliminating public parking along these two streets, the volume of people using the stairs would diminish. On a recent site visit to the stairs staff talked with ten people that were using the stairs for exercise. All people interviewed indicated that regardless of the parking restriction they would continue to use the stairs. They all indicated they would continue to drive to the area and park on the unrestricted streets. Based on this information, stair climbers that park in the area will continue to drive and park on the unrestricted streets.

The City is assuming that visitors to the area that are currently parking along Adelaide Drive and Fourth Street will be dispersed into the surrounding streets. Except for San Vicente Boulevard, the City has not conducted a parking study to determine vehicle occupancy of the surrounding streets so the impact to these neighborhood streets has not be determined. Most of the development on the surrounding streets consist of older multiple-family residential development with inadequate off-street parking, based on current parking standards. Therefore, street parking is currently heavily impacted. The proposed restriction will have a ripple effect where the parking problem will be spread to the surrounding streets-- the addition of additional vehicles on the surrounding streets caused by spillover from visitors currently parking along Adelaide Drive and Fourth Street plus resident vehicles that will be displaced along the streets nearest Adelaide Drive and Fourth Street will be forced to park on other surrounding streets. Staff has received a number of letters and phone calls from people that reside on the surrounding streets, such as San Vicente Boulevard, Fourth Street south of San Vicente Boulevard, and Georgina Avenue, stating that the City's proposal will adversely impact parking on their streets.

Streets, such as San Vicente Boulevard, which is a broad street (approximately 100 feet wide), may be able to accommodate the additional traffic without creating safety problems. However, streets such as Entrada Drive, Channel, Amalfi Street, and Ocean Way, that are located down near the bottom of the stairs, in the City of Los Angeles, are narrow and inadequate to safely accommodate additional vehicles that would be shifted over by the proposed preferential parking along Adelaide Drive and Fourth Street.

Moreover, some of the streets within the Santa Monica canyon, such as Entrada Drive, Channel Drive and Ocean Way, lead directly to the beach and are used as a parking alternative to the beach parking lots. In 1990 the City of Los Angeles submitted an application (5-90-989) for preferential parking along portions of Mabery Road, Ocean Way, Entrada Drive, West Channel Road and East Rustic Road, within Santa Monica Canyon. The Commission denied the application because the areas were used for parking by beachgoers and that the elimination of public on-street parking along these streets would reduce public beach and visitor serving commercial parking. A representative of Councilman Marvin Braude has indicated that residents within Santa Monica canyon in the City of Los Angeles have again approached the City with a request for preferential parking due to impact from joggers and beachgoers. The representative indicated that if the preferential parking is approved in the City of Santa Monica the City of Los Angeles anticipates further parking and traffic problems within the Canyon.

Furthermore, Ocean Avenue, which is located approximately 1,500 feet from the Fourth Street stairs and is at the western terminus of Adelaide Drive in the City of Santa Monica, provides metered public parking for the adjacent bluff top park-- Palisades Park. As stated early the park is a popular park and major visitor serving facility. It attracts regional, national and international visitors. Popular uses of the park include sightseeing, strolling, and jogging. The park also provides beach access via pedestrian bridges. Restricting parking along Adelaide Drive and Fourth Street may force visitors currently parking along these streets to park along Ocean Avenue. This will adversely impact the availability of parking for park users and beachgoers. This impact in turn will force park users to park in the adjacent neighborhoods creating additional neighborhood parking problems.

Section 30212.5 of the Coastal Act states in part that parking areas shall be distributed throughout an area to mitigate against the impacts of overcrowding or over use by the public. The area along Adelaide Drive, because of its ease of access, free parking, and visual quality has become a popular recreational area over the years for the residents of Santa Monica as well as for residents of other surrounding communities. The area serves as an upland low-cost recreational alternative to the beach area. Because the area is a residential area the capacity of the roadway and on-street parking may not be adequate to support high public use as is occurring during certain times of the day. There are no public restrooms, trash receptacles, or drinking fountains as you might find in areas that are developed for public use. However, high use of the area is only occurring during certain periods of the day. During the other times the roadway and on-street parking supply is more than adequate to meet the nominal demands placed by the users of the area.

Because the street and the stairways are public the public has a right to use these streets for parking and other coastal recreational activities as long as

these activities do not interfere with the rights or safety of the adjacent property owners. The City has submitted evidence showing that due to high use of the stairs, during certain periods of the day, there may be potential public safety concerns with regards to emergency vehicle access. Because of these potential problems the City believes that there is a need to manage access to protect adjacent property owners. However, prohibiting public parking for the entire day, seven days a week would inappropriately reduce public access when there is on-street parking and traffic capacity to handle the demand and when there is no public safety concerns. Any measures taken to mitigate the parking and traffic problems associated with the public use of the area should be proportionate to the impact. Since the problem with the traffic and parking only occurs during certain hours of the day the City's proposal to eliminate public parking throughout the entire day, seven days a week, is not proportionate to the impact.

As shown in the City's parking survey during non-peak use periods available on-street public parking varies from 52% to 80% along Adelaide Drive and Fourth Street. This amount of available on-street public parking is sufficient to ensure that the streets are not blocked by private vehicles queuing for available spaces and that there are adequate spaces available for emergency vehicle parking. Therefore, as a condition of this permit, the hours of preferential parking for residents only shall be limited to the peak periods, as follows:

Adelaide Drive, west of Fourth Street

Weekday: 8am to 10am and 6pm to 8pm
Weekend: 8am to 9am

Fourth Street, between Adelaide Drive and San Vicente Blvd

Weekday: preferential parking allowed all day
Weekend: preferential parking allowed all day

Preferential parking is not allowed at any time of the day along Adelaide Drive between Ocean Avenue and Fourth Street.

By limiting the hours to these time periods the City's concerns with parking and traffic will be addressed and the area will continue to be available to the general public. In terms of socially unacceptable behavior the Commission is sensitive to the City's social problems, however, such unlawful activities are an enforcement problem. Laws governing unlawful activities, such as littering, trespassing and urinating in public, already exist and should be enforced. The prohibition on public parking along Adelaide Drive and Fourth Street will reduce access to the area and will impact public coastal recreational opportunities. The Commission does not find it acceptable to deny the public parking along public streets to the vast majority of law-abiding citizens as a means of restraining the few who break the law. The City is not addressing the social problem but attempting to shuffle the problem to another area at the expense of law abiding users of the area.

By allowing the City to prohibit public parking during peak use periods when most of the problems occur, the problems such as traffic and safety will be mitigated. To ensure that the preferential parking hours will not cause

adverse impacts to the surrounding area a condition requiring the City to resubmit an application by October 1, 1997 and to submit baseline parking data for the surrounding streets prior to implementation of this permit in order to properly evaluate the projects impact are necessary.

Over the last twenty years the Commission has found in past coastal permit action throughout the State, regarding preferential parking programs and other parking prohibition measures, the needs of the residents and the general public must be balanced without adversely impacting public access [P-79-295 (City of Santa Cruz); 5-82-251 (City of Hermosa Beach); 3-83-209 (City of Santa Cruz); 3-87-42 (City of Capitola; 5-90-989 (City of Los Angeles); 4-93-135 (City of Malibu); and A-6-LJS-89-166 (City of San Diego)]. The City's proposal will eliminate public parking entirely from the these two public streets that offer parking for coastal recreational opportunities within the coastal zone without mitigating the loss of public parking for the general public.

As proposed the Commission can not find the City's proposal consistent with the access policies of the Coastal Act. Therefore, the permit must be conditioned to limit the preferential parking to the above stated periods during the weekday and weekend. Furthermore, since the City has not submitted any parking information on the surrounding streets and does not know what impacts a full or partial preferential parking program will have on the surrounding area it is necessary to limit the program to a one-year period and to require baseline data on the surrounding streets. These requirements will allow the identification and evaluation of the significance of any possible impacts and provide an information base upon which to make necessary adjustments or to eliminate the program due to adverse impacts that can not be mitigated.

Therefore, the Commission finds that, only as conditioned to limit the preferential parking to the above stated peak periods during the weekday and weekend, and requiring the applicant to submit baseline parking data for the surrounding streets and by limiting the permit to a one-year period, will the proposed project be consistent with Sections 30210, 30211, 30212.5, 30213, 30214, and 30223 of the Coastal Act of 1976.

E. Visual Resource

Section 30250(a) of the Coastal Act states, in part, that:

(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse affects, either individually or cumulatively, on coastal resources.

Section 30251 of the Coastal Act says in part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted

development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

In addition, the City of Santa Monica, in its Land Use Plan (LUP) that was certified by the Commission with suggested modifications, lists Adelaide Drive as a Scenic Corridor. Furthermore, Policy 46 and 49 of the Santa Monica LUP state:

46. The scenic and visual qualities of the Coastal Zone shall be considered and protected as an important public resource. Public views to, from, and along the ocean, the Pier, Inspiration Point and Palisades Park shall be protected. Permitted development including public works of art shall be sited and designed to:
 - a. protect views to and along the ocean and scenic coastal areas;
 - b. minimize the alteration of natural landforms; and
 - c. be visually compatible with the character of surrounding areas and restore and enhance visual quality in visually degraded areas.

The Commission has consistently protected public view areas in accordance with the Coastal Act. The proposed preferential parking area includes Adelaide Drive that has been designated as a scenic corridor. Adelaide Drive is a scenic drive and offers views of the coastline and Santa Monica Mountains from the roadway and pedestrian walkway.

Because of the scenic views offered along Adelaide Drive development along the descending slope north of Adelaide Drive, in the City of Los Angeles, have been limited to a height that does not exceed the height of Adelaide Drive. This restriction is imposed by the City of Los Angeles in order to protect the public view along Adelaide Drive. The City of Santa Monica and residents along Adelaide Drive have also been supportive of the height limit. In 1985 residents along Adelaide Drive filed a lawsuit against the property owner at 345 Adelaide Drive, Pacific Palisades, due to the height of the project which extended above Adelaide Drive. The Commission subsequently approved the completion of the unfinished single-family residence with a condition to limit the height to that of Adelaide Drive [5-91-498 (Sanders)] in order to protect public views from Adelaide Drive. In other permit action the Commission has approved two single-family developments along the descending slope within the City of Los Angeles [5-89-241(Keller) and 5-89-243(Adelaide Associates)]. Both developments were approved by the Commission at a height that did not exceed the height of Adelaide Drive in order to protect public views from along Adelaide Drive.

As stated in the City's LUP:

The speed at which the viewer moves changes the viewshed experience. The views for pedestrians. . .change slowly and subtly. Views for passengers in moving cars change rapidly.

In order to be able to fully enjoy the views along Adelaide Drive it is necessary to be able to park and walk along the street. Due to the areas scenic quality a number of people are attracted to the area for various uses. Such uses include jogging, strolling, sightseeing, painting or drawing, and the stair climbing. By eliminating public on-street parking along Adelaide Drive and the surrounding streets the opportunity for the public to drive to the area and enjoy the views offered from this area will be diminished.

The City has not submitted adequate information to show how many people park along Adelaide Drive to enjoy or take advantage of the views. The City's survey does show the area is being used for such use. Commission staff has also observed people, such as artists, parking Along Adelaide Drive to paint or draw. The elimination of public parking within this upland area will make public access for viewing and other coastal opportunities more difficult.

The project as conditioned will balance the needs of the City and nearby residents with the needs of the general public in terms of public safety and public access. The project as conditioned will allow the public continued use of the area for parking, viewing and other activities associated with the views during periods when the streets are not heavily impacted with traffic that is generated by the stair climbers. Therefore, the Commission finds that, as conditioned the proposed development will be consistent with Sections 30250 and 30251 of the Coastal Act and with the applicable policies of the City's certified LUP.

F. Local Coastal Program

Section 30604(a) of the Coastal Act states that:

Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200).

In August 1992, the Commission certified, with suggested modifications, the land use plan portion of the City of Santa Monica's Local Coastal Program, excluding the area west of Ocean Avenue and Neilson way (Beach Overlay District), and the Santa Monica Pier. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications.

The area within the Beach Overlay District was excluded from certification due to Proposition S discouraging visitor serving uses along the beach resulting in an adverse impact on coastal access and recreation. In deferring this area the Commission found that, although Proposition S and its limitations on development were a result of a voters initiative, the policies of the LUP were inadequate to achieve the basic Coastal Act goal of maximizing public access and recreation to the State beach and did not ensure that development would not interfere with the public's right of access to the sea.

As conditioned the project will not adversely impact coastal resources or

access. The Commission, therefore, finds that the project, as conditioned, will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program implementation program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

G. California Environmental Quality Act.

Section 13096 of the Commission's administrative regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment.

The proposed project, as conditioned, is consistent with the applicable policies of the Coastal Act. There are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the proposed project is found consistent with CEQA and the policies of the Coastal Act.

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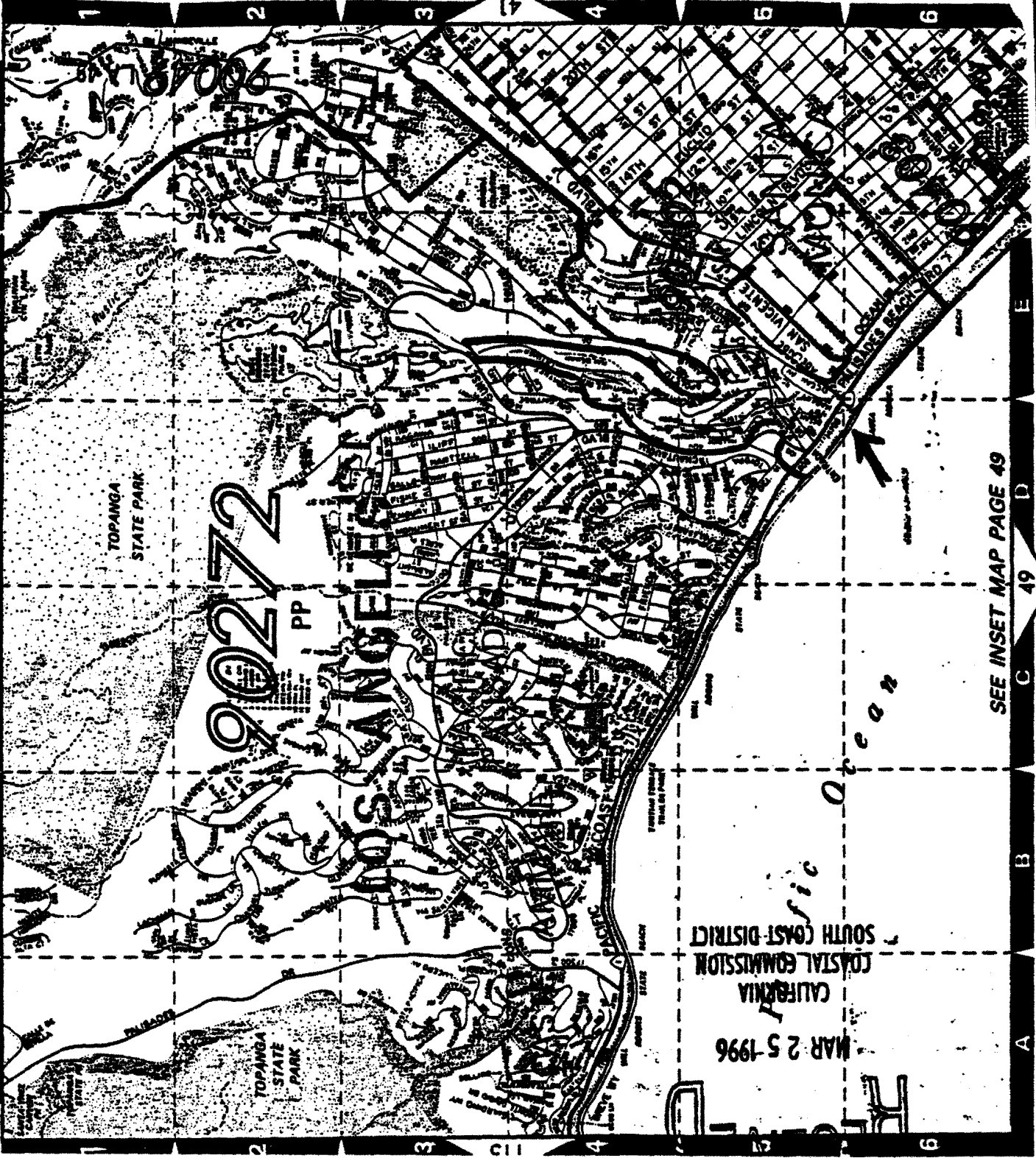


EXHIBIT NO. 1

Application Number

5-96-059

Vicinity Map

California Coastal Commission

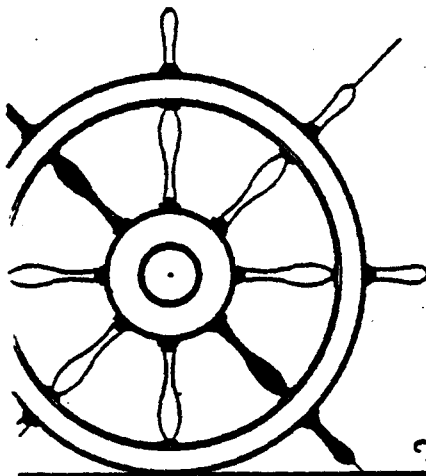
5-96-059

ATTACHMENT 7

RECEIVED

MAR 25 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT



0 1000 1500 2000 Feet

Coastal Zone Boundary

POSTED
PERMIT
PARKING

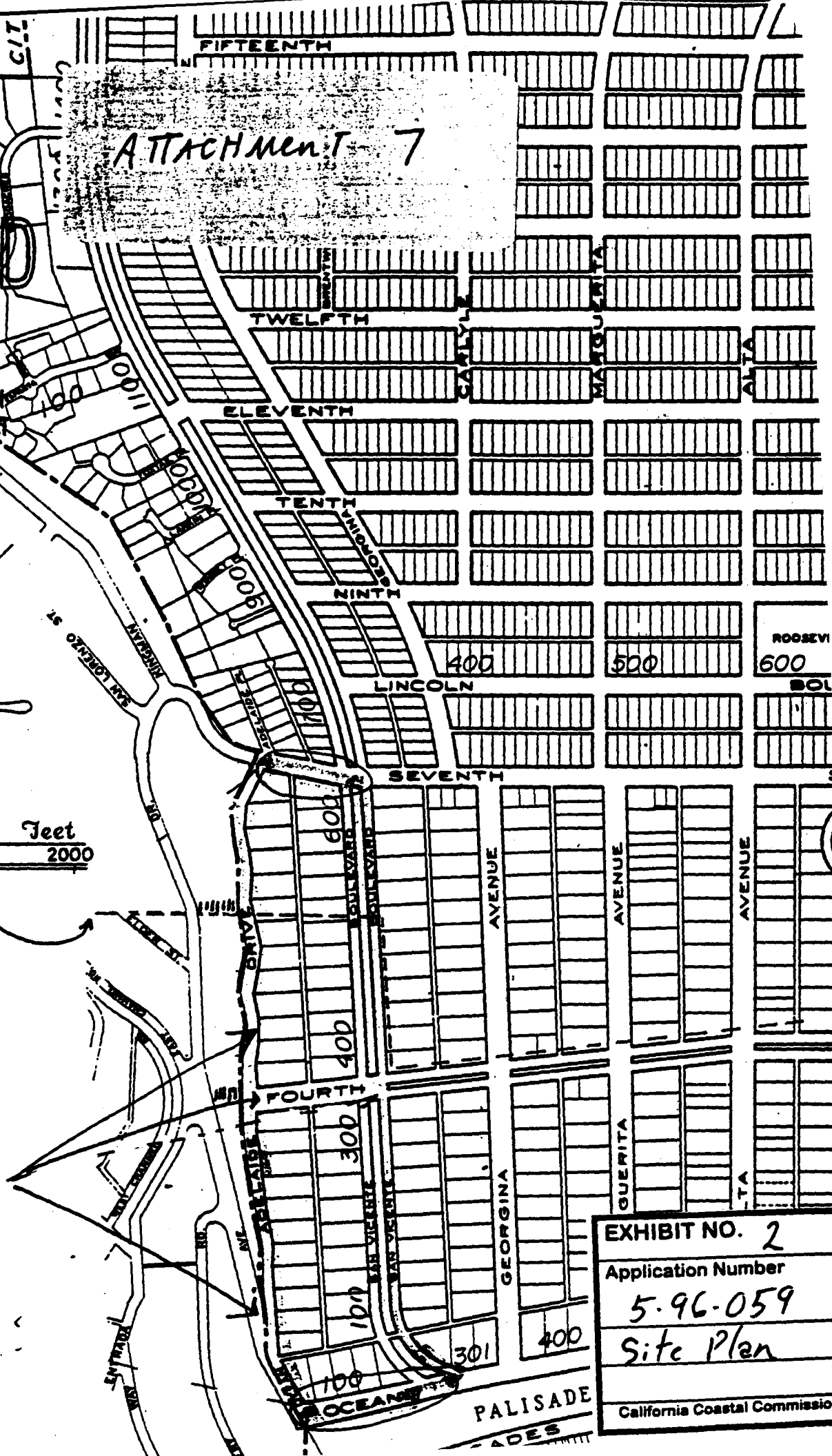


EXHIBIT NO. 2

Application Number

5-96-059

Site Plan

California Coastal Commission

SANTA



MONICA

Policy & Planning Analysis

1685 Main Street
P.O. Box 2200

June 3, 1996

Mr. Al Padilla
California Coastal Commission
245 W. Broadway, Suite 380
Long Beach, CA 90802

RECEIVED

JUN 3

CALIFOR
COASTAL COM
SOUTH COAST

EXHIBIT NO. 3
Application Number 5-96-059
Letter from City
Summary of User Survey California Coastal Commission

RE: Coastal Permit Application #5-96-059 for Preferential Parking Zone "HH"

Dear Mr. Padilla:

Pursuant to your request for follow-up information regarding the above referenced Coastal application, please find the enclosed:

1). Occupancy survey of available on-street parking spaces within the project boundaries located within the Coastal Zone. Accutek, a survey company based in Diamond Bar, was hired by the City to conduct the occupancy survey. Weekend survey work was performed on Saturday, May 18 and Sunday, May 19, 1996 between the hours of 7:00am to 11:00pm. An additional weekday was surveyed on Thursday, May 23, 1996 between the hours of 7:00am to 10:00pm. Attachment A contains the spreadsheet with the data from the surveys. The survey indicates consistently high occupancies of on-street parking spaces on 4th Street and San Vicente Blvd. The occupancy survey conducted on Adelaide Drive provides information that exercisers drive to the area and park at the available on-street parking spaces along Adelaide Drive (see discussion below). Unfortunately, because of inclement weather, the weekday survey work was postponed from the previous week and conducted on Thursday, May 23rd. No parking is allowed along San Vicente and the west side of 4th St. from 1:00pm to 3:00pm on Thursdays for street sweeping. Therefore, the occupancy survey, particularly nearer the times of the street sweeping hours, is not indicative of the true demand for on-street parking spaces in the area.

2). Survey of persons who utilize the 4th Street stairs (which connect Adelaide Drive to Ocean Avenue in the City of Los Angeles) to determine: a.) the number of persons using the stairs; b.) their destination or purpose for using the stairs or parking on Adelaide Drive; and c.) how many persons parked on Adelaide Drive to enjoy the views. The surveys were conducted by Accutek on Saturday, May 18, 1996 between 6:00am to 10:00pm and Sunday,

May 19, 1996 from 10:00am to 2:00pm and 7:00pm to 9:00pm; the weekday work was performed on Thursday, May 23, 1996 between 9:00am to 6:00pm. Attachment B contains the spreadsheet with data from the surveys. The data was collected by surveyors located at the top and bottom of the 4th St. stairs (denoted as #1). In addition, the stairs located to the east between 4th St. and 7th St. (denoted as #2) were also surveyed on the Saturday and Sunday noted above (see Attachment C for surveyor locations). The surveyors located at the two locations along Adelaide made notations as to the presumed destinations of the persons in the area (strolling and enjoying the views vs. exercising) based upon attire and behavior at the stairs. The second pair of surveyors were located at the bottom of the two sets of stairs and made notations as to the destination of those persons coming down the stairs (travelling west toward the beach, east toward the second set of stairs or back up the stairs to Adelaide) in order to get a reading on the purpose of those using the stairs. Simply stated, the vast majority of the persons using the two sets of stairs are there to exercise (approximately 86%). During the hours surveyed, 64% of people using the 4th St. stairs to reach the bottom of the canyon at Ocean Avenue immediately turned around and ascended the stairs back to Adelaide Drive. Over 90% of the people who reached Entrada Drive via the second set of stairs to the east climbed back up the stairs to Adelaide.

The number of people using the stairs for pedestrian access is far more than would be expected of a small residential neighborhood or area with persons coming to enjoy the views or access the beach. On many occasions during the survey period, over 100 people per hour were noted utilizing the stairs. These numbers, along with the percentages noted above, clearly demonstrate the extent to which these stairs are used for exercise, adversely affecting the pedestrian access to the bottom of the canyon.

A comparison of the occupancy survey and user survey gives a clear indication as to the mode of transportation to Adelaide Drive. In the early morning of Saturday May 18th, between 7:00am and 8:00am, there was an increase of 33 persons exercising at the 4th St. stairs (from 31 persons observed between 6:00am and 7:00am to 64 persons between 7:00am and 8:00am). During the same time period, there was a 24-car increase in the number of cars parked along Adelaide between Ocean Avenue and 7th St. (from 29 cars parked to 53 cars). Between 6:00am and 8:00am, there were no persons observed enjoying the views. From 8:00am to 9:00am, there were 23 persons observed enjoying the views on Adelaide and 66 persons exercising at the stairs (an increase of 2 persons exercising from the previous hour). During this same time period, there was a 5-car increase in the number of cars parked along Adelaide (from 53 to 58 cars).

On Sunday, May 19th, a similar correlation can be seen between the hours of 7:00pm to 9:00pm. The number of persons observed exercising decreased by 19 (from 48 persons observed from 7:00pm to 8:00pm to 29 persons from 8:00pm to 9:00pm) and the number of persons enjoying the views decreased by 6 (from 7 persons observed from 7:00pm to 8:00pm to 1 person observed from 8:00pm to 9:00pm). The number of cars parked along Adelaide decreased by 21 (with 34 cars parked on Adelaide at 7:00pm to 13 cars at 9:00pm). Interestingly, earlier on Sunday, there occurred a dramatic increase of almost 100% (from 31 to 59) in the number of cars parked along Adelaide for the one hour period between 8:00am to 9:00am. This number dropped down to 32 cars parked on Adelaide between 9:00am to

EXHIBIT NO. 3 20/4
Application Number

10:00am. This observation would seem to indicate an early Sunday morning workout routine (there was no pedestrian surveying done during this period; however, there were no sudden increases and decreases within a short period of time observed in the number of "viewers" on Adelaide during any surveyed time period).

These numbers lead to the conclusion that: 1). the people who exercise at the stairs predominantly drive to the area; and 2). the people enjoying the views are predominantly nearby residents who walk to the area.

Please note that per City instructions, the surveyors made every effort not to double-count those persons who would repeatedly use the two sets of stairs while exercising. However, some double-counting undoubtedly occurred as indicated by the fact that the numbers contained in the spreadsheets from the locations at the tops and bottoms of the stairs did not correlate during several survey hours.

3.) History of the stairs. According to Los Angeles Councilmember Marvin Braude's office, the 4th Street stairs were originally built of wood in 1940 to provide access from the top of the south-side of the canyon at Adelaide Drive in Santa Monica to the base at Ocean Avenue in Los Angeles. They were built by the City of Los Angeles from capital improvement funds. Due to significant deterioration, the stairs were replaced with concrete in the early 1980's by the City of Los Angeles, again with funds from the City's capital improvement fund.

As you can see from the enclosed drawing (Attachment D), only 12.64' of the steps are within the City of Santa Monica.

4.) Police reports relative to activities at the stairs. The Police Department initiated an enforcement deployment from May 27 through June 9, 1995 in response to complaints from the Adelaide Drive neighbors regarding activities at the 4th St. stairs (see Attachment E). The Police issued a number of citations during this period including 100 citations for parking violations and citations for urinating in public, trespassing on private property, pedestrians blocking or impeding vehicular traffic and leash law violations. A total of 162 officer hours were devoted to the deployment effort.

5.) Alternatives considered by the City other than preferential parking to solve the neighborhood disturbances and other problems associated with the activities at the stairs. The enforcement activities of the Police Department referenced above did not in any way abate the level of exercise activity on the stairs or the resulting negative impacts on the neighborhood. In discussions with the neighbors, the Police Department recommended that the establishment of a preferential parking district was the most effective method of alleviating the traffic, congestion, and noise disturbances related to the exercise activity on the stairs along Adelaide Drive. The fact that the stairs were built by the City of Los Angeles and are located almost entirely outside of Santa Monica severely limits the City's options in dealing with these problems.

EXHIBIT NO. 3
Application Number

If you have any questions, please give me a call.

Sincerely,

Paul Foley

Paul Foley
Associate Planner

Attachments

cc: Susan McCarthy
Suzanne Frick
Karen Ginsberg
Ron Fuchiwaki

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EXHIBIT NO. 3 4.14
Application Number

Exhibit 4
5-9C-059
Parking Survey
pg 2

Preferred Parking Review										Adelaide Drive, 4th Street and San Vicente																											
Total residences		required signatures		received signatures		% of residences				10am		12 noon		1pm		Adelaide Drive Between Ocean Ave. & 4th St. south side alley		2pm		3pm		4pm		5pm		6pm		7pm		8pm		9pm		10pm		11pm	
33		21		25		76																															
Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.		Adelaide Drive Between Ocean Ave. & 4th St.			
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9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th		9th	
10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th		10th	
11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th		11th	
12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th		12th	
13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th		13th	
14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th		14th	
15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th		15th	
16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th		16th	
17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th		17th	
18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th		18th	
19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th		19th	
20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th		20th	
21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st		21st	
22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd		22nd	
23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd		23rd	
24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th		24th	
25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th		25th	
26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th		26th	
27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th		27th	
28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th		28th	
29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th		29th	
30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th		30th	
31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st		31st	
32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd		32nd	
33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd		33rd	
34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th		34th	
35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th		35th	
36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th		36th	
37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th		37th	
38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th		38th	
39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th		39th	
40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th		40th	
41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st		41st	
42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd		42nd	
43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd		43rd	
44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th		44th	
45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th		45th	
46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th		46th	
47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th		47th	
48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th		48th	
49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th		49th	
50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th		50th	
51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st		51st	
52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd		52nd	
53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd		53rd	
54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th		54th	
55th		55th		55th		55th																															

[illegible]

[illegible]

4th Street (between Adelaide Dr. & San Vicente)											4th Street (between Adelaide Dr. & San Vicente)										
west side	4am	5am	6am	7am	8am	9am	10am	11am	12noon	1pm	west side	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
space				2BK	2BK	2JC	3EN	224	224	224	space	224	224	3JC	388	2K3		1KB			
space				3FA	3FA	3FA	3FA	3CM	3CM	3CM	space	3CM	1HB	1PH	1PH	300	3KW	3KW			
space				3H2	3GQ	585		3CL	2YI	382	space	382	3PR	3PR	28Q	EB4	3EM	3EM	3EM	3EM	
space				3DF	428	3EX	3EX	3OC	3OC	2YB	space	2YB	1UU	1UU	H2U	H2U	3EB	3EB	3EB	3EB	
space				3FL	3FD	GDW	GDW	1KU		3GL	space		3AM	3AM	2AJ	2AJ	WFL	WFL			
space				2CE	2CE	2CE	2CE	3MQ	3MQ	3NE	space	3NE	2BJ	2BJ	2KO	3BU	3BU	3BU	3BU	3BU	
space				3LX	3LX	3LX	3LX	3LX	3LX	3LX	space	3LX	3LX	3LX	2PB	DMJ	DMJ	DMJ	DMJ	DMJ	
space				4D7	4D8	1LX		3GJ	3NR	DMJ	space			3PO	3LA	3NF	3NF	3NF	3NF	3NF	
space				2J8	2J7	2J8		2NV	2NV	3HG	space	3HG	3EE		3BI	3BI	2HX	2HX	2HX	2HX	
space				TYT	TYT	TYT	TYT	TYT	TYT	TYT	space	TYT	TYT	TYT	TYT	TYT	TYT	TYT	TYT	TYT	
alley											alley										
space				2VE	2VE	2VE	2VE	2VE	2VE	4D7	space	750	22C	22C	2PG	2PG	2PG	2PG			
space				14B	14B	14B	14B	14B	14B	14B	space	14B	14B	14B	14B	14B	14B	14B	14B	14B	
space				2WB	2WB	3PU	2UW	3KN	3KN	2DL	space	2DL	3N2	3N2	3N2	3N2	3N2	3N2	3N2	3N2	
space				1NM	1NM	1NM	1NM	1NM	1NM	1NM	space	1NM	1NM	1NM	1NM	1NM	1NM	1NM	1NM	1NM	
space					3MK	3FC	3FC	2FB	2FB	3JV	space	3CE	3CE	3CE	3CE	2ZI	2VE	2VE	2VE	2VE	
space				KGN	KGN	KGN	KGN	KGN	KGN	KGN	space	KGN	KGN	KGN	KGN	3CM	3CM	3CM	3CM	3CM	
space				18D	18D	18D	18D	18D	18D	18D	space	18D	18D	18D	2EC	2EC	28W	28W	28W	28W	
space				2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	space	2LJ	2LJ	2LJ	3JU	3JU	3JU	2CA	2CA	2CA	
space											space	3DI			2TA	2TA	2TA	2TA	2TA	2TA	
tot. # spcs. =																					
18																					
occ. spcs.				17	18	18	15	18	17	18			17	17	17	18	19	17	19	19	14
% occ.	0%	0%	0%	94%	94%	94%	78%	94%	89%	94%			89%	89%	89%	100%	100%	89%	100%	78%	74%
east side											east side										
space				3MA	3MA		28P	JCA	JCA	2UE	space	2UE	2UE	2UE	2UE	2UE		3TQ	3TQ	3TQ	
space				2TA	2TA	2TA	2TA	2TA	2TA	3AE	space	3AE	3JX	3JX	3JX	3JX	3JX	3KH			
space				2VP	2VP	2VP	2VP	2VP	2VP		space							2AM	3KB	3KB	
space				258	258	258	258	3HM		1JC	space	1JC	1JC	1JC	1JC	1JC	2KX	3KP	3KP	3KP	
driveway											driveway										
space				VUU	VUU	VUU	VUU	VUU	VUU	3KO	space	3KO					1MA	3NF	3NF	3NF	
space				3JV	3JV	3JV	3JV	3JV	3JV	4D7	space	4D7	4D7	4D7	4D7	4D7	4D7	4D7	4D7	4D7	
space				2HG	2HG	UC8	UC8	UC8	UC8	3DE	space	3DE					131	131	131	131	
alley											alley										
space				2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	space	CHE	2VP	2VP	2VP	2VP	2VP	2VP	2VP	2VP	
space				131	131	131	3RB	2DX	2DX	3MA	space	3MA	3AM	3DL	3DL	3MW	1VE	1VE	1VE	1VE	
space				2K4	2K4	NEW	NEW	3KK	3RD	3RD	space	3RD			3MD	3MD	2TU	3CI	3CI	3CI	
space				2JK	108	28D		2TH	2TH	3JK	space						2XT	2MH			
space				3EB	3EB	3EB	3EB	385	385	2VG	space	2VG	2VG	2VG	2VG	2VG	3K3	3EB	3EB	3EB	
space				1AN	3FB	3PI	3PI	3PI		3EB	space	3EB		1HG	1HG	1HG	3GH	3GH	3EB		
space				2WB				3FA	3FA	3GH	space	3GH		1RP	2ZJ	3GH	3GH	3GH	3GH		
space				28W	28W	28W	2PD	3LO	3LO		space	2PW	2PW	2PW			1DC	3LP	3LP	3LP	
space											space						3GY	2CG			
space				3EE	3EE	2LP	2CL	3PB		2WL	space	2WL	2WL	2WL	2WL	2WL	3DL	3FF	3FF		
red curb											red curb										
tot. # spcs. =																					
17																					
occ. spcs.				16	16	14	14	16	12	14			14	9	11	11	11	14	17	12	10
% occ.	0%	0%	0%	94%	94%	82%	82%	94%	71%	82%			82%	62%	63%	63%	63%	62%	100%	71%	67%
TOTALS																					
total spcs. =																					
36																					
occ. spcs.	0	0	0	33	34	32	28	34	28	32			31	26	28	30	30	31	38	27	24
% occ.	0%	0%	0%	92%	94%	89%	81%	94%	81%	89%			86%	72%	78%	83%	83%	88%	100%	75%	67%

Adelaide Drive (between 4th St. & 7th St.)											Adelaide Drive (between 4th St. & 7th St.)										
South side	4am	5am	6am	7am	8am	9am	10am	11am	12 noon	1pm	South side	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
space				2TR	2TR		2TB	2TB	3NA	3LW	space	3LW	3AE		3YQ	3EW	3HJ	3HJ			
space				2BW	2BW	2BW	2BW	2BW	2BW	2BW	space	2BW	2BW	2BW	2BW	2BW	2BW	2BW	2BW	2BW	2BW
space				3HY	3KW	2WB	2WB	2WB	2WB	2CE	space				3OS	3OS	3OS	3OS	3OS	3OS	3OS
space				2NE	2NE				3CH		space	3KJ		2CK	3OD	2LV	2UM	2VI			
space				3HJ	3HJ	3HN	3HN	3EK	3EK	2VS	space	2VS			2LD	2LD	NEW				
space				3LP	3LP			1LR	1LR	3AE	space	3AE	3AE	3AE	3AE	3AE	2BB	2BB			
space				1EH	1EH	2EV	2UF	2UF	2UF	037	space	037	037	037	037	037	1PV	1PV			
space				2NV	2NV	3RK				2TI	space	2TI	3BQ		2WA	2WA	2ZY	2ZY			
space											space						100				
space				3W1	3W1	16X	262	262	262	22M	space						2WL				
space				3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	space	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8
space				5B9	5B9	5B9	5B9	5B9	5B9	5B9	space	5B9	5B9	5B9	5B9	5B9	5B9	5B9	5B9	5B9	5B9
blue h/c							1JQ	1JQ	1JQ	1JQ	blue h/c										
space				3NT	3NT	3BQ		2XZ	2XZ	3HN	space	3HN	3FE	3FE		3CZ	3AL	3AL			
space				KUB	KUB	2UX					space	3W1	3W1	3W1	3W1						
space				VIZ	VIZ	3KJ	3EE	3EE	3EE	3MR	space		2HZ			2HZ					
diverway											diverway										
diverway											diverway										
space				2RJ	2RJ	2RJ	2RJ	3PU	3PU		space	2CB	3BJ	3BJ	3BN	3BN					
space				2GF	2GF	2XA			3BX	3GX	space										
diverway											diverway										
space						3KC					space				2JA						
diverway											diverway										
space						1PV	MCR				space		3PC		EP4	EP4					
space											space										
space						3KJ				3CZ	space	3CZ									
diverway											diverway										
space						3RM	3RM				space		2PA	2PA	2PA						
space						3NB	KU	KU			space	2UC									
space						3BE	3BE	2XA		3EA	space	3EA	3EA	3EA	3EA	1FQ					
space						3NU	3NU	3JJ	3JJ	3LZ	space	3LZ			3DO	2XF	2BO	2BO			
space				2VZ	2VZ						space		1PU	1PU			3BW				
space										895	space	895	2JX	2JX	2JX		3JZ				
space						2KW					space		2G3	2G3							
space											space				2GO	2GO	2HQ				
space				1RQ		3JU	3GX	3GX	UH	2XA	space		ALE	ALE				3FH			
diverway											diverway										
diverway											diverway										
space				2VY	2VY	2KU		1NU	NEW		space	2EG	3GN	3GN	3OB						
space						3LE					space					3HO					
space						2B	3BK	3BK	863		space	3TW	3DC	3DC	3DC						
diverway											diverway										
diverway											diverway										
space						3KC		86Y	86Y	3RK	space	3RK	3PI	3PI							
space						3BK		1KQ			space						1RQ	1RQ			
space				2RL	2RL	3WP	NEW	NEW		D1PW	space		2AW								
diverway											diverway										
space											space		2MY	2MY	2MY		2JV				
space				3BN	3BN	3HK	3HK		NEW		space		2WB								
space						2TJ	2TJ			3PC	space	3PC	3PC		UNT						
space				24B	18K	NEW	NEW			2CA	space	2CA	2CA								
diverway											diverway										
diverway											diverway										
space											space	1FT					1LH	1LH			
space						3BY	3BY				space	2ZU									
space						IMN	3KI				space	1CT	1CT								
space											space	3BB									
space						2LF	2LF				space	2RL									
space											space	2ZT									
diverway											diverway										
space						2LV	2LV			ERJ	space	ERJ			2UX	2UX					
space						2XH	2XH				space	2UO			3BB	3BB					
space						2VE	2VE				space		2LZ	3BB	2LZ	2LZ	1L5	1L5			
red curb											red curb										
tot. # spcs. =																					
50																					
occ. spcs.				21	22	37	28	22	21	29		31	29	24	27	23	21	13	4	4	
% occ.	0%	0%	0%	42%	44%	74%	56%	44%	42%	58%		62%	58%	48%	54%	46%	42%	28%	8%	8%	0%
TOTALS						66%				42%		76%	58%		27%						
total spcs. =																					
88																					
occ. spcs.	0	0	0	30	31	59	32	38	38	48		53	54	48	42	40	34	24	13	13	0
% occ.	0%	0%	0%	34%	35%	67%	36%	43%	41%	55%		60%	61%	56%	48%	46%	39%	27%	15%	15%	0%

4th Street (between Adelaide St. & San Vicente)											4th Street (between Adelaide St. & San Vicente)										
west side	4am	5am	6am	7am	8am	9am	10am	11am	12 noon	1pm	west side	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
space				2LW	2LW	3MJ	3CX	3CX	3CX	3LE	space		2ZO	2ZO	2ZO	2ZO	1WV	3MH	3MH	3MH	
space				1JF	1JF	3TK	3GT	3GT	3GT	3GT	space	3GT	3GT	3GT	3GT	3GT	3GT	3GT	3GT	3GT	
space				3FL	3FL	3DR	3JT	3JT	3JT	2YC	space	2UT	2UT	3WH	3LD	3TA	3TA	3TA	3TA	3TA	
space				VUJ	VUJ	3BJ	2UR	2UR	LV2	3PF	space	3PF	3RD	3WH	3WH						
space				3FF	3PT	3LP	3LP	3LP	3LP	216	space	216	3KG	3KG	3KG	3LA	3LA	3LA	3LA	3LA	
space				2JG	2JG	3EB	3EB	2JG	2JG	2JG	space	2JG	2JG	2JG	2JG	3KW	131				
space				DMJ	DMJ	DMJ	DMJ	DMJ	DMJ	DMJ	space				131	131	NEW				
space				2BJ	2BJ		3EI		1F7	OGG	space	OGG				3AO	2FX	2FX	2FX	2FX	
space				216	216	216		3PH	3PH	3PH	space			368		3JV	3JV	3JV	3JV	3JV	
space				T4T	T4T	T4T	T4T	T4T	T4T	T4T	space	T4T	T4T	T4T	T4T	T4T	T4T	T4T	T4T	T4T	
alley											alley										
space				2WB	2WB	3MI	2CX	2CX	2CX	3PJ	space		1KD	1KD	642	642	642	642	642	642	
space				14B	14B	14B	14B	14B	14B	14B	space	14B	14B	14B	14B	14B	14B	14B	14B	14B	
space				2HX	2HX	2HX	2HX	2HX	2HX	2HX	space	2HX	2HX	2HX	2HX	2HX	2HX	2HX	2HX	2HX	
space				1NM	1NM	1NM	1NM	1NM	1NM	1NM	space		772	772	772	772	2CE	2CE	2CE	2CE	
space				2BW	2BW	3BB	3BB	3CI	3CI	3CI	space	3CI	3EB	3EB	3LF	3LF	3LF	3LF	3LF	3LF	
space				KGN	KGN	KGN	KGN	KGN	2VB	KGN	space	KGN	KGN	KGN	2BW	2BW	2BW	2BW	2BW	2BW	
space				2WG	2WG	1JA	1JA	3NH	3NH	MDV	space	MDV			1BK						
space				2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	space	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	
space											space										
tot. # spec. =																					
19																					
occ. spec.				16	16	17	16	17	16	16		13	13	16	16	14	15	15	15	15	
% occ.	0%	0%	0%	80%	80%	80%	80%	80%	80%	80%		60%	60%	70%	80%	70%	60%	60%	60%	60%	0%
east side											east side										
space				2TA	2TA	2TA	2TA	2TA	2TA	2TA	space	2TA	2TA	2TA	2TA	2TA	2TA	2TA	2TA	2TA	
space				3NH	3NH	3NH	3NH	3NH	3NH	3NH	space	3NH		3JC	3JC	3JC	3JC	3JC	3JC	3JC	
space				2VP	2VP	2VP	2VP	2VP	2VP	2VP	space	2VP	2VP	2VP	2VP	2VP	2VP	2VP	2VP	2VP	
space				2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	space	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	
driveway											driveway										
space				3NZ	3NZ	3KW	3NZ	3NZ	3NZ	3NZ	space	3NZ	2XT	2XT	2XT	2XT					
space				4D7	4D7		4D7	4D7	4D7	4D7	space	4D7		3OB	3NV	467	467	467	467	467	
space				231	231	231	3MA	3MA	3MA	3MA	space	3MA	2JJ	2JJ	2BW	2BW	2BW				
alley											alley										
space				4BC	2PO	3MH	3MH	3JF	3JF	3HL	space	3HL	3FB	3FB	3FB	3B2	1HJ				
space				2VE	2VE	4P3	4P3	3HC	3HC	2DU	space	2DU	2RO	2RO	3EL	3EL	3WH	3WH	3WH	3WH	
space				2KA	2KA	3KA	3BY	3BY	3BY	3BY	space	3BY		NEW	NEW	NEW	3MU	1HJ	3WH	3PX	
space				3JV	3JV	3JV	3JV	3JV	3JV	3JV	space	3JV			2RQ	2RQ	368	368	368	368	
space				2KY	2KY	3PO	3EN	3EN	3EN	1RX	space	1RX	1RX	1RX	3MC	3EB	3EB	3EB	3EB	3EB	
space				3EB	3EB	3EB	3EB	3EB	3EB	3EB	space	3EB	3EB	3EB	3EB	2CP	3KW	2YA	2YA	2YA	
space				3GH	3GH	3GH	3GH	3GH	3GH	3GH	space	3GH	3GH	3GH	3GH	3GH	3GH	3GH	3GH	3GH	
space							3LP	3LP	3LP		space										
space				3WB	3WB	2AJ	2AJ	NRO	NRO	2ER	space	2ER	2ER	2ER	2ER	3HH	3LD	3LD	3LD	3LD	
space				2CE	2CE	2CE	2CE	3HL	3HL		space	3LW	2HX	2HX	2HX	3HL					
red curb											red curb										
tot. # spec. =																					
17																					
occ. spec.				16	16	17	17	17	17	15		16	13	13	16	16	14	12	11	11	
% occ.	0%	0%	0%	94%	94%	100%	100%	100%	100%	80%		94%	84%	70%	84%	84%	82%	71%	65%	65%	0%
TOTALS																					
total spec. =																					
36																					
occ. spec.	0	0	0	34	34	34	36	34	36	33		29	26	26	32	30	29	26	24	24	0
% occ.	0%	0%	0%	94%	94%	94%	97%	94%	97%	82%		81%	72%	70%	80%	80%	81%	66%	67%	67%	0%

4th Street (between Adelaide Dr. & San Vicente)											4th Street (between Adelaide Dr. & San Vicente)										
west side	4am	5am	6am	7am	8am	9am	10am	11am	12 noon	1pm	west side	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
space				3AE	3AM	3J2		3LC			space		4AO	3VV							
space				VUU	VUU	VUU	VUU	3KW			space		3OD		3NV	3JT		3NV	3NV		
space				3JU	3GP	3MI	3NP	3NF	2UO		space		3HG		2TV	3GB					
space				ZNM		3CB	3KP	3KP			space		ED	ED		2MH		ROD	ROD		
space				3KU	3KU	2K	3UT		614		space		431		2NF	3CE	28W				
space				3LX	3LX	3LX	3LX	2RW	18A		space		1RE	1RE		3HG					
space				DMJ	DMJ	DMJ	DMJ	3NH			space		2EJ	3HW			258	407	407		
space				2K4	2K4	2K4	BKE	3JB	2KJ		space		3CL	3RW	2NV	2NV					
space				2NV	2NV	2NV	2NV	2NV	2NV	2NV	space	2NV	3MA	3MA			221				
space				3NB				3GB	2PM		space		837		3KK	3KK		28W	28W		
alley											alley										
space				407	407	2ZY	2ZY	2ZY	617		space		2NB	2NB		28X	28X	28X	28X		
space				2JG	2JG	2OM	2WV		804	804	space	804	1ND	1ND		2CK	2CK	2CK	2CK		
space				2UC	2UC	8BQ	3KO				space		3FK	2XP							
space				2TA		3MJ	3MJ				space			2CK		2UT					
space				3AY	3AY	3AY	3AY	2WS	3P4		space		2VI	378			3MO				
space				28W	28W	3GI	2MH				space			1PB		3EC					
space				2VE				2NH	3CC		space		1PH	1PH			2YD	2YD	2YD		
space						1LV	1LV		1MA		space		3CS	3CS			2NV				
space				2HX	2HX		3KH	3KH			space		RBW	TOO	3NV		4P7				
tot. # spec. =																					
18																					
occ. spec.				14	12	14	15	13	15	14			12	17	15	8	11	10	7	7	8
% occ.	0%	0%	0%	74%	63%	74%	79%	66%	79%	74%			63%	69%	79%	32%	59%	53%	37%	37%	0%
east side											east side										
space				KGN	KGN	KGN	KGN	KGN	KGN	KGN	space	KGN	258	258	388	22J	28C	28C	28C		
space				2FJ		3NN	3NN	3NN	3NN	3NN	space	3NN			18D	18D	18D	18D	18D		
space				14B	14B	14B	14B	14B	14B	14B	space	14B	1MX	GUM	GUM	2NG	2NG	2NG	2NG		
space				2NQ	2NQ	2NQ	2NQ	2NQ	2NQ	2NQ	space			3LC	3LC						
driveway											driveway										
space				188	188	188	188	F88	K8P	K8P	space	VUU	VUU	VUU	VUU	VUU	VUU	VUU	VUU		
space				2AJ	2AJ	2AJ	2AJ		2AJ	2AJ	space	2AJ	2AJ	3AO			8AJ	8AJ	8AJ		
space										2TI	space	28O	3AQ	3PO	1LY	2VE	2VE	2VE	2VE		
alley											alley										
space				T4T	T4T	T4T	T4T	T4T	T4T	T4T	space	T4T	T4T	T4T	T4T	T4T	T4T	T4T	T4T		
space				3KP	3KP	3KP	3KP	3KP	3KP	3KP	space	3KP	3KP	3KP							
space						8FH	8FH		3DB		space	28T		3CT	DPE	2FI					
space				28W		308	3NN	3CP	2ES	3PU	space	3NH	2VH		GMM						
space				18D	18D	18D	18D	18D	18D	2HO	space	18D	18D			DPE					
space						2TN	ED	ED			space				3FB						
space				3EB	3EB			3NJ	3BA	3BA	space	3BA		388	3NO						
space				28W	3JB	3CK	2UX	3GP	750	750	space			3FA	3KP	2PX	2PX				
space				2LC	3CB	2UU	3NO				space	2VI	2VI	2VI							
space				720	720	720	720	720	720	720	space										
red curb											red curb										
tot. # spec. =																					
17																					
occ. spec.				14	12	14	15	13	15	14			13	10	12	12	10	8	7	6	
% occ.	0%	0%	0%	82%	71%	82%	88%	76%	88%	82%			76%	76%	71%	71%	59%	47%	41%	35%	0%
TOTALS																					
total spec. =																					
35																					
occ. spec.	0	0	0	26	24	26	30	28	30	28			25	27	27	18	21	18	14	13	0
% occ.	0%	0%	0%	78%	67%	78%	83%	72%	83%	78%			69%	75%	75%	50%	59%	50%	39%	39%	0%

Summary of
Parking Study for
Adelaide Drive/San Vicente/Fourth Street

Date of Survey	Peak hrs	Cars parked 1-2 hrs	Total spaces occupied
-----------------------	-----------------	--------------------------------	----------------------------------

Adelaide Drive (between Ocean Ave. & 4th Street)
Total available spaces: 38

9/6/95 (W)	9am-	6(16%)	22(58%)
	11am	5(13%)	24(63%)
	7pm	10(26%)	22(58%)
5/18/96(S)	8am	21(55%)	26(68%)
	9am	16(42%)	22(58%)
	12pm	9(23%)	17(45%)
	5pm	6(16%)	15(39%)
5/19/96(S)	9am	15(39%)	22(58%)
	3pm	10(26%)	25(66%)
5/23/96(Th)	10am	4(10%)	22(58%)
	7pm	13(34%)	20(52%)

Adelaide Drive (between 4th Street and 7th Street)
Total available spaces: 50

9/6/95	9am	24(48%)	39(78%)
	11am	17(34%)	37(74%)
	7pm	41(82%)	54(108%, includes driveways)
5/18/96	9am	28(56%)	36(72%)
	2pm	16(32%)	26(52%)
5/19/96	9am	33(66%)	37(74%)
	2pm	20(40%)	31(62%)
5/23/96	11am	17(34%)	37(74%)
	6pm	25(50%)	28(56%)

EXHIBIT NO. 5 142
Application Number 5-96-059
Summary of City Survey
California Coastal Commission

<u>Date of Survey</u>	<u>Peak hrs</u>	<u>Cars parked 1-2 hrs</u>	<u>Total spaces occupied</u>
-----------------------	-----------------	----------------------------	------------------------------

Fourth Street west side
Total available spaces: 19

9/6/95

7am	6(40%)	15(79%)
6pm	12(63%)	16(84%)
7pm	13(68%)	18(95%)

5/18/96

8am	7(36%)	18(95%)
2pm	7(36%)	18(95%)
5pm	10(52%)	19(100%)

5/19/96

8am	10(52%)	18(95%)
12pm	4(21%)	18(95%)
5pm	4(21%)	16(84%)

5/23/96

10am	11(58%)	15(79%)
3pm	17(89%)	17(89%)

Fourth Street east side
Total available spaces: 17

9/6/95

7am	6(35%)	16(94%)
6pm	8(47%)	15(88%)
7pm	9(53%)	17(100%)

5/18/96

8am	6(35%)	16(94%)
2pm	7(41%)	14(82%)
5pm	3(17%)	11(65%)

5/19/96

8am	4(23%)	16(94%)
12pm	4(23%)	17(100%)
5pm	3(17%)	16(94%)

5/23/96

10am	5(29%)	15(88%)
12pm	6(35%)	15(88%)
3pm	5(29%)	10(59%)

EXHIBIT NO. 5 262
Application Number
5-96-059
California Coastal Commission

CITY OF SANTA MONICA INTERDEPARTMENTAL MEMORANDUM

June 3, 1996

TO: Mr. Paul Foley

FROM: Officer Gray

SUBJECT: Police Enforcement at 4th & Adleaide

EXHIBIT NO. 6
Application Number 5-96-059
Memo from Santa Monica Police
California Coastal Commission

WEST DISTRICT

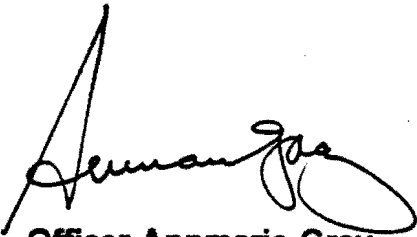
To address the concerns of the residents of the Adelaide neighborhood, an enforcement deployment was assigned to the area from May 27, 1995 through June 9, 1995. This was a collaborative joint effort of the neighbors and the Police Department to prevent potential accidents and injuries.

As part of this effort, fliers were distributed to all in the area and Police Officers made personal contact with several residents and city visitors alike to inform them of the issues of concern being addressed. A majority of those contacts were pleasant and appreciative communications, however, several citations and warnings were issued as a result of this effort. Following is a list of hours deployed and the law enforcement action taken during the assignment:

0900 - 1200	3 hrs.	Sat. Sun. & Mon - May 27, 1995
1700 - 2000	3 hrs.	Sat. May 27, 1995 through Fri. June 9, 1995
0900 - 1200	3 hrs.	Sat. Sun. June 3 & 4, 1996
0900 - 1200	3 hrs.	Sat. Sun. June 10 & 11, 1996
0900 - 1200	3 hrs.	Sat. Sun. June 17 & 18, 1996
1700 - 2000	3 hrs.	Sat. Sun. June 10 & 11, 1996
1700 - 2000	3 hrs.	Fri. Sat. Sun. June 16, 17, & 18, 1996
0900 - 1200	3 hrs.	Sat. Sun. June 24 & 25, 1996
1700 - 2000	3 hrs.	Fri. Sat. Sun. . June 23, 24, & 25, 1996
0900 - 1200	3 hrs.	Sat. Sun. July 29 & 30, 1996
1700 - 2000	3 hrs.	Fri. Sat. Sun. July 28, 29, & 30, 1996
0900 - 1200	3 hrs.	Sat. Sun August 5 & 6, 1996
1700 - 2000	3 hrs.	Fri. Sat. Sun. August 4, 5, & 6, 1996
0900 - 1200	3 hrs.	Sat. Sun. August 12 & 13, 1996
1700 - 2000	3 hrs.	Wed. Through Thu. August 9 - 17, 1996

162 officer hours were dedicated to the above mentioned collaborative effort.

The first two weeks of this detail, officers were instructed to contact individuals to them of our objectives and the neighborhood focus. Several contacts were made to those pedestrians blocking vehicular traffic, trespassing on residents private property and the importance of leash laws. Following two weeks of community contact and law enforcement presence, aggressive enforcement was practiced. Several citations were issued for various violations. Among those violations were pedestrians urinating in public, trespassing on private property, pedestrians blocking or impeding vehicular traffic, leash laws, and approximately 100 citations were issued for parking violations.



Officer Annmarie Gray
Office of Operations

EXHIBIT NO. 6 2 of 2
Application Number 5-96-059
Pg 2 of 2
California Coastal Commission

SANTA MONICA



FIRE DEPARTMENT / ADMINISTRATION
RICHARD B. BRIDGES
FIRE CHIEF
(310) 458-8651

BUREAU OF FIRE PREVENTION
JIM HONE
FIRE MARSHAL
(310) 458-8689

RECEIVED
JUN 13 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

June 5, 1996

Mr. Al Padilla
California Coastal Commission
245 W. Broadway, Suite 380
Long Beach, California 90802

Dear Mr. Padilla:

This letter is written on behalf of the residents of the Adelaide neighborhood. As you know, the "stairs" located in their neighborhood are quite an attraction, drawing people from all parts of the greater Los Angeles area, at all times of the day.

Regarding this area, the main concern of the Santa Monica Fire Department is our access to the homes located in the 100 block of 4th Street and from the 100 block to the 600 block of Adelaide Drive. As you may be aware, Adelaide Drive is a very narrow street, and some of the visitors to that area have been known to "double park". Although this has not been a documented problem for us in the recent past, there is a potential for this to occur on any given day.

The Santa Monica Fire Department prides itself on rapid dispatch and response, often arriving at the scene of any emergency in less than 4 minutes from the time of call. In the event of a fire or medical emergency, these early seconds have a dramatic effect on the successful resolution of the emergency.

In the event that we would experience a "double parking" situation that blocks our access on Adelaide Drive, it would definitely impede our early operations and possibly cause a delayed response, as well as a change in our initial actions.

Any relief your Commission could provide regarding limiting the parking in this area to residents of the neighborhood would be welcomed by the Santa Monica Fire Department and appreciated by the citizens of the Adelaide neighborhood.

Respectfully,

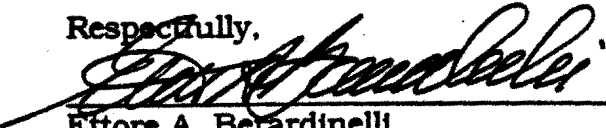

Ettore A. Berardinelli,
Deputy Fire Chief
Santa Monica Fire Department

EXHIBIT NO. 7
Application Number 5-96-059
Letter from City Fire Department
California Coastal Commission

part on
into Mexico
d like Trunk for
m, talked about
A. River. They
cooperation that
it possible.

EXHIBIT NO. 8

5-96-059

Newspaper Article

California Coastal Commission

Forget traffic jams and parking hassles. Get off the freeway and enjoy the cardiovascular benefits of these historic streets.

© 2012 Pearson Education, Inc.

At the foot of the z which was erected to advertise the Ballyvaughan station, visitors climb the six larches. In the early seventeenth century, the trees at Cayvan, from the steep cliffs, clambered up glacial scree, forming a narrow sacred garden. The trees were planted by monks more than 15 years after the Battle of Wexford and before the urban battle of Oban. The forest between the hills of Blackwood and Blackwood.

► 2020 Model Vendors

One of the streamer's successors was used at the Academy Award-winning "The Music Box," to a Hardy poetry slumber delivery man. The new look of the railway is now filled with built-in, eco-monoculture plaided the straps make it seem like the lamp and a modern lamp and a have been installed, it surrounding because exchanged.

Near Earl Street and
Avenue are the figures
Earl Street ramp, where
the neighborhood, with
abundant to appreciate
Placing from the Earl
ramp to the Apex. A view
Over a Avenue ramp, a
distant view of the
From here, climbing
nearby Loma Vista Park
the A77 Street ramp.
ramps are small buildings
houses" that are now
ramps.

In this nearby hillside northeast of Khyang, a steep escarpment rises to a quarter-black forest. The 250 m high, steep slopes with vegetation, are the longest, steepest, and the largest, and the most numerous of the hills in the area. The hills are mostly composed of sandstone and are mostly covered with a dense forest of evergreen trees. The hills are mostly covered with a dense forest of evergreen trees. The hills are mostly covered with a dense forest of evergreen trees.

[illegible]

James Adams
Master of Deacons
 It is something wonderful
 how our Brother Bill at
 home finally as Charles

LOCATIONS:



3. **Student Achievement and Program Assessment**

[illegible]

© 2013 Jones Academic Press, Santa Monica

The E. Weber Schismometer of model 200 (also known as the Schismometer) is a device that is used to measure the birefringence of a material. It is a portable instrument that can be used in the field or in the laboratory. The device consists of a light source, a polarizer, a sample, and an analyzer. The light source emits a beam of light that passes through the polarizer, which creates a plane of polarization. The light then passes through the sample, which may be birefringent. If the sample is birefringent, the light will be split into two rays, one ordinary ray and one extraordinary ray. These rays will have different refractive indices and will travel at different speeds. The analyzer then measures the phase difference between the two rays, which is proportional to the birefringence of the sample. The Schismometer is a simple and effective device for measuring birefringence. It is easy to use and can provide accurate results. It is a valuable tool for researchers and students alike.

STARTWAYS

CasaMammare, a steep hillside enclave of million-dollar homes, named for a region in Sicily. It is to be the exclusive, closed-off retreat and the former home of actress and socialite Thelma Todd, known as "The Black Cat."

These stars in Silver Lake were

About a dozen other, less-crowded

public restaurants and walkways adjacent to Pacific National Canyon, including a brick-lined one about one mile of the old Silver Lake road.

There are seven public stairways in Pacific Palisades, including a 1927 stair case leading off Paradise Road near Casadellano's that ascends to Beverly Drive, and another where Beverly Drive meets Pico Marina Way. For a map of the Palisades public railway system, write to P.O. Box 67, Pacific Palisades, Calif. 90232.

—CECILIA BARNETT—

Business

WP Buyouts, Others

Councilman Joel Wachs on Monday has provided cash to the Department of Water and to take early retirement or to prevent future buyout or overly generous abuse of the law to limit similar buyout.

Wachs said he will this week for City Council employees who accept from returning to work for us unless they repay some

to prevent future buyout offered to any employees as repaid in the "foresee-

General Manager William the results of the buyout success because, although million, it will save the 30 million in salary and daily.

o Delay Trial for 5 Months

Monday to grant a five-extortion trial of Rep. who allegedly took bribes from a waste incineration company mayor.

tion in March, asked for to be moved to February to have time to prepare for two additional extortion cases in June.

dge Consuelo Marshall two-week delay if the this week, trade info that they could not be weeks.

arged Today f-Sister, 3

charges will be filed the woman accused of self-sister, prosecutors

a, 32, is expected to be in Citrus Municipal order and one count of death of a child under 8. \$1 million.

fatally beating Perla as found in a plastic National Forest on Valencia had reported speed.

child was taken from of a Target store in

Slaying nles



SUZANNE STATES / For The Times

Exercise buffs running up and down staircase that drops into Santa Monica Canyon upset neighbors

Westside

Exercise Buffs Give Neighbors a Different Kind of Burn

Neighbors are in a huff about the crowds of spandex-clad exercise nuts who throng the steep stairs leading down to Santa Monica Canyon.

No pain, no gain, is the mantra of the fitness freaks, who gather on the grassy median at the north end of 4th Street in Santa Monica, then dash, trudge or stumble up and down the 189 concrete risers, most of which actually lie in the city of Los Angeles.

But residents say the outsiders are using their high-priced neighborhood as if it were a public park—or worse. They tell of discarded water bottles, runners who help themselves to garden hoses and the guy who fired up a barbecue.

Having people shower on his grass is not so bad, says Paul Tsou, a stair-runner himself, "but it gets old pretty fast." He ended up fencing his front lawn.

The runners, understandably enough, are not all sympathetic.

"It may be because the neighborhood is exclusive that they rebel against strangers," says Jordon Hollis. "It's not like the people who come here commit drive-by shootings or murders."

That may be, but Santa Monica police warned last month that they would start writing tickets for littering, trespassing, disturbing the peace and blocking traffic.

Since then, not one has been issued.

Says police Sgt. Gary Gallinot. "We expected voluntary compliance because mostly it is nice people coming to exercise. . . ."

WISE MOVE: UCLA plans to begin cutting down 33 trees this week, and one owl family is not sticking around to watch its neighborhood go downhill.

The family of owls—two parents and two

were living in the grove that the university plans to remove. Some of the trees are diseased, officials at the Westwood campus said, and others must be cut down to allow workers to earthquake-proof a building and enlarge a sculpture garden.

Many students and the office of state Sen. Tom Hayden (D-Santa Monica) have banded together to try to stop the cutting.

Sandy Brown, Hayden's deputy chief of staff, said she is concerned that UCLA is cutting the trees unnecessarily. Brown lives in the neighborhood and has participated in other save-the-tree campaigns.

The protests have not swayed Charles Oakley, UCLA architect, who says the tree-cutting will begin this week.

When school officials stuck by their plan to take down the trees, the students took the baby owls to a rehabilitation center in Simi Valley.

As for the adult owls, they're rarely seen on campus anymore. Wise owls—they got out before construction noise began.

GOLDEN GARBAGE: More than the environment, Culver City officials recycling program for year. At a time when Culver City lowers pickup last week to \$ last year.

The city expects recycled trash, about said Mark Gauerke, of "The [resale] price

EXHIBIT NO. 9

Application Number

5-96-059

Newspaper Article

California Coastal Commission

RECEIVED

MAY 14 1996

To: California Coastal Commission

From: Friends of Adelaide Drive

Date: May 1, 1996

Re: Application for Priority Parking on Adelaide Drive and 4th Street.
City of Santa Monica

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

We, residents in Santa Monica neighborhood, are signing this petition in strong support of the application for permit parking at all times on Adelaide Drive and 4th street between San Vicente and Adelaide Drive. Many of us are senior citizens who have enjoyed the area for decades.

The designated area, as evidenced by the material submitted to you, is now heavily congested due to the wide-media marketing of the "ultimate stair-master workout" on the two sets of stairs between 4th and 7th Street on Adelaide Drive. The City of Santa Monica has documented the problem and has been unanimously supportive of the needs of the local citizens.

We are no longer able to enjoy the view nor access the stairs for their original intended use, access to Santa Monica Canyon and the Beach, due to the following reasons:

- We are concerned for our safety due to the number of parked cars and the level of traffic congestion on a narrow curved street such as Adelaide Drive. While we used to be able to take leisurely strolls along Adelaide, this is now potentially hazardous and no longer enjoyable.
- The stairs were intended for use by the local residents to access the Santa Monica Canyon and possibly the Beach. The stairs are now in constant use by stair climbers at an aerobic pace. We are not able to keep up with the pace and risk being stampeded if we should try to access the stairs.
- The stair climbers usually use their cars and the sidewalks as props for stretching exercises before and after the "stair-master workout". This situation further blocks pedestrian traffic and forces us to walk on a narrow street unable to accommodate bumper to bumper parked cars, traffic, bicycles, and us.

We are now displaced by the "stair-master workout" to go elsewhere for our strolls and access the Canyon or Beach. By granting the priority parking permit, you will be helping us regain our access to a neighborhood which can be enjoyed by all the local residents.

EXHIBIT NO. 10
Application Number 5-96-059
Cover Letter for Resident Petition
California Coastal Commission

March 28, 1996

Ms. Pam Emerson
California Coastal Commission
245 West Broadway
Suite 380
Long Beach, California 90802

RE

EXHIBIT NO. 11
Application Number 5-96-059
Letter in Support of City's Proposal
California Coastal Commission

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Dear Ms. Emerson:

As you know, there will be a Coastal Commission hearing in May regarding preferential parking for the area along Adelaide Drive and Fourth Street in Santa Monica. In a rare move, the Santa Monica City Council has already voted unanimously to pass this ordinance. This matter is of paramount importance because we feel that the safety of our neighborhood is in considerable jeopardy. With the onslaught of press releases labeling the Fourth Street Stairs as the ultimate workout area has come a very substantial increase in traffic flow to an already crowded area. We have enclosed material pertaining to several serious problems that are directly related to this traffic increase.

The stairs are intended to provide access to the beach from Adelaide Drive. Unfortunately, the throngs of people who head to the stairs for their "ultimate stairmaster" workout congest an already tight space and make use of the stairs for their original purpose nearly impossible. What was originally constructed as a safe access-way to the ocean has become a dangerous and impossible descent to the beach. Exercisers run up and down the stairs at a brisk pace eliminating the possibility of walking down safely with elderly people, children and/or dogs.

Currently, residents in the neighborhood often face an arduous task when trying to find parking in front of their own homes. This parking shortage makes it impossible for us to invite friends and family over as they, too, often find themselves driving around in circles looking for that rare space. Furthermore, the high volume of transient vehicles makes it impossible to implement a neighborhood watch. This is of grave concern considering the number of rapes and attempted rapes that have stemmed from social encounters at the stairs. In less than one year, two sexual assaults have been publicly tied to the stairs. Finally, the volume of trash, including empty liquor containers, that litters the street has increased dramatically. Alcohol consumption in a public place is illegal and considering this is not zoned as a public park, there is no one to enforce this law.

An argument might be made that this parking is important for beach access. However, we feel this argument is unjustified for the following reasons. First, a mere block away, ample parking spaces on Ocean Avenue provide closer access to the beach. Often, there is no parking available on Adelaide Drive while Ocean Avenue has an abundance of vacant spaces. Second, it is highly unlikely that at 6:00AM and 11:30PM every day of the week and every week of the year including during mid-winter people park on Adelaide Drive to access the beach.

It is our belief that just as the Coastal Commission is obligated to maintain parking and access to the state's beaches, it is also the Commission's obligation to contribute to preserving the safety and beauty of the surrounding neighborhoods. This is a neighborhood that we love and want to conserve for safe and pleasurable enjoyment by those who appreciate it's beauty. Once you have had a chance to peruse the enclosed materials, you will have an inkling of the problems we face on a daily basis in our neighborhood.

If you have any further questions, we invite you to contact our representative Schumarry Tsou at (213) 740-8186. Thank you for your kind attention to this matter.

Sincerely,

The Friends of Adelaide Drive Association

cc: Al Padilla (with enclosures)

EXHIBIT NO. 11 2 of 2
Application Number
192 of 2
California Coastal Commission

Preferential Parking Programs

Permit	Applicants	Description	Staff Recommendation	CCC Action	Date
P-79-295	County of Santa Cruz	Residential parking program in Live Oak area. Limited to summer weekends 11 am to 5 p.m. Mitigated by availability of day use permits, remote lots and free shuttle	Approval	Approved	6/79
5-82-251 and 5-82-251A	City of Hermosa Beach	Preferential parking for both residential and commercial areas near the beach. Annual permits available to residents and employees. Non residents can purchase day permits. Remote lots and free shuttle included. (Amendment deletes shuttle).	Approval with conditions	Approval with conditions • limit on term of permit • sign plan • shuttle operation • additional parking provided Amendment approved	5/18/82 7/11/86
3-83-209	City of Santa Cruz DPW	Residential Parking Program - Beach Flats Neighborhood. Area developed with insufficient off-street parking	Approval with conditions	Approved with Conditions • limiting term of permit • number of permits issued • restriction to existing development • evaluation report.	11/15/83
3-87-42	City of Capitola	Residential Parking Program for the Village and Neighborhood districts. Village area developed with insufficient off-street parking	Approval with Conditions	Approval with Conditions • limiting time and area • limiting total number of permits issued • signs • monitoring program • annual report	4/21/87
5-90-989	City of Los Angeles Dept. of Transportation	Preferential Parking West Channel Rd./Entrada, adjacent to and inland of PCH.	Denial	Denial	3/13/91
5-96-059	City of Santa Monica	24 hr. Preferential District along Adelaide Drive and Fourth Street	Approval with conditions to limit hours and extent	Continued	8/16/96

SANTA MONICA



Planning & Community
Development Department
Suzanne Frick
Director

August 8, 1996

Mr. Charles Damm
South Coast District Director
California Coastal Commission
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, CA 90802-4416

RECEIVED

AUG 9 11

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

EXHIBIT NO.	13
Application Number	5-96-059
Letter from City	
pg 1 of 2	
California Coastal Commission	

RE: Coastal Permit Application #5-96-059 for Preferential Parking Zone "HH" on
Adelaide Drive and Fourth Street, Santa Monica

Dear Mr. Damm:

I appreciated the opportunity to meet with Coastal staff and you on July 17th to discuss staff's review of the City's application for the establishment of a preferential parking zone in the area of Adelaide Drive, Fourth Street and San Vicente Boulevard in Santa Monica. During the meeting, which also included neighborhood residents and their representative, we discussed the facts of the application and the documentation which supported the City's contention that the overuse of the canyon stairs on Adelaide Drive by exercise enthusiasts has led to traffic, parking and other problems. At the conclusion of our meeting, it was our understanding that Coastal staff was prepared to recommend approval of the City's application if only Adelaide Drive and Fourth Street were included in the preferential parking zone. We subsequently amended our application to remove San Vicente Boulevard from consideration.

Since that meeting, Coastal staff has evidently had a change in position relative to the proposed preferential parking zone on Adelaide Drive and Fourth Street. Based upon our review of the draft staff report and the final staff report to the Commission, we understand that staff has amended its recommendation on our application twice to the point that preferential parking on Adelaide Drive would be limited to approximately 63 parking spaces east of Fourth Street for a total of 22 hours per week, from 8:00am to 10:00am and 6:00pm to 8:00pm weekdays and 8:00am to 9:00am on weekends (preferential parking on Fourth Street would be allowed 24-hours daily). Additionally, this approval would be effective only until October 1, 1997 or about one year, at which time the City would be required to re-submit an application with supporting documentation for another approval of a preferential parking zone.

Needless to say, the neighborhood representatives and the City are disappointed in the change of position of the Coastal staff. We believe that we have provided ample evidence to show the extent of the problems associated with the overuse of the stairs in this quiet residential area. Furthermore, the Santa Monica Police Department has recommended preferential parking as the most effective mechanism to minimize the adverse traffic and parking impacts caused by the stairway exercisers. Of greatest concern to the Santa Monica Police and Fire Departments are the effects on public safety caused by these activities. We do not believe that the limited area and allowable hours of preferential parking on Adelaide Drive will be effective in alleviating these problems.

Sincerely,



Suzanne Frick
Director

Maxine Hopkinson
225 San Vicente Blvd, #304,
Santa Monica, Calif. 90402
(310) 656-0345

RECEIVED

CO.
SOL

EXHIBIT NO.	14
Application Number	5-96-059
California Coastal Commission	

California Coastal Commission
245 W. Broadway, Ste 380
Long Beach, Calif. 90802-4416

July 29, 1996

Attn: Al J. Padilla

RE: Permit Number 5-96-059
Applicant: City of Santa Monica

We will be unable to attend the meeting planned for August 16th, 1996. However, we would like to voice our opinions. We are the Building Managers for 225 San Vicente Blvd, a 36 unit building.

It is our belief that by placing residential parking permits to residents only to immediate residents, you will be forcing those people to park on San Vicente Blvd, between Forth and Ocean. There are many tenants in our building who do not have assigned underground parking and are therefore forced to park on San Vicente Blvd. The issuing of this permit would therefore force those people parking on Forth and Adelaide Streets to park on San Vicente Blvd instead, and those legitimate tenants would be forced to park great distances from their residences.

We strongly urge that any parking permits issued be expanded to include San Vicente Blvd, from Seventh Street south to Ocean.

It would also be helpful if we could ban the parking of recreational vehicles in this immediate area. These vehicles usually take two to three car lengths and are rarely moved, except for street cleaning.

Thank you for giving us the opportunity to express our views.

Sincerely,


Maxine Hopkinson



**NBC
ENTERTAINMENT**

RECEIVED

EXHIBIT NO.

14

Application Number

5-96-059

California Coastal Commission

August 1, 1996

Mr. Al J. Padilla
California Coastal Commission
245 W. Broadway, Ste. 380
P.O. Box 1450
Long Beach, CA 90802-4416

Re: Permit #: 5-96-059
Applicant: City of Santa Monica

Dear Mr. Padilla & Commission Members:

I would like to formally note my opposition to the project creating preferential parking along Adelaide Drive and Fourth Street.

I have been a resident at 225 San Vicente Blvd. since February 1994. Since I don't have an assigned parking spot in my building I have to park on San Vicente Blvd. I often have to circle the area between Fourth Street and Ocean Avenue for 30 minutes to find a parking spot. As a last resort I'll park on Fourth Street and lug my groceries down San Vicente.

I am afraid that by eliminating public parking on Fourth Street I will have an even harder time finding a parking spot near my building. I thought about the positive aspect of more parking being available on Fourth Street, but I don't feel that it is safe to walk through the alley between San Vicente and Adelaide in the evening.

I can appreciate the concerns of the residents along Adelaide and Fourth since the majority of traffic comes from people coming to do "the steps" at that intersection. However, most of this activity occurs only during daylight hours. If these parking areas become restricted then a major chunk of parking on San Vicente Blvd. will be taken.

I would support a project to restrict parking on Adelaide Drive and/or San Vicente Blvd., but I oppose the restriction of parking on Fourth Street, and therefore must oppose the project as planned.

Thank you for your consideration.

Sincerely,

Lynne Gullo
225 San Vicente Blvd., #109
Santa Monica, CA 90402
310-395-5749 (h)

August 2, 1996

RECEIVED

AUG 7 1996

California Coastal Commission
Attn: Al Padilla
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, CA 90802-4416

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Dear Mr. Padilla:

Please, please, please do what you can to make sure that permit parking restrictions are passed for the area around Adelaide Drive in Santa Monica!!!! I am a single, 28 year old woman who tries to enjoy exercising on the Fourth Street stairs. I was a member of Sports Club L.A., but stopped going there because I was continually harrassed by men at the gym. Fourth Street was a breath of fresh air, literally, until the last year. Frankly, it is unbearable to go there now. I can't get down ten stairs without being bothered by men who think that the stairs are the hottest pick-up place to hit L.A. in years. People crowd the street and have made what was once a cool secret in to one of the most seedy, trashy spots in town. Permit parking would be a hassle those of us who truly like to go there for the beauty and workout, but I for one wouldn't mind walking the extra block from other parking in the area if it would mean less crowds, trash and gross men.

Please take all of this into consideration before a beautiful spot is destroyed forever!

Sincerely,

Sara Smith

Sara Smith
188 South June Street
Los Angeles, CA 90004

EXHIBIT NO.

14

Application Number

5-96-059

California Coastal Commission

LAW OFFICES OF
SHERMAN L. STACEY
233 WILSHIRE BOULEVARD
SUITE 810
SANTA MONICA, CALIFORNIA 90401
TEL (310) 394-1183
FAX (310) 394-7841

August 8, 1996

Commissioners
California Coastal Commission
245 West Broadway, #380
Long Beach, California 90801

Re: Application No. 5-96-059
City of Santa Monica
Parking Program

R

EXHIBIT NO. 14
Application Number 5-96-059
California Coastal Commission

SOUTH COAST DISTRICT

Dear Commissioners:

On August 16, 1996, I will appear before you on behalf of Friends of Adelaide Drive Neighborhood Association in support of the City of Santa Monica in Application No. 5-96-059 for a permit parking district along Adelaide Drive and Fourth Street in Santa Monica. Although the Staff Report recommends approval with conditions, the conditions (1) eliminate permit parking on most of Adelaide Drive and (2) allow restricted parking only 1 hour each weekend day and only 4 hours each weekday on the remainder of Adelaide Drive.

1. The Staff Recommendation Denies The City The Ability To Deal With Undesirable Social Impacts From Overuse.

The Staff Recommendation is in reality a recommendation of denial. The Staff seeks to micromanage the City's effort to deal with a real problem of overuse of this area. The problem of overuse is entirely unrelated to any public access to the shoreline. Santa Monica has encountered a unique problem of the use of stairways as an outdoor "stairmaster" and the concentration of persons and vehicles at a single point which has caused social impacts on this neighborhood. Photographs illustrating the problems are enclosed as Exhibit "A". This circumstance has arisen recently because of publicity about the existence of these long stairways. Use as an outdoor gym is inappropriate and possibly dangerous. It certainly has created social impacts on the neighborhood. Examples of magazine articles promoting use of the stairways are enclosed as Exhibit "B". Indeed, exercise use is so congested as to render the stairs unusable for walking.

LAW OFFICES OF
SHERMAN L. STACEY

Commissioners
California Coastal Commission
August 8, 1996
Page 2

The Staff claims superior wisdom on how to deal with the problems encountered by the City and the neighborhood. The Staff recommends restricted parking for just one hour on each weekend day. The Staff claims that this will deal with the social impacts which the Staff claims are legitimate (as compared to the social impacts which the Staff Report on page 12 rejects as illegitimate). Parking congestion is considered by the Staff to be legitimate. But overuse of the stairs, littering, public urination, trespassing and other social impacts are rejected by the Staff Report as illegitimate municipal concerns which the Staff Report claims that the Coastal Act prohibits the City from addressing in the manner which the City proposes.

Attempts to deal with this problem through Special Condition No. 1 limiting only the 8:00 a.m. to 9:00 a.m. hour on weekends is foolish. The Staff Report claims that this is the peak hour so it is the only hour to be considered. Just because one particular hour is the peak hour does not mean that other hours are not significant. The City finds overuse to be a problem from 6:00 a.m. to 11:00 p.m. It is significant that the peak occurs starting at 8:00 a.m., hardly the usual beach access time for parking almost a mile away from the water.

2. There Is No Coastal Act Public Access Issue Which Justifies The Commission Interference With Local Government.

The Staff Report bases its recommendation on the Public Access provisions of Chapter 3 contained in Public Resources Code §§30210, 30211, 30212, 30212.5, 30213 and 30214. What the staff fails to present to the Commission is that these provisions all carry out Article X, Section 4 of the California Constitution which recites:

"Access to Navigable Waters. No individual, partnership, or corporation, claiming or possessing the frontage of tidal lands of a harbor, bay, inlet, estuary, or other navigable water in this state, shall be permitted to exclude the right of way to such water whenever it is required for any public purpose, nor to destroy or obstruct the free navigation of such water; and the Legislature shall enact such laws as will give the most liberal construction to this provision, so that access to the navigable waters of this State shall be always attainable for the people thereof."

It is difficult to see how the proposal by the City to limit parking in this location interferes with public access on or to the public beach as described in Article X, Section 4 of the California

Commissioners
California Coastal Commission
August 8, 1996
Page 3

Constitution. The staff admits is between .41 and .55 miles from the inland side of the beach after you walk to and descend or climb 189 steps. The reality is that virtually no public access to the shoreline takes place from parking along Adelaide Drive. The study conducted by the City (Staff Report Exhibit 3) supports this finding. Further, there is substantial public parking for beach use throughout the City of Santa Monica. (See Exhibit "C" hereto).

The Staff Report contains no evidence to support the conclusion that parking along Adelaide serves access to the shoreline. On page 10, the Staff Report states that the evidence was that 12% of stair users might access the beach (with no evidence as to whether they parked on Adelaide) but that it could not be determined from the evidence. On page 11, the Staff Report states that the stairs may also be used by beachgoers who park. Then on page 12, with no further evidence, the Staff Report finds that the City program will impact beach access. There is no evidence to support the finding.

3. The Coastal Act Specifically Authorizes
Distribution Of Public Parking Facilities To Avoid
Social Impacts Of Overcrowding.

The Staff Report ignores the provisions of the Coastal Act which authorize the City to limit public parking on Adelaide. Section 30212.5 states:

"Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area."

The Legislature has specifically authorized the City to adopt, and this Commission to approve, decisions to move or limit public parking facilities when it finds (1) overcrowding or overuse of any single area, (2) resulting in social or other impacts, (3) when feasible and appropriate. There is no dispute that the use of the stairs results in overcrowding and overuse. The City has found that there are social impacts resulting from the overuse of these stairs. (These impacts include congestion, trespassing, littering, public urination and other social impacts.) The evidence supports these finding. The City has found that limiting public parking will mitigate against these impacts. There is no evidence that limiting public parking will interfere with access to the beach. Without evidence that it would interfere with access to the beach, there is no Coastal Act justification to impose the proposed Special Conditions.

LAW OFFICES OF
SHERMAN L. STACEY

Commissioners
California Coastal Commission
August 8, 1996
Page 4

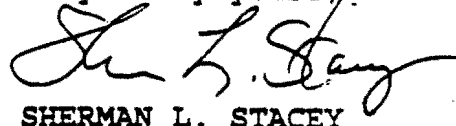
Even when public parking is restricted on Adelaide, there will remain more than 14,000 public parking spaces available in Santa Monica's Coastal Zone to provide access to the shoreline. A map showing the distribution of parking throughout the Coastal Zone is attached as Exhibit "C". There will continue to be 13 MTA and Santa Monica Buslines routes for access to the shoreline. There will continue to be 5 major dedicated and posted bikepaths to the shoreline. All that this permit will produce is that the City will have reduced public parking in a small area to mitigate impacts of overuse unrelated to shoreline access. The Coastal Act directly authorizes this action. The Staff Report attempts to dissect the social impacts and deal only with the impact of parking and traffic congestion as though Section 30212.5 did not authorize local government to deal with all problems, "social and otherwise".

4. Nothing In Restricting Parking Restricts Public Use
And View Opportunities.

The City is not closing the street. Nothing stops anyone from coming to look at the view. Substantial public parking will continue to exist for Palisades Park and other locations where the public can enjoy walks on Adelaide Drive as well as Palisades Park. However, there is nothing in the Coastal Act which requires that unrestricted public parking immediately adjoin every view. Sections 30250(a), 30251 and City LUP Policy 46 do not prohibit the City from restricting parking.

I urge the Commission to approve the permit as applied by the City.

Very truly yours,



SHERMAN L. STACEY

SLS:js

cc: All Commissioners and Alternates
Mr. Chuck Damm
Mr. Al Padilla

Exhibit A

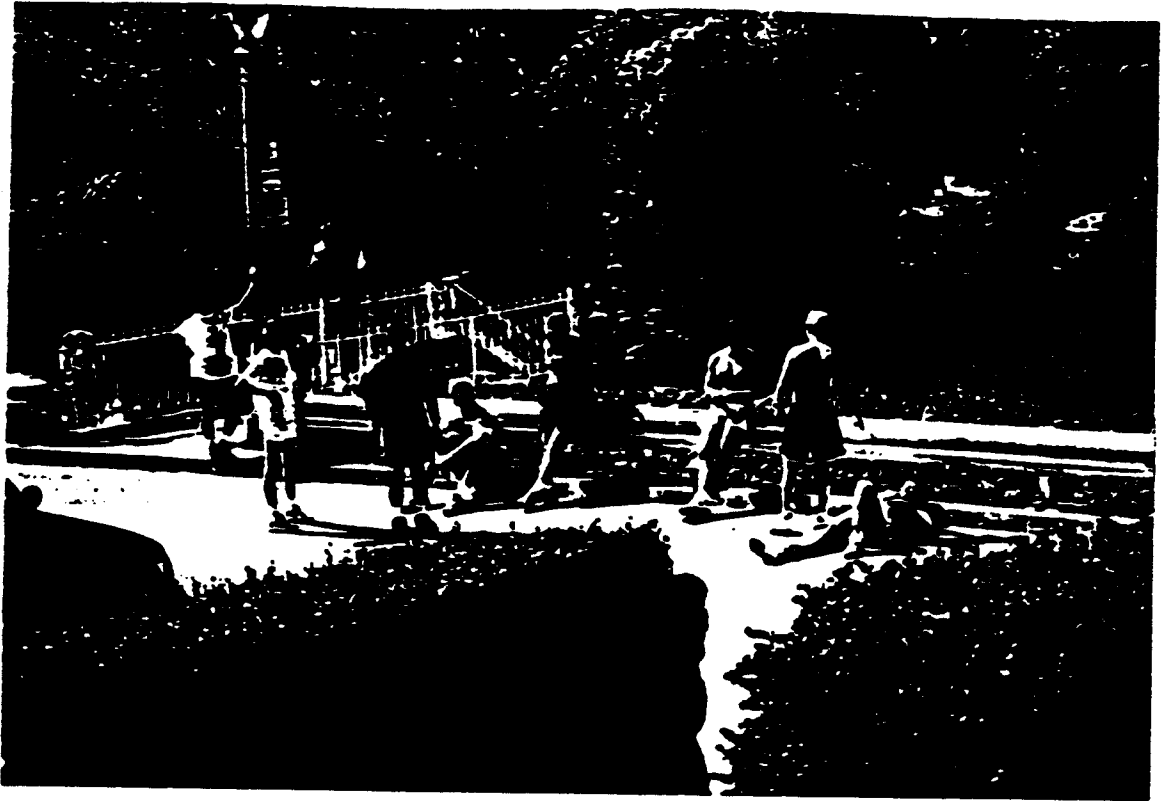
TYPICAL STAIR OVERUSE
(AT RIGHT)



PARKING CONGESTION
(BELOW)



Exhibit A



STAIRWAY TOP



**NEARBY PARKING ON OCEAN
AVENUE AT SAME TIME**

August 4, 1996

California Coastal Commission
Attn: Al J. Padilla
245 West Broadway, Ste. 380
PO Box 1450
Long Beach, CA 90802-4416

RECEIVED

AUG 14 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

EXHIBIT NO. 14
Application Number 5-96-059
California Coastal Commission

Dear Mr. Padilla,

I am writing to you as a concerned citizen regarding the vote to make parking on Adelaide restricted parking to residences only. As you are aware this street is the direct access for the stairs that take you to the beach.

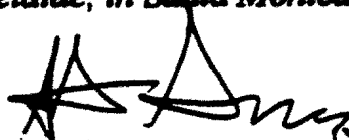
If you make all the parking on Adelaide RESTRICTED PARKING then the cars that used to park there will now park on the lower street which has a lot of through traffic to the beach and Pacific Coast Hwy. This would cause congestion of cars, and pedestrians and create a higher risk of potential accidents.

I understand why the residents want to restrict the parking but the stairs were put there as a public access to the beach and the residences of beach neighborhoods everywhere have always had to accept the easements, and right of way by the public for the public to also enjoy these special areas.

Please take this into consideration as I do feel this would be unfair to a large segment of the public, and I don't believe that the residents should have the power to effect us in this matter.

Please count my vote as a NO on this proposal to have RESTRICTED PARKING for Adelaide, in Santa Monica.

Sincerely,
Sarita Segura
(310) 476-9229



facsimile
TRANSMITTAL

to: Al J. Padilla
fax #: 310-590-5084
re: Restricted parking by Santa Monica Stairs
date: August 16, 1996
pages: , including this cover sheet.

EXHIBIT NO.

14

Application Number

5-96-059

California Coastal Commissio

Dear Mr. Padilla,

I recently became aware that restricted parking is being considered for the areas adjacent to the two outside stairways on Adelaide in Santa Monica.

I will be the first to say that I have sympathy for some of the problems the local residents encounter living in that area. I have many times picked up trash or informed the less respectful of private property rights in that area. I feel the most sympathy for the long time residents who have lived there 10 years or more before the unparalleled popularity of this spot. It must be noted however many residents of popular areas such as beaches, malls, amusement parks etc. are all affected by the demographic, business and popular recreational changes to an area.

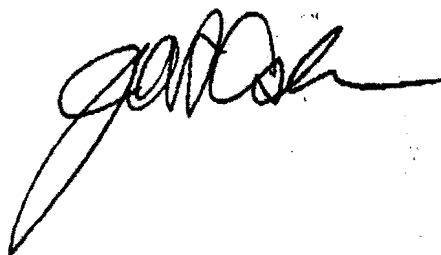
Property ownership does not include the "public property areas". We all pay taxes and we all share these resources. Even where I live, street parking is not readily available.

Each of those property owners has the space for plenty of their own private parking. Parking is not the real issue. The 2% of the people who are noisy, and disrespectful to the area are. It seems very unfair to penalize the other 98% by restricting their access to the area.

Additionally restricted parking will not stop the "stair people". It may slightly reduce their numbers but they will continue to use the stairs. All it will do is overload some other neighborhood with the parking overload.

I have visited the stairs 3 times a week for the last 4 years and I will continue to do so.

Please allow me to vote **NO** on restricted parking.



From the desk of...

John A. Casler
PRESIDENTSUMMIT FITNESS-BIO-FORCE RESEARCH
1875 S. Beverly Glen Blvd. Suite 107
Los Angeles, CA 90025310-446-0138
Fax 310-474-5245

EXHIBIT NO. 14
Application Number 5-96-059
California Coastal Commission

California Coastal Commission
 South Coast Area
 245 W. Broadway, Suite 380
 P. O. Box 1450
 Long Beach, CA 90802-4416

Aug. 16, 1996
 Permit # 5-96
 Adelaide Park

Dear Commissioners,

The Adelaide Drive 24 hour priority parking application will come before you on August 16, 1996. Please look at the problem from a historic point of view and why the residents and friends of Adelaide want this parking restrictions.

I live at 526 Adelaide for the past twenty-one years. The great majority of the residents on the street have live in the same home for more than ten years. It is the ever increasing auto traffic, parked cars and the associated socializing on the street that impact the environment.

Physical fitness activities are continuous from early in the morning until late at night seven days a week. The early morning arrivals wake me up some time between four and five A.M. I will describe briefly how the regular fitness instructors and their clients conduct their business. Sometime after four A.M. the screeching of the breaks and slamming of car doors announce their arrive. They usually first do laps around the two sets of stairs. My bed room is right over the street. Every five to ten minutes they walk pass under my window, talking as if they were at a market place. After 30-45 minutes of the stairs, they would open their car trunk pull out their floor exercise mats and place them on the side walk and commence to do their stretches and muscle group exercise. During the entire time the teacher and client would interact at a voice level high above the ambient noises. At the mean time I am trying to get some sleep not too far away.

Please help me get some sleep during early mornings. The Palisades Park is only 4-5 blocks away, has beautiful scenery, free parking, and wide open for unlimited exercise. There is also a 24 hour gym right at the Santa Monica Third Street Promenade. These exercisers do have alternative places to conduct their business !

Thank you for your help.

Sincerely yours

Paul M. Tsou

Paul M. Tsou
 526 Adelaide Drive
 Santa Monica 90402

ARAN & MILLER

ATTORNEYS AT LAW
SUITE 550

11766 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA 90025

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AREA CODE 310
478-3888

TELECOPIER NUMBER
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California Coastal Commission
South Coast Area
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, CA 90802-4416

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Re: Hearing on Preferential Parking for Adelaide Drive;
Permit No. 596059, submitted by the City of Santa Monica

Dear Commissioners:

I have lived in the West Los Angeles area for over twenty years; Adelaide Drive has been one of my favorite streets. While my children were growing up we would regularly walk on Adelaide Drive to enjoy the peace and quiet, the beautiful homes and gardens, the aroma of the canyon, and the magnificent views and sunsets.

It has therefore been very distressing for me and for my wife to witness the change that has occurred on Adelaide Drive over the last three or so years, i.e., the negative impact resulting from the congestion of traffic along the street. This congestion has ruined the ambience: the canyon smells are now overwhelmed by car exhaust, and the peacefulness destroyed by the constant noise of automobile and motorcycle engines.

Therefore, I am writing on behalf of my family to support the application before you for preferential parking on and around Adelaide Drive. I believe that preferential parking will go a long way to restoring Adelaide Drive to the way it was several years ago, i.e., a quiet, beautiful residential street to be enjoyed only by those who truly appreciate all it has offered in the past.

Please listen to the concerns of the city and the residents of Adelaide Drive and allow the requested preferential parking.

Thank you.

Very truly yours,

CHRISTOPHER POLK

CP/jl

EXHIBIT NO. 14
Application Number 5-96-059
California Coastal Commission

8-15-96

Dear Commission Members,

I have been climbing the stairs regularly for four years. Although I live 15 miles away in Hawthorne I come to the 4th Street stairs to enjoy the beautiful view of the coast and the sea breeze. Most of the people who climb the stairs come for the same reason. Many belong to gyms or own their own exercise equipment, yet they prefer to visit the coast. Many run along the beach before climbing the stairs while others run up San Vicente Blvd.

As a group we stairclimbers are respectable citizens: lawyers, M.D.s, police officers, school teachers, film directors, and even professional athletes. The Santa Monica Fire Department regularly use the stairs, frequently parking their ambulance in the red zone at 4th and Adelaide. Many foreign tourists come to see the famous 4th Street stairs. European TV (Deutsche Welle) stations have covered the stairs and Santa Monica Beach. Stairclimbers range from high school track and football teams to gray haired seniors.

While a tiny minority of individuals do litter or double park these problems can be resolved easily without restricting access to the coast: two trashcans at the upper (Adelaide) ends of the stairways would eliminate litter and a SMPD bicycle patrol would quickly end any traffic problems during the 6-8p.m. time slot. Two large signs declaring the area a "Noise Abatement Zone" and enforcement during early morning hours would eliminate any alleged loud shouting at 6a.m. **None of these measures would restrict public access to the coast.** Permit only parking on 4th Street 24 hours a day would only divert MORE traffic to Adelaide. **I urge the commission to consider these alternatives** before taking any action which would make it even more difficult to enjoy Santa Monica Bay.

Sincerely Yours,



Gary Embrey, B. A., M. A., Elementary School Teacher, LAUSD
11827 Oxford Avenue
Hawthorne, CA, 90250

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