

CALIFORNIA COASTAL COMMISSION

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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 the 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.

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 in the City of Santa Monica.

II. 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 the 1940's. 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.

C. 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 City concludes that 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 through 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 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 approximate 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. There is no 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.

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.

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 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 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 queing 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 beach access. 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 shuffling 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 so that the impacts of the project in order to properly evaluate the projects impact are necessary.

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.

D. 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 or 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.

Although it is not certain 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 and the elimination of public parking within this upland area will make public access for viewing more difficult.

The project as conditioned will allow the public continued use of the area for parking a 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.

E. 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).

F. 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.

40 40

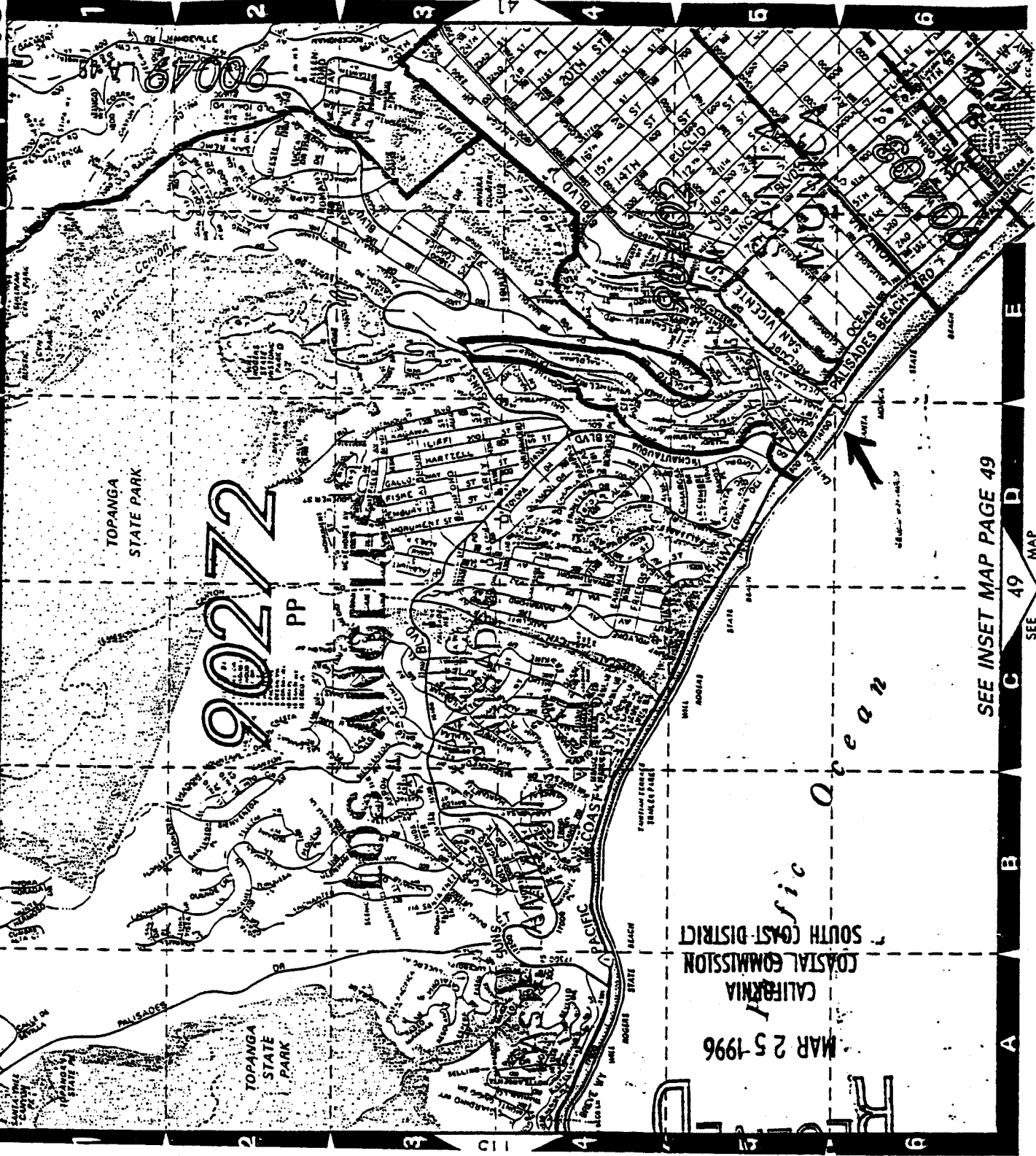
SEE MAP 30

SEE MAP 49

SEE MAP 49

SEE MAP 49

SEE MAP 49



MAR 25-1996
 CALIFORNIA
 COASTAL COMMISSION
 SOUTH COAST-DISTRICT

HIBIT NO. 1

Application Number

5-96-059

San Diego Vicinity Map

California Coastal Commission

DETAIL

SEE MAP 47

SEE INSET MAP PAGE 49

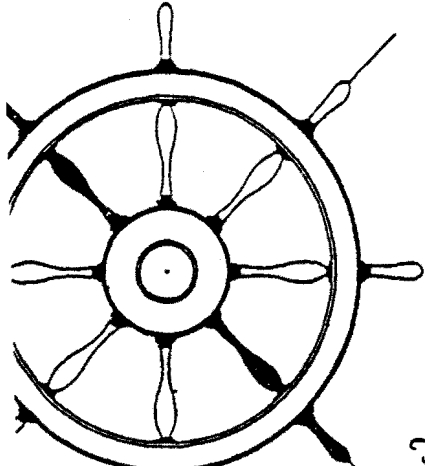
5-96-059

ATTACHMENT 7

RECEIVED

MAR 25 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT



Feet

0 1000 1500 2000

Coastal Zone
Boundary

POSTED
PERMIT
PARKING

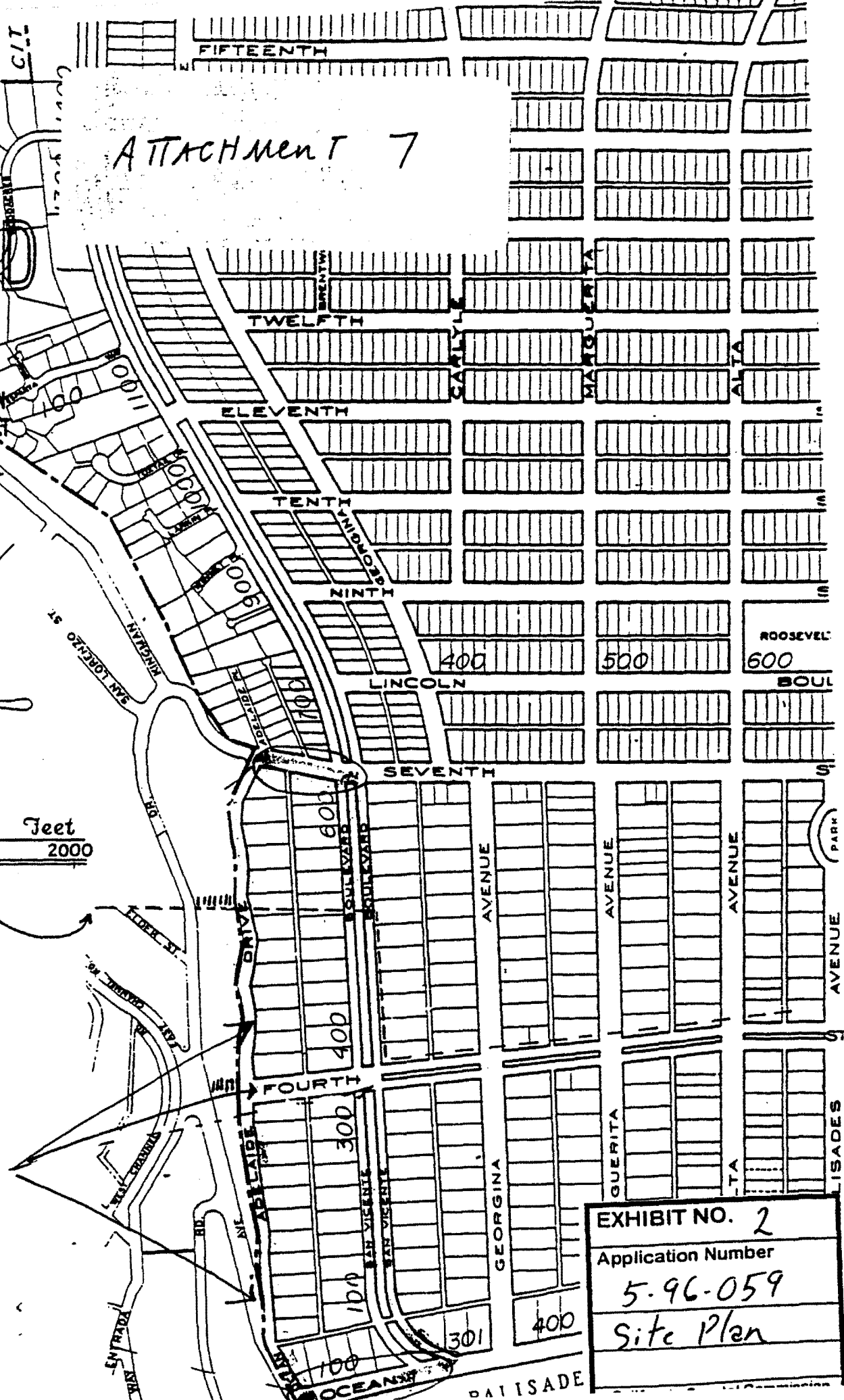


EXHIBIT NO. 2
Application Number
5-96-059
Site Plan

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 2019
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 3064
Application Number

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

Sincerely,



Paul Foley
Associate Planner

Attachments

cc: Susan McCarthy
Suzanne Frick
Karen Ginsberg
Ron Fuchiwaki

f:\ppd\share\prefpkg\coaslet2

EXHIBIT NO. 3 404
Application Number

5-9C-059
 Parking Survey
 p9(L)

Preferential Parking Review Adelaide Drive, 4th Street and San Vicente										Adelaide Drive (between Ocean Ave. & 4th St.)											
										9/6/95											
total residences	required signatures	received signatures	% of residences																		
33	22	25	76																		
Adelaide Drive (between Ocean Ave. & 4th St.)										Adelaide Drive (between Ocean Ave. & 4th 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
alley											alley										
f. hyd											f. hyd										
space	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	space	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster	dumpster
space						321		468	468	468	space	468	468	468	468	468	468	468	468	468	468
space				861					168		space										
space				217				217	217	no plate	space	217	217	217						250	250
space	836	836	836	836	836	836	836	836	836	861	space				408	836	836	836	836	836	836
space	206	206	206	206		77	77	77		493	space	493	961	961	389	389	389				
space										77	space	77	493								
space										878	space									208	208
space											space	310	310	310		129	129				
space										77	space					821	787	787			
driveway											driveway										
driveway											driveway										
space								472			space								982	982	
space											space	hvn	hvn	hvn	hvn	new neon	new neon				
space						990					space	553	553	553							
driveway											driveway										
space											space										
space											space										
space				490							space										
space	346	346	346	346							space										
space											space										
space						792	792	792	792	792	space	792	792			348	348	348	348	348	348
space											space	705	705	705							
space											space										
space	842	842	842								space										
space											space										
space											space										
space											space										
space	409	409	409	409	409						space				901	901	409	409	409	409	409
space	412	412	412	412	412	412	842	842			space						658	658	658	658	658
space	542	542	542	542	542	542	542	542	542	569	space	569					842	842	842	842	842
space											space	842	842	842	184	184	184	184			
space	451	451	451	451	451	259	259	259	320	259	space	259	259	259	259						
space	856	856	856	856	856	856	856	856	856	856	space										
space											space										
space											space										
space											space										
space											space										
space											space										
space											space										
driveway											driveway										
space	896	896	896	896	896	896	896	896	896	896	space	896	896	896	896	896	896	896	896	896	896
space											space										
space											space										
space											space										
space	360	360	360	360	360	360	563	563	563	563	space	563	563	563	568	568	568	568	568	568	568
driveway											driveway										
space	819	819	819	819	819	819	976	976	976	976	space										
space											space										
space	62	62	62								space										
red curb											red curb										
lot # spcs =											lot # spcs =										
38											38										
occ. spcs.	14	14	15	17	17	22	21	24	20	22	occ. spcs	18	20	14	13	16	22	15	8	12	12
% occ.	37%	37%	39%	45%	45%	58%	55%	63%	53%	58%	% occ	47%	53%	37%	34%	42%	58%	39%	21%	32%	32%

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		512	512	600	600	840	849	360	360	360	space	360	360	360	360	360	360	360	360	360	360	
space			698	814	814	862	877		772		space			601		91	91			994	360	
space				740	722	987	756				space					oyu	oyu		472			
space	142	142	142	142	340	842	925	877			space					883	883					
space						839	488	254			space						884	864				
space				toy		387		794			space					22	22					
space											space				19	684	731	731				
space				98	954	998	996				space					898	898			618		
space					427	198	nissan				space				13	527	527	527				
space					898	140					space					456	810	610				
space	13	13	13	13	13	13	13	13	13	13	space	13	13	13	13	13	13	13	13	13	13	
space	907	907	907	907	907	907	907	764	907	907	space	907	907	907	907	907	907	907	907	907	907	
blue h/c	764	764	764	764	764	764	764	764	764	764	blue h/c	764	764	764	764	764	764	764	764	764	764	
space						13	221	no plate	no plate	no plate	space				pws	510	510	510				
space						vcv	vcv	vcv	vcv	vcv	space	vcv	vcv	vcv	vcv	vcv	vcv	vcv				
space	313	313	313	313	313	313	899	699	699	699	space	699	699	699	699	699	699	699		313	313	
driveway											driveway					224						
driveway								748	749		driveway											
space					103	103	549	549	549	549	space	647		615	615	210	210					
space					578	578	578	578	578	578	space	578	578	578	578							
driveway					549	549				103	driveway							nyc	nyc			
space								269	269		space	269	269	269	269							
space				357	357	357	357	357	357	357	space	357	357	357	357	357	357					
space					362	362	362	362	362	362	space	362	362	362	362	379	379					
space					408	408	408	408	408	408	space	408	408	408	408							
driveway											driveway											
space					700	28		103			space			555	555	555	555					
space					205	205	61	710			space			734	299	87	87					
space			142	73	699	699		999			space			683	683	683	683					
space				75							space			604	604	152	152	152				
space				new car	813		405	ave			space			215	215	215	215					
space				540	914	523	852		807		space	433	41	41	677		new car					
space					572	824	639	639			space		243	73	new van	94	663					
space				421	185				645		space			997		116	613					
space				ize		137	137	137			space				new car	211	211					
driveway											driveway						185					
driveway											driveway				ok		620	620				
space		266	118	143	201			912			space		535	865	59	161	161					
space				241	843			zy			space			909	554	882	947					
space					383					356	space	832		719	719	493	851					
driveway											driveway					682	484	484				
driveway											driveway						y81	y81				
space					est	sua		238			space			737	737	737	mvd					
space					nr	11	829				space				447	943	943		886			
space				48							space	8mu	8mu		448	643	634					
driveway							478				driveway											
space								410			space				528	421	371	371				
space											space					133	133	734	568			
space					651			893	626		space			685	124	428	921	229				
space				131	131	708		765	765	785	space	765	785	785		cdp	cdp	565	883			
driveway											driveway						517					
driveway											driveway											
space								767	767		space					226	416	114	114			
space					841	md1		446	446	446	space			625	625	958	958					
space					214			774			space					95	95					
space				561	758	758	758	758	758	758	space	758	758			114	252	252	974			
space					301	301	301	301	301	301	space	301	301			633	205	487	487			
space					561	561	561	561	561	561	space	792	792	841		999	558	383				
driveway											driveway						114					
space					339	792	792	792	792	774	space	571	571			778	778	778				
space					848	848	848	848	848	848	space	848	848			352	877					
space							28	28			space	787				834	834					
red curb							408				red curb											
tot # spcs =																						
50																						
occ spcs	5	8	8	24	38	38	29	37	26	23		22	22	28	32	45	54	24	13	7	5	
% occ	10%	12%	18%	48%	72%	78%	68%	74%	52%	48%		44%	44%	52%	64%	90%	100%	48%	26%	14%	10%	
1-7 hr				36%	48%	48%	26%	37%	18%	12%		14%		22%	36%	62%	72%					
TOTALS																						
total spcs =																						
88																						
occ. spcs.	19	20	24	41	53	61	50	61	48	45		40	42	40	45	61	78	39	21	19	17	
% occ	22%	23%	27%	47%	60%	69%	57%	69%	52%	51%		45%	48%	45%	51%	69%	86%	44%	24%	22%	19%	

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		950	bug	491	491	709	709	709	709	709	space	709	709		620	352		599	332			
space			min	275	275	850		423		807	space	262	262	564		108	108		816			
space						928	678	798		218	space	658	340	603		980	980	561	777			
space				300	340			858	126		space	461	461		890	890	532					
space				wpl	114	114	114	114	114	114	space	114	114	461		264	492	492				
space	410	410	410	410	410	410	410	410	410	410	space	410	410	410	410	410	410	410	410	410	410	
space	yhc	yhc	yhc	yhc	yhc	yhc					space	158					vpd	vpd		216	216	
space				353	662		788	788	788	788	space					809	809	809	809	809	809	
space									219	pbz	space	pbz		531	531		57	168				
space			955	503		782					space	780	734	new bulck	new bulck	new bulck	new bulck		48	48	48	
alley											alley											
space				443	443	443	443	443	443	443	space	443	443		331	562	830	830		542		
space	618	618	618	618	618	618	618	618	618	618	space	618	618	618	618	618	618	618				
space	809	809	809	809	809	809	809	809	809	809	space	809			410	974						
space	140	140	140	140	134			829			space		151		480	834	239		504	504	504	
space							538	951			space		685	685	685	26	700	700	700	700	700	
space	220	220	220	220		382	114	353			space		86		104	162	162					
space	310	310	310		136			790			space	467	467	467	467	896	309	309		310	310	
space	lqs	lqs	lqs	lqs							space		pl	50		319	813			735	735	
space	504	504	504	504	504						space					364	364					
tot. # spcs. =																						
19																						
occ. spcs.	9	10	12	15	11	13	10	13	9	10				12	14	10	11	16	18	12	9	9
% occ.	47%	53%	63%	79%	58%	68%	53%	68%	47%	53%				63%	74%	53%	58%	84%	95%	63%	47%	47%
1-2 hr.				37%	26%			37%						42%	33%	33%		63%	68%	72%		42%
east side											east side											
space	428	428	428	428	428		41				space	868			355	852	852				yhc	yhc
space	455	455	455	455			220	371	220		space				431	195	195	195	195	195	195	195
space	916	916	916	916	916	916	881	881			space	951	897	897	897	897	897	897	880	880	880	880
space	fsk	fsk	fsk	fsk	fsk	fsk	874	867			space		151	916	916	916	916	916	916	916	916	916
driveway											driveway											
space	bk2	bk2	bk2	bk2	bk2	bk2	bk2	bk2	bk2	bk2	space	bk2	bk2	bk2	bk2	bk2	bk2	bk2	bk2	bk2	bk2	bk2
space	489	489	489	489	719	896					space		489	489	489	489	489	489	489	489	489	489
space	lze	lze	lze	lze	lze	lze	lze	lze	lze	lze	space	lze	lze	lze	lze	lze	lze	lze	lze	lze	lze	lze
alley											alley											
space							2	894			space					new jetta	new jetta		897	897	897	
space	57	57	57	57	57		987	264			space											
space	897	897	897	431		370	543	665			space	665	665	665	665	665	665	665	665	665	665	665
space	ear	ear	ear	ear	ear	ear	ear	ear	ear	ear	space	ear	ear	ear	ear	ear	ear	ear	ear	ear	ear	ear
space				593	593	710		814			space	82	82	82		713	727	727	301	301	301	
space	902	902	902	902	902		300	300	300	s54	space	473	473	473	0	984	35	35				
space				363	664	191	582		2	2	space		977	977	308	34	762					
space				887	847	508	651	651	535		space	481			300	yuh	448	448				
space				252	253	285	249	345			space		475	438	684	562	358					
space				39	515	968	890		719	719	space		100	845	140	311	636			883	883	
red curb											red curb					588	588	588				
tot. # spcs. =																						
17																						
occ. spcs.	11	11	15	16	13	12	12	14	9	5				6	11	10	13	15	17	10	8	10
% occ.	65%	65%	88%	94%	76%	71%	71%	82%	53%	29%				35%	35%	59%	76%	88%	100%	59%	47%	59%
TOTALS			25%	35%				52%		17%						47%	47%	52%	17%			
total spcs. =																						
36																						
occ. spcs.	20	21	27	31	24	25	22	27	18	15				18	25	20	24	31	35	22	17	19
% occ.	56%	58%	75%	86%	67%	68%	61%	75%	50%	42%				50%	69%	56%	67%	86%	97%	61%	47%	53%

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				3PZ	3PZ	357	3FC	3JM	3MH	3MH	space	3MH	3PL	3PL	3PL	3PL	2XM	2XM			
space				2SW	2SW	2SW	2SW	2SW	2SW	2SW	space	2SW	2SW	2SW	2SW	2SW	2SW	2SW			
space				3GS	3JJ	2LV	2LV	2LV	3AY	3NS	space	3NS	8LI				3LP	3LP			
space				2VW	2RL	NEW	3PX	2LV	2LV	3HY	space	3HY	3HY	3HY		263					
space				2FL	3BW	3BW	3EZ	3KX	3KX	NSJ	space										
space				2TX	3BL	2FY	2FY	2TC	2TC	3OB	space	3OB			1UE	1UE	1UE	1UE			
space				1RD	3NT	3NT	366	1BY	1BY	1BY	space	1BY			2LF		2GR	2GR	2GR	2GR	
space				2FK	2FK	366		3LI	3LI	3DI	space		2WM		2NS						
space				1PV	2TX	2RY	2RY	3NO	3NO	2BJ	space		2HH	2HH	3AY						
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
space											space										
blue h/c				3BG	3BG	3BG	3BG	3BG	3BG	3BG	blue h/c	3BG	3BG	3BG	3BG	3BG	3BG	3BG	3BG	3BG	3BG
space				2SW	3OU		2LH	3FA	3FA		space										
space				3KH	3KN		2KL		4L8		space	2BU	2BU	2BU	2BU	2BU					
space					3KW	1EV	1EV	1EV	3DW	3DW	space	3DW					2HF	2HF			
driveway											driveway										
driveway											driveway										
space						NEW	NEW	2YP	2YP	PAJ	space	PAJ									
space						3KC	3E6	3MU	3MU		space										
driveway											driveway										
space						2RJ	6LB	6LB	2AJ	2AJ	space										
driveway											driveway										
space						3HK	2SJ	2SJ	2SW		space		FAL	FAL							
space						ELE	2NY	2NY		ATH	space	ATH	3HQ								
space						3NH			2LO	NEW	space		2TL	2TL		2VE					
driveway											driveway										
space						3HY	365	365		2XF	space	2XF			5O4	5O4	5O4				
space						3W8			8UB	8UB	space	3PH			3TR	3TR					
space											space										
space						2PL	3JB				space										2LB
space						3NT	3AV			NEW	space	NEW	3DW	3DW	3AV	3AV					3JJ
space						2NY	2XH	2XH			space		3NA	3NA	DAK						2Z8
space						3KW	2RJ	3EV	3EV	2XD	space	3KQ	3LH	1MA	2NH						
space							5B2	2R6			space	365	365	365							
space						2PY	2XC	3AJ	3AJ	3AJ	space										
space							2DJ	3EI	3EI	36B	space		3PU	3PU		NOU				2VI	2VI
driveway											driveway										
driveway											driveway										
space						3HK	BLC	BLC	DFA	DFA	space	3LN			3HL	3HL					
space						2VL	2WR	2WR	NEW	35W	space		368	368	368	368					
space											space	2KV	FRY								3RD
driveway											driveway										
driveway											driveway										
space						256	3LO			3DQ	space	3AV									
space						3LX	2XH	2XH	3I5		space	1RW									
space						2KO	2PH	98			space	3MJ			2LJ					3MT	3MT
driveway											driveway										
space						22K				J62	space	J62		3DE	3CV	3CV					
space							RED	RED		2CK	space										
space							3JZ				space										
space						3EL	2FL	2FL			space	2V1				3AL	MUS				
driveway											driveway										
driveway											driveway										
space						3FB	3OF			368	space		1GX	1GX							
space						PRO	3CA	3CA	3CA		space	3KN	3KN	3KN	3KN	3KN	3KN	3KN	3KN	3KN	3KN
space							2FN				space										
space							3KC	3KC			space										
space								UNT			space										
driveway											driveway										
space											space										
space											space										
space											space										
red curb											red curb										
tot. 8 spcs =																					
50																					
occ. spcs.				19	27	36	32	24	28	31		26	22	19	20	18	15	15	5	4	0
% occ.	0%	0%	0%	38%	54%	72%	64%	48%	52%	62%		52%	44%	38%	40%	36%	30%	30%	10%	8%	0%
TOTALS						55%						50%									
total spcs =																					
88																					
occ. spcs.	0	0	0	29	53	58	48	38	43	45		42	38	32	35	31	25	27	13	8	0
% occ.	0%	0%	0%	33%	60%	66%	55%	43%	49%	51%		48%	41%	36%	40%	35%	28%	31%	15%	10%	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				2SK	2SK	2JC	3EN	224	224	224	space	224	3JC	360	2X3						
space				3FA	3FA	3FA	3FA	3CM	3CM	3CM	space	3CM	1HB	1PH	300		3KW	3KW			
space				3H2	3GQ	585		3CL	2YI	382	space	362	3PR	3PR	25Q	E94		3EM	3EM	3EM	
space				3DF	428	3EX	3EX	3OC	3OC	2YB	space	2YB	1UU	1UU	HZU	HZU	HZU	3EB	3EB	3EB	
space				3FL	3FD	GDW	GDW	1KU		3GL	space		3MI	3MI	2AJ	2AJ	WFL	WFL			
space				2CE	2CE	2CE	2CE	3MQ	3MQ	3NE	space	3NE	2BJ	2BJ	2KO	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	2DL	space	14B	14B	14B	14B	14B	14B	14B	14B	14B	
space				2WS	2WS	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	2ZJ	2ZJ	2VE	2VE	2VE	2VE	
space				KGN	KGN	KGN	KGN	KGN	KGN	KGN	space	KGN	KGN	KGN	3CM	3CM	3CM	3CM	3CM	3CM	
space				1SD	1SD	1SD	1SD	1SD	1SD	1SD	space	1SD	1SD	1SD	2EC	2EC	2SW	2SW	2SW	2SW	
space				2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	space	2LJ	2LJ	2LJ	3JU	3JU	2CA	2CA	2CA	2CA	
space											space	3DI			2TA	2TA	2TA	2TA	2TA	2TA	
tot. # spcs. =																					
19																					
occ. spcs.				17	18	18	15	18	17	18		17	17	17	19	19	17	19	15	14	
% occ.	0%	0%	0%	89%	95%	85%	78%	95%	89%	95%		89%	89%	89%	100%	100%	89%	100%	78%	74%	0%
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		3NH			
space				2VP	2VP	2VP	2VP	2VP	2VP		space							2AM	3KS	3KS	
space				259	259	259	259	3HM		1JC	space	1JC	1JC	1JC	1JC	1JC		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	
space				2NG	2NG	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	2MR	3HW	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			
space				1AN	3FB	3PI	3PI	3PI	3PI	3EB	space	3EB	1HG	1HG	1HG	3EB	3EB	3EB			
space				2WB			3FA	3FA	3FA	3GH	space	3GH	1RP	2ZJ	3GH	3GH	3GH	3GH	3GH		
space				2SW	2SW	2SW	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%	84%	84%	82%	82%	84%	71%	82%		82%	62%	65%	65%	65%	82%	100%	71%	59%	0%
TOTALS																					
total spcs. =																					
38																					
occ. spcs.	0	0	0	33	34	32	29	34	29	32		31	26	28	30	30	31	38	27	24	0
% occ.	0%	0%	0%	82%	84%	89%	81%	84%	81%	89%		88%	72%	78%	83%	83%	86%	100%	75%	87%	0%

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		2YQ	3EW	3HJ				
space				2SW	2SW	2SW	2SW	2SW	2SW	2SW	space	2SW	2SW	2SW	2SW	2SW	2SW	2SW	2SW	2SW	2SW
space				3HY	3KW	2WS	2D9	2D9	2D9	2CE	space				305	305	305	305	305	305	305
space				2NE	2NE				3CH		space	3KJ		2CK	30G	2LV	2XM	2VI			
space				3HJ	3HJ	3HN	3HN	3EK	3EK	2V5	space	2V5			2LD	2LD	NEW				
space				3LP	3LP			1LR	1LR	3AE	space	3AE	3AE	3AE	3AE	3AE	2SB	2SB			
space				1EH	1EH	2EV	2UF	2UF	2UF	037	space	037	037	037	037	037	1PV	1PV			
space				2NV	2NV	3HK				2T1	space	2T1	3BO		2WA	2WA	2ZY	2ZY			
space											space						100				
space				3W1	3W1	16X	262	262	262	22M	space						2WL				
space				3Y8	3Y6	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		blue h/c										
space				3NT	3NT	3BQ		2XZ	2XZ	3HN	space	3HN	3FE	3FE		3DZ	3AL	3AL			
space				KUS	KUS	2UX					space	3W1	3W1	3W1	3W1						
space				VZ	VZ	3KI	3EE	3EE	3EE	3MR	space		2HZ			2HZ					
driveway											driveway										
driveway											driveway										
space				2RJ	2RJ	2RJ	2RJ	3PU	3PU		space	2CB	3BJ	3BJ	3BI	3BI					
space				2GF	2GF	2XA			3GX		space										
driveway						3KC					driveway										
space											space										
space						1PV	MCR				driveway										
space											space										
space						3KJ					space										
driveway											driveway										
space						3RM	3RM				space		2PA	2PA	2PA						
space						3NB	KIU	KIU			space	2UC									
space						3BE	3BE	2XA		3EA	space	3EA	3EA	3EA	3EA	1FG					
space						3NU	3NU	3JJ	3JJ	3LZ	space	3LZ									
space				2VZ	2VZ						space		1PU	1PU	1PU		2SO	2SO			
space										895	space	895	2JX	2JX	2JX		3BW	3BW			
space											space		2G3	2G3		5JZ					
space											space				2GO	2GO	2HQ				
space						1RQ	3JU	3GX	3GX	UH	space		ALE	ALE				3FH			
driveway											driveway										
driveway											driveway										
space				2VY	2VY	2XU		1NU	NEW		space	2EG	3GN	3GN	5OS						
space						3LE					space			3NG		5HO					
space						2IB	3BK	3BK	553		space	3TW	3DC	3DC	3DC						
driveway											driveway										
driveway											driveway										
space						3KC		89Y	89Y	3RK	space	3RK	3PI	3PI							
space						3BK		1KI			space			26F			1RQ	1RQ			
space						3WP	NEW	NEW		D1PW	space		2AW								
driveway											driveway										
space											space		2MY	2MY	2MY				2JV		
space						3BI	3BI	3HK	3HK	NEW	space		2WS								
space						2TJ	2TJ				space	3PC	3PC		UNT						
space						24B	1SK	NEW	NEW		space	2CA	2CA								
driveway											driveway										
driveway											driveway										
space											space	1FT									
space											space	2ZU									
space											space	1CT	1CT								
space											space										
space											space	3BB									
space											space	2RL									
space											space	2ZT									
driveway											driveway										
driveway											driveway										
space											space										
space											space	ERJ									
space											space	2UO									
space											space										
space											space										
red curb											red curb										
tot. # spcs. =											tot. # spcs. =										
50											50										
occ. spcs.				21	22	37	28	22	21	29	occ. spcs.	31	28	24	27	23	21	13	4	4	0
% occ.	0%	0%	0%	42%	44%	74%	56%	44%	42%	58%	% occ.	62%	58%	48%	54%	46%	42%	28%	8%	8%	0%
						66%				47%		70%	58%		24%						
TOTALS											TOTALS										
total spcs. =											total spcs. =										
66											66										
occ. spcs.	0	0	0	30	31	59	32	38	38	48	occ. spcs.	53	54	49	42	40	34	24	13	13	0
% occ.	0%	0%	0%	34%	35%	87%	36%	43%	41%	55%	% occ.	80%	81%	58%	48%	45%	39%	27%	15%	15%	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	10pm	11pm
space				2LW	2LW	3MJ	3XX	3KX	3KX	3LE	space		2ZQ	2ZQ	2ZQ	2ZQ	2ZQ	3NM	3NM	
space				1JF	1JF	3TK	3GT	3GT	3GT	3GT	space	3GT	3GT	3GT	3GT	3GT	3GT	3GT	3GT	3GT
space				3FL	3FL	3OR	3JT	3JT	3JT	2YC	space		2UT	2UT	3NR	3LD	STA	STA	STA	STA
space				VUU	VUU	3SJ	2UR	2UR	LV2	3PF	space		3RD	3RD	3NH	3NH				
space				3FF	3PT	3LP	3LP	3LP	216	216	space	216	3KG	3KG	3KG	3KG	3LA	3LA	3LA	3LA
space				2JG	2JG	3E8	3E8	2JG	2JG	2JG	space	2JG	2JG	2JG	2JG	2JG	3KW	131		
space				DMJ	DMJ	DMJ	DMJ	DMJ	DMJ	DMJ	space				131	131	NEW			
space				28J	28J		3E1		1F7	OGG	space	OGG					3AO	2FX	2FX	2FX
space				218	218	218		2PH	3PH	3PH	space			368			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	2WS	3MI	2CX	2CX	2CX	3PJ	space		1KD	1KD	042	042	042	042	042	042
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				2SW	2SW	3B8	3B8	3CI	3CI	3CI	space	3CI	3ES	3ES	3LF	3LF	3LF	3LF	3LF	3LF
space				KGN	KGN	KGN	KGN	KGN	2X8	KGN	space	KGN	KGN	KGN	26W	2SW	2SW	2SW	2SW	2SW
space				2WG	2WG	1JL	1JL	3NN	3NN	MDV	space	MDV		19K						
space				2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	space	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ
space											space									
tot. # spcs. =																				
19																				
occ. spcs.				18	18	17	18	17	18	18		13	13	15	18	14	15	13	13	13
% occ.	0%	0%	0%	85%	85%	88%	95%	88%	95%	95%		68%	68%	78%	84%	74%	78%	68%	68%	68%
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
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	4D7	space	4D7			3DB	3MV	407	407	407	407
space				231	231	231	3MA	3MA	3MA	3MA	space	3MA	2JJ	2JJ	25W	25W	26W			
alley											alley									
space				4SC	2PO	3MH	3MH	3JF	3JF	3HL	space	3HL	3FB	3FB	3FB	392	1NJ			
space				2VE	2VE	4P3	4P3	3HC	3HC	2XU	space	2XU	2RO	2RO	3EL	3EL	3HN	3HN	3HN	3HN
space				2KA	2KA	2KA	PBY	PBY	PBY	PBY	space	PBY	NEW	NEW	NEW	NEW	3MU	1NJ	3HN	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	1RX	3MC	3EB	3EB	3EB	3EB
space				3EB	3EB	3EB	3EB	3EB	3EB	3EB	space	3EB	3EB	3EB	3EB	2CP	3KW	2YA	2YA	3EB
space				3GH	3GH	3GH	3GH	3GH	3GH	3GH	space	3GH	3GH	3GH	3GH	3GH	3GH	3GH	3GH	3GH
space											space									
space				3WB	3WB	2AJ	2AJ	NRO	NRO	2ER	space	2ER	2ER	2ER	2ER	3NH	3LD	3LD	3LD	3LD
space				2CE	2CE	2CE	2CE	3NL	3NL		space	3LW	2HX	2HX	2HX	3HL				
red curb											red curb									
tot. # spcs. =																				
17																				
occ. spcs.				18	18	17	17	17	17	15		18	13	13	18	18	14	12	11	11
% occ.	0%	0%	0%	84%	84%	100%	100%	100%	100%	88%		94%	94%	76%	94%	94%	82%	71%	65%	65%
TOTALS																				
total spcs. =																				
36																				
occ. spcs.	0	0	0	34	34	34	35	34	35	33		29	28	28	32	30	29	25	24	24
% occ.	0%	0%	0%	94%	94%	94%	97%	94%	97%	92%		81%	72%	78%	89%	83%	81%	69%	67%	67%

Adelaide Drive (between Ocean Ave. & 4th St.)										Adelaide Drive (between Ocean Ave. & 4th St.)											
total residences	req. red signatures	received signatures	% of residences							total residences	req. red signatures	received signatures	% of residences								
33	22	25	76							33	22	25	76								
Adelaide Drive (between Ocean Ave. & 4th St.)										Adelaide Drive (between Ocean Ave. & 4th 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
alley											alley										
f. hyd.											f. hyd.										
space				1MW	1MW	1MW	1MW	1MW	1MW	1MW	space	1MW	2TD	2TD	2TD	2TD					
space				2KQ	2KQ	2KQ	2KQ	2KQ	2KQ	369	space	369									
space						3JN	3JN	3JN	3JN	3JN	space					3GG	3GG	3GG	3GG		
space								4J7	1PL		space						2ID	2ID	2ID		
space								3EO	3EO	3EO	space	3EO	3EO								
space						3FA	3NK	3NK	3NK	4J7	space	4J7	4J7	4J7	4J7	262					
space					3CA	3CA	3CA	3CA	3CA	3CA	space	3CA	IHF					2ZJ			
space				2KX	2KX	2KX	2KX	2KX	2KX	2KX	space	2KX	2KX	2DJ	253						
space				2GE	3HG	3HG	3HG	3HG	3HG	3HG	space	3HG	2HL	2CH				3EO	3EO	3EO	
space				3EC	3HQ					3JM	space							3MT			
driveway											driveway										
driveway											driveway										
space				3NO	3NO	3NO	3NO	3NO	3NO	3NO	space	3NO	3NO	3NO	3NO	3NO	3NO	3NO	3NO	3NO	3NO
space				3NS	3NS	3NS					space			2RB	2RB	3LX		3BQ	3BQ	3BQ	
space							4H6	4H6	4H6	4H6	space		2FN					2AJ	3CP	3CP	
driveway											driveway										
space				3X5		5F8	5F8				space	5F8							UV8		2AJ
space											space								2AN		
space											space										
space											space										
space				2AJ		2JU					space		HEG					2FN	2FN		
space				2WS	2WS	2WS	2WS	2WS			space							3EK	1SN	1SN	
space											space								2GW		
space							4S7	3NS			space				2SW	2SW					
space								2UH	2UH	2UH	space				2BN				3MV		
space											space	2UH							2WP		
space											space										
space				1SU	1SU						space										
space											space										
space											space										
space				3MQ	3MQ	3MQ	3MQ	3MQ	3MQ	3MQ	space	3MQ	3MQ	3MQ	3MQ	3MQ	3MQ	3MQ	3MQ	3MQ	3MQ
space						3LO	3LO	3LO	3LO	3LO	space	3LO	3LO	3LO	3LO	3LO	3LO	3LO	3LO	3LO	3LO
space						3DB	3DB	3DB	3DB	3DB	space	2FN	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ
space								3MJ	3MJ	3MJ	space	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ	3MJ
space				1RY	1RY	1RY	1RY	1RY	1RY	1RY	space	1RY									
driveway											driveway										
space					3EP	3EP	3EP	3EP	3EP	3EP	space	3EP	3EP								
space								2GN		2DR	space	2DR	3CF		2BN	2LV					2CW
space											space										
space				3DL	3DL	3DL	3DL	3DL	3DL	3DL	space	3DL	3DL	3DL	3DL	3DL	3DL	3DL	3DL	3DL	3DL
driveway											driveway										
space					IRO	IRO	IRO	3NS	5FO	5FO	space	3HY									
space											space										
space				3JV	3JV	3JV	3JV	3JV	3JV	3JV	space	3JV	3JV	3JV	3JV	3JV	3JV	3JV	3JV	3JV	3JV
red curb											red curb										
tot. # spcs =											tot. #										
36											spaces =										
occ. spcs.			0	15	16	20	22	22	19	24	occ. spcs.	19	19	15	18	14	20	10	10	0%	0%
% occ.	0%	0%	0%	39%	42%	53%	56%	56%	50%	83%	% occ.	50%	50%	39%	47%	37%	53%	26%	26%	0%	0%

3rd 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	3MI	3J2		3LC			space		4AO	3VV			3FJ				
space				VUU	VUU	VUU	VUU	3KW			space		3OD		3NV	3JT		2NV	2NV		
space				3JU	3GP	3MI	3NP	3NF	2UO		space		3HG		2TV	3GS					
space				2NM		3CB	3KP	3KP			space		EID	EID		2MM		RDD	RDD		
space				3KU	3KU	2KI	3UT		614		space		451		2NF	3CE	2SW				
space				3LX	3LX	3LX	3LX	2RW	1SA		space		1RE	1RE		3HG					
space				DMJ	DMJ	DMJ	DMJ	3NH			space		2EJ	3HW			258	4D7	4D7		
space				2K4	2K4	2K4	BKE	3JB	2KJ		space		3CL	3RW	2NV	2NV					
space				2NV	2NV	2NV	2NV	2NV	2NV	2NV	space	2NV	3MA	3MA			2ZT				
space				3NB				3BB	2PM		space		837		3KK	3KK		2SW	2SW		
alley											alley										
space				4D7	4D7	2ZY	2ZY	2ZY	617		space		2NB	2NB			2HX	2HX	2HX	2HX	
space				2JG	2JG	2XM	2VW		904	904	space	904	1ND	1ND			2CK	2CK	2CK	2CK	
space				2UC	2UC	5BQ	3XO				space		3FK	2XP							
space				2TA		3MJ	3MJ				space			2CK			2UT				
space				3AY	3AY	3AY	3AY	2WS	3P4		space		2VI	378			3MO				
space				2SW	2SW	3GI	2MH				space		1PS				3EC				
space				2VE			2GF	2NH	3CC		space		1PH	1PH				2YD	2DY	2DY	
space						1LV	1LV		1MA		space		3C5					2NV			
space				2HX	2HX		3KN	3KN			space		RBW	TOO	3NV			4P7			
total # spcs =																					
occ. spcs.				14	12	14	15	13	15	14			12	17	15	6	11	10	7	7	0
% occ.	0%	0%	0%	74%	63%	74%	79%	66%	79%	74%			63%	69%	79%	32%	58%	53%	37%	37%	0%
west side											east side										
space				KGN	KGN	KGN	KGN	KGN	KGN	KGN	space	KGN	259	259	386	22J	25C	25C	25C	25C	
space				2FJ		3NN	3NN	3NN	3NN	3NN	space	3NN			1SD	1SD	1SD	1SD	1SD		
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	3LC					
driveway											driveway										
space				166	166	166	166	FSB	K8P	K8P	space	VUU	VUU	VUU	VUU	VUU	VUU	VUU	VUU	VUU	
space				2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	space	2AJ	2AJ	3AO	3AO	3AJ	3AJ	3AJ	3AJ	3AJ	
space										2TI	space	280	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	T4T	
space				3KP	3KP	3KP	3KP	3KP	3KP	3KP	space	3KP	3KP	3KP							
space						8FH	8FH				space	2ST		3CT	DPE	2FI					
space				2SW		306	3NH	3CP	2ES	3PU	space	3NH	2VH		GIM						
space				18D	18D	18D	18D	18D	18D	2HO	space	1SD	1SD			DPE					
space							2TN				space										
space				3EB	3EB					3NJ	space	38A		358	3NO						
space				28W	3J8	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										
total # spcs =																					
occ. spcs.				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%	58%	47%	41%	35%	0%
TOTALS																					
total # spcs =																					
occ. spcs.	0	0	0	28	24	28	30	26	30	28			25	27	27	18	21	18	14	13	0
% occ.	0%	0%	0%	78%	67%	76%	83%	72%	83%	76%			69%	75%	75%	50%	58%	50%	39%	36%	0%

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

<u>Date of Survey</u>	<u>Peak hrs</u>	<u>Cars parked 1-2 hrs</u>	<u>Total spaces occupied</u>
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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 ^{1 of 2}
Application Number 5-96-059
Summary of City Survey

<u>Date of Survey</u>	<u>Peak hrs</u>	<u>Cars parked 1-2 hrs</u>	<u>Total spaces occupied</u>
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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 2062
Application Number
5-96-059

ATTACHMENT E

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

COAST GUARD DISTRICT

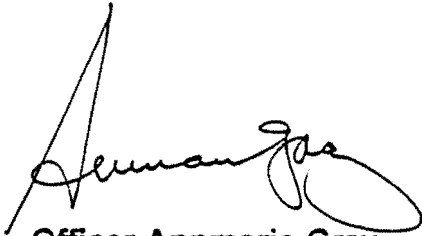
To address the concerns of the residents of the Adelaide neighborhood, an enforcement deployment was assigned to the area from May 27, 1995 through June 9, 1995. This was a collaborative joint effort of the neighbors and the Police Department to prevent potential accidents and injuries.

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

SANTA



MONICA

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

BUREAU OF FIRE PREVENTION
JIM HONE
FIRE MARSHAL
(310) 458-8669

RECEIVED
JUN 13 1996

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's

CURBSIDE L.A.

vation Comes n

likely place to that's where started their L.A. own's narrow nes and the trucked along the 't much to say mity next to the freeways and that used to loverrun with such times forgot lled.

w all about of their first park c of parks, trails, i habitat to to something e waterway. abandoned cause there's a spot on the a is natural. No

Valley Gateway —K's about a have any of the is the know in better than what d cars, dead ilia," says area

park on into Monica d the Trust for tra, talked about .A. River. They cooperation that rk possible.

Jackie ed a native occasion. A tiny Councilman Mike resent Elyman ended unity over to accepted the

1 those in did be property

1 of place. While 7 progress, a blue drove by, case in the 3 place." ver of the Nova

er seemed banded at the

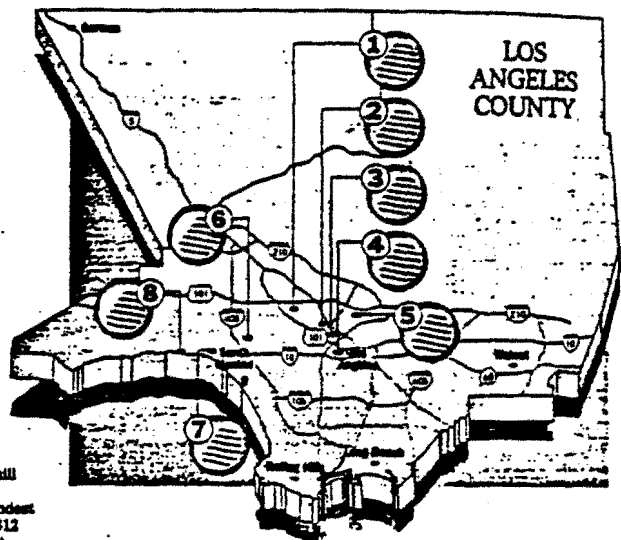
k, some residents ght midday sun ploped by the xit power reservationist l presence in

.s Monica a quick to point

L.A.'s STAIRWAYS

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

LOCATIONS:



1. HOLLYWOODLAND

2795 Woodrow Drive to 2872 Beaton Drive
At the foot of the Hollywood sign, which was erected in 1923 to advertise the Hollywoodland subdivision, visitors and residents climb the six tucked-away stairways in the cozy community of Beachwood Canyon. From the shaded granite steps, climbers get glimpses of terraced cactus gardens, morning glories, fig trees and vistas of canyon homes. More than 124 steps between Woodshire and Belden drives await the urban hiker. Other stairways can be found between the 2800 and 3000 blocks of Beachwood Drive.

This five-story climb, built in imitation of the Spanish Steps in Rome, links the new L.A. on the hill to the old Los Angeles along 5th Street. The city's newest and grandest public stairway, built at a cost of \$12 million, is accented with cafe au lait and terraced with bistros. Some who are not so energetic navigate labyrinthine routes just to avoid it.

2. "MUSIC BOX" STAIRWAY

900 block Vendome Street, Silver Lake
One of the cinema's most famous staircases was used in the 1932 Academy Award-winning short film "The Music Box," in which Laurel and Hardy portray bumbling piano delivery men. The vacant lot that was next to the stairway in the movie is now filled with buildings, but a commemorative plaque at the foot of the steps makes it unmistakable. Modern lamps and a metal handrail have been installed, but many of the surrounding houses remain unchanged.

Explore this small, charming hillside neighborhood of Mt. Angelus, with its lush gardens and well-maintained homes. This quiet refuge of shady streets and houses from different eras and architectural styles looks like a layer cake put together by six bakers. It is traversed by nine city-owned staircases, pedestrian-only thoroughfares that were built more than 70 years ago as alternatives to the winding roads. Here the stairways tunnel through a profusion of wild vegetation. Beware stairway gates are sometimes locked.

Near Earl Street and Bancroft Avenue are the gigantic staggering Earl Street steps, which, like many in the neighborhood, were built as shortcuts to streetcar lines. Rising from the Silver Lake reservoir to Apex Avenue are the Cove Avenue steps, offering a dizzying view of the water and hills. From here, climbers connect with the nearby Loma Vista Place steps and the Ayr Street steps. Along the Ayr steps are small bungalows called "step houses" that are reachable only by steps.

3. L.A.'S LONGEST STAIRWAY

301 block Adelaide Drive, Santa Monica
The E-Uckett Stairmaster of nearly 200 steps brings exercise devotees in droves to this idyllic spot. So, too, do its own view, abundance of greenery and breezes on hot days. These outdoor steps, with a grassy expanse that divides 4th Street at the north end, plunge down Santa Monica Canyon to the intersection of Entrada Drive and Ocean Avenue. Local TV new shows and magazines have portrayed the steps as the hippest thing to happen to exercise since Spandex. Some of the unwritten rules of step etiquette here are: no perfume or spritzing (they provoke nausea), no clapping bracelets, let faster stairers pass, no fooling with people's makeshift counters (rocks and leaves that fitness fanatics use to keep track of repetitions). So dedicated are these stairfolk that when an ambulance came to fetch a fallen runner, the keenest runner next to the paramedic

4. BUNKER HILL STEPS

on 4th and 5th streets, at Grand Avenue
Heart of Downtown, the f a cascading waterfall sounds ve on Bunker Hill along 100 town locally as Currier Hill.

5. CRIMKE STAIRWAY

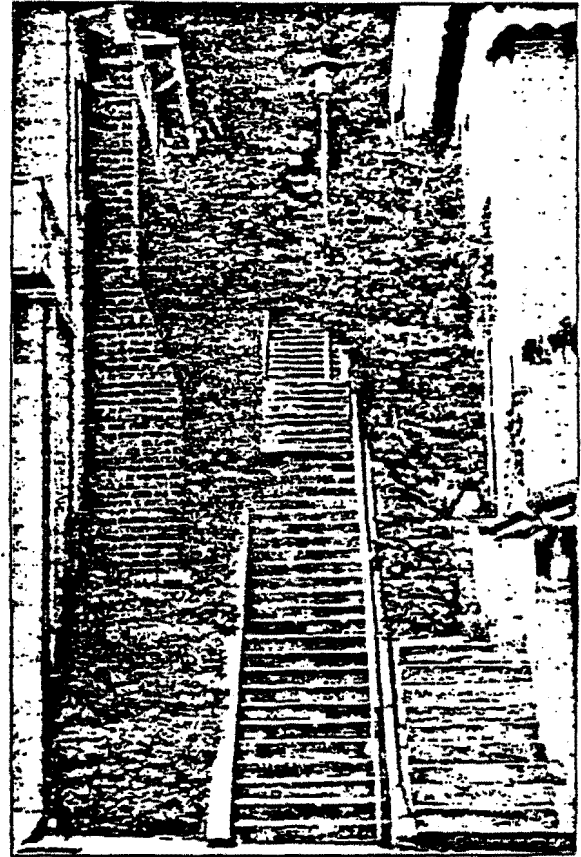
Grave Way near York Boulevard and Riquelme Street, Highland Park
Explore this small, charming hillside neighborhood of Mt. Angelus, with its lush gardens and well-maintained homes. This quiet refuge of shady streets and houses from different eras and architectural styles looks like a layer cake put together by six bakers. It is traversed by nine city-owned staircases, pedestrian-only thoroughfares that were built more than 70 years ago as alternatives to the winding roads. Here the stairways tunnel through a profusion of wild vegetation. Beware stairway gates are sometimes locked.

6. JANES STAIRWAY

Sunset Boulevard and Hilgard Avenue, West Los Angeles
When Edwin and Harold Janes, the developers of Westwood Village, bestowed a \$50,000 gift on UCLA in 1930 the brothers had in mind the building of a gateway from their village to the university. UCLA instead opted to gussy up its eastern flank with a 195-foot-long, 18-foot-wide, red-brick stairway that rises gracefully from the gymnasiums to Royce and Murphy halls. The Janes Steps have since racked up quite a bit of history. JFK, Adlai Stevenson and Martin Luther King Jr. gave speeches there. The stairs provide a tough workout for dedicated walkers and joggers.

7. ULTIMATE STAIRWAY

301 block Adelaide Drive, Santa Monica
The E-Uckett Stairmaster of nearly 200 steps brings exercise devotees in droves to this idyllic spot. So, too, do its own view, abundance of greenery and breezes on hot days. These outdoor steps, with a grassy expanse that divides 4th Street at the north end, plunge down Santa Monica Canyon to the intersection of Entrada Drive and Ocean Avenue. Local TV new shows and magazines have portrayed the steps as the hippest thing to happen to exercise since Spandex. Some of the unwritten rules of step etiquette here are: no perfume or spritzing (they provoke nausea), no clapping bracelets, let faster stairers pass, no fooling with people's makeshift counters (rocks and leaves that fitness fanatics use to keep track of repetitions). So dedicated are these stairfolk that when an ambulance came to fetch a fallen runner, the keenest runner next to the paramedic



These stairs in Silver Lake were featured in a 1932 Laurel and Hardy film.

lans until freighters had to close down the stairway.
About a dozen other, less-crowded public staircases and walkways are found in Santa Monica Canyon, including a brick-lined one about 100 feet west of the 4th Street stairway.

8. CASTELLANMARE STAIRWAYS

Street Boulevard and Castellammare Drive, Pacific Palisades
Castellammare, a steep hillside enclave of million-dollar homes, was named for a region in Sicily. It is noted for its sturdiness, dead-end stairways and the former home of actress and humanitarian Thelma Todd.

the "Vamping Venus," whose death here in 1935 has been linked by some authors to the Mob.

There are seven public stairways in Pacific Palisades, including a 1927 concrete stairway off Postano Road near Castellammare that ascends to Revello Drive, and another where Breve Way joins Porto Marina Way. For a map of the Palisades public walkway systems, write to P.O. Box 617, Pacific Palisades, Calif. 90272.

—CICILIA RASMUSSEN

Note: Other areas with well-known steps include Los Feliz, Mt. Washington, Forest Heights, Wilroy Heights and El Sereno. Source: "Stairways in Los Angeles," by Ash Sturtevant and Larry Green and published

EXHIBIT NO. 8

Application Number

5-96-059

Newspaper Article

LATimes Tuesday July 15, 1995

NEWSLETTERS

Business

P Buyouts, others

ncilman Joel Wachs on that has provided cash department of Water and ke early retirement or rly generous abuse of to limit similar buyout

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

prevent future buyout ed to any employees refilled in the "foresee-

neral Manager William e results of the buyout ccess because, although illion, it will save the million in salary and ly.

Delay Trial or 5 Months

day to grant a five-rtortion trial of Rep. o allegedly took bribes g a waste incineration on mayor.

n in March, asked for e moved to February e time to prepare for o additional extortion sman in June.

Consuelo Marshall o-week delay if the week, trade infor- t they could not be ka.

arged Today Sister, 3

rges will be filed woman accused of sister, prosecutors

2, is expected to be Citrus Municipal r and one count of of a child under 8. illion.

ily beating Perla ound in a plastic ional Forest on cia had reported 1.

was taken from t Target store in



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. . . ."

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 begins.

GOLDEN GARBAGE: than the environmen Culver City officials: recycling program fo year. At a time when Culver City lower pickup last week to \$ last year.

The city expects

EXHIBIT NO. 9
Application Number
5-96-059
Newspaper Article

WISE MOVE: UCLA plans to begin cutting down

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

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.

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

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
129 2 of 2

