

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA

245 W. BROADWAY, STE. 380

P.O. BOX 1450

LONG BEACH, CA 90802-4416

(310) 590-5071



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Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-96-221

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 preferential parking for residents only between the hours of 6:00 P.M and 8:00 A.M., along Adelaide Drive and Fourth Street.

LOCAL APPROVALS RECEIVED: Approval in Concept; City Council approval

SUBSTANTIVE FILE DOCUMENTS: 5-96-059 (City of Santa Monica); 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 hours with special conditions. 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 restrict all public

parking on the street during early evening, nighttime and early morning hours. Residents along the affected streets will be allowed to park on the street by obtaining a parking permit from the City. Parking for the general public would be allowed during most of the daylight hours.

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 in Los Angeles and Orange County have contacted staff concerning preferential parking in neighborhoods that are located directly adjacent to public beaches.

Public access, parking and recreation can result in impacts to neighborhoods that are not designed to accommodate visitors. In this case, the City of Santa Monica has documented that visitors to a coastal recreational facility, a staircase, that descends a coastal canyon bluff, have been numerous enough to result in this proposal to limit all public parking on this street to residents and their guests during the evening and early morning hours. During those times residents and their guests will be allowed to park by permit. The City is proposing the parking restriction to address 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 as proposed by applicant. 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 ensure that the implementation of the hours will not adversely impact beach and recreational access. The recommended special conditions will protect public use of the parking on this street during periods of peak beach and coastal recreational use. As proposed by the applicant and conditioned by this permit, staff does not believe the proposal will adversely affect public access, public recreational opportunities or public viewing.

City's Previous Permit Proposal

The City of Santa Monica was before the Commission at the October 1996 hearing. The City at that time was proposing 24-hour preferential parking for the residents. The City's previous proposal would have eliminated public parking and adversely impacted public access to the area and recreational opportunities offered in the area. Therefore, Commission staff recommended limiting the hours and extent of the parking limitations proposed by the City. Staff recommended the following limitations on the hours:

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

Commission staff's limitation on the preferential parking hours was based on parking data that indicated the peak periods when the area was used by people using the stairs for exercise. Staff's recommended hours addressed the City's needs in reducing stair use during peak periods when there was a potential parking and traffic problem in the area but continued to allow the public use of the area during times when there was not a potential parking and traffic problem.

At the October 1996 hearing the Commission found that the City's proposed 24-hour parking restriction was too restrictive and would significantly impact access and coastal recreation in the area. The Commission, however, also found that staff's recommended hours, based on City's testimony, would not be implemented by the City because of the difficulty that would exist in enforcing the limited and fragmented hours and that the hours did not adequately address the City's concerns. Therefore, the Commission, on a 5-5 vote denied the project and directed staff to work with the City to develop hours that the City could properly implement and would also protect public access and coastal recreation.

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. Baseline Study

Prior to implementation of the preferential parking authorized by this permit the applicant shall submit a baseline parking study, similar to that submitted for Adelaide Drive and Fourth Street, for Channel Road, Entrada Drive, and Ocean Way in the City of Los Angeles, and the south side of San Vicente Boulevard and Ocean Avenue, between Adelaide Drive and Marguerita Avenue, in the City of Santa Monica. The applicant shall also submit a survey, conducted by the City, of motorists that park their vehicles in the surrounding area to determine purpose, duration, and frequency for parking in the area.

2. Permit Expiration

The parking program authorized by this permit shall terminate two years from the date of issuance of the permit. The City can apply for a new permit to reinstate the parking program. All posted parking restriction 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. Public Information Measures

Prior to the issuance of this permit the applicant shall submit a detailed plan indicating measures that the City will take to inform the public of

proper conduct for the area and alternative exercise sites that could be used by the public. Such measures shall include, but not be limited to, the posting of information signs.

IV. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Project Description, Location and Background

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

The preferential parking is proposed to apply between the hours of 6:00 P.M. and 8:00 A.M., seven days a week. Residents within the parking zone will be allowed to purchase parking permits from the City. Any vehicle parked without a permit will be removed by the City. All designated streets will be posted with curbside signs indicating the parking restrictions.

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

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

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

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

According to the City, the City received a petition from residents on Adelaide Drive, and some residents adjacent to the intersection of Fourth Street and

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

Parking is currently available along the south side of Adelaide Drive, the north and south side of San Vicente Boulevard, and the east and west side of Fourth Street. Adelaide Drive contains approximately 63 parking spaces between Ocean Avenue and the coastal zone boundary (88 parking spaces from Ocean Avenue to Seventh Street). San Vicente Boulevard contains approximately 74 parking spaces along the north side of the street, between Ocean Avenue and the Coastal boundary (98 parking spaces from Ocean Avenue to Seventh Street). Fourth street contains approximately 17 spaces on the east side and 19 spaces on the west side for a total of 36 parking spaces. There is an unrestricted curb side area along the east side of Ocean Avenue, between Adelaide Drive and San Vicente Boulevard, that provides an area for approximately eleven vehicles (Ocean Avenue will not be subject to any proposed parking restrictions).

B. Public Comments

During the Commission hearing in October for permit application #5-96-059, there was public testimony both for and against the City's proposed preferential parking proposal. In addition, Commission staff has received numerous comments from the public for the original application. A brief description of the comments received is listed below.

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, there are traffic problems, general access is impeded along the stairs and along Adelaide, there is litter problems, trespassing, and other socially unacceptable behavior occur in the area.

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

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

who on behalf of the Friends of Adelaide Drive Neighborhood Association supports the City of Santa Monica's proposal.

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

A petition signed by 71 people objecting to the City's original 24-hour parking restriction proposal has also been received.

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

Over the last twenty years the Commission has acted on a number of permit applications throughout the State with regards to preferential parking programs along public streets (see Exhibit 12, for a chart of Preferential Parking Program Permit Applications). In 1979 the City of Santa Cruz submitted an application for a preferential parking program in the Live Oak residential area [P-79-295 (City of Santa Cruz)]. The program restricted public parking during the summer weekends between 11 a.m. to 5 p.m. The loss of available parking along the public streets was mitigated by the City by the availability of day use permits to the general public, the provision of remote lots and a free shuttle system. As mitigated the Commission approved the permit.

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

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

In 1987 the Commission approved, with conditions, a permit for a preferential parking program in the City of Capitola [3-87-42 (City of Capitola)]. The program contained two parts: the Village parking permit program and the Neighborhood parking permit program. The Village consisted of a mixture of residential, commercial and visitor-serving uses. The Neighborhood district consisted of residential development located in the hills above the Village area. The Village, which has frontage along the beach, is surrounded on three sides by three separate neighborhoods. Two neighborhoods are located above along the coastal bluffs with little or no direct beach access. The third neighborhood is located inland, north of the Village.

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

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

permit or amendment to continue the program).

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

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

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

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

In addition to preferential parking programs the Commission has also reviewed proposals to prohibit general parking by such measures as posting "No parking" signs and "red curbing" public streets. In 1993 the City of Malibu submitted an application for prohibiting parking along the inland side of a 1.9 mile stretch of Pacific Coast Highway [4-93-135 (City of Malibu)]. The project

would have eliminated 300 to 350 parking spaces. The City's reason for the request was to minimize the number of beachgoers crossing Pacific Coast Highway for public safety concerns. The Commission denied the request because the City failed to show that public safety was a problem and there was no alternative parking sites provided to mitigate the loss of available public parking. Although there were public parking lots located seaward of Pacific Coast Highway and in the upland areas the City's proposal would have resulted in a loss of public parking. The Commission, therefore, found that the proposal would adversely impact public access and was inconsistent with the access policies of the Coastal Act. In denying the proposal the Commission recognized the City's concerns to maximize public safety and found that there were alternatives to the project which would have increased public safety without decreasing public access.

In 1989 the Commission appealed the City of San Diego's permit for the institution of parking restrictions (red curbing and signage) along residential roads in the La Jolla Farms area (A-6-LJS-89-166). The purpose for the parking restrictions was due to residential opposition to the number of students from the University of California at San Diego campus who parked on La Jolla Farms Road and Black Gold road, and the resulting traffic and public safety concerns associated with pedestrians and road congestion in the area. Specifically, the property owners association cited dangerous curves along some portions of the roadway which inhibited visibility; lack of sidewalks in the area and narrow streets (between 37 to 38 feet wide); and increased crime.

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

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

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

D. Public Access and Recreation

Pursuant to Section 30106 of the Coastal Act development includes a change in

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

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

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

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

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

Section 30212.5 of the Coastal Act states:

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

Section 30213 of the Coastal Act states in part:

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

Section 30214 of the Coastal Act states:

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

(1) Topographic and geologic site characteristics.

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

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

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

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

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

Section 30223:

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

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

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

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

The proposed parking zone is adjacent to a number of beach and recreation accessways and provides a number of recreational opportunities. Two beach and recreation accessways that are provided in this area are the two public streets that intersect Ocean Avenue: Adelaide Avenue and San Vicente Boulevard. These two streets provide unmetered parking opportunities for

access to the northern end of Palisades Park and the beach. Palisades Park is a coastal bluff top park offering panoramic views of the beach, coastal bluffs, and Santa Monica Mountains. According to the City's LUP Palisades Park is a major visitor serving facility. It offers a quiet, more passive recreational opportunity and an alternative to the sandy beach. The park is a very popular park attracting sightseers, strollers, and joggers. The park also provides access to the beach via four pedestrian bridges that cross over Pacific Coast Highway.

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

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

Because the streets and the stairways are public the public has a right to use these streets for parking and other coastal recreational activities as long as these activities do not interfere with the rights or safety of the adjacent property owners. The City has submitted evidence showing that due to high use of the stairs, during certain periods of the day, there may be potential public safety concerns with regards to emergency vehicle access. Because of these potential problems the City believes that there is a need to manage access to the area and protect adjacent property owners.

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 indicates 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) during the month of September 1995 and May 1996. 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 park along these streets.

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

parking along the nearby streets the majority of stair climbers drive to the area.

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

The high use of the area, which coincides with the use by the stair climbers, creates parking and traffic problems along these narrow streets that in turn creates potential safety problems for emergency vehicle access. 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 56% of the parking spaces are available for public parking. East of Fourth Street 42% to 66% of the public parking spaces are available. Along Fourth Street the availability of spaces is generally lower throughout the day than that on Adelaide Drive due to the fewer parking spaces and the street's proximity to multi-family housing located at the corner of Fourth Street and San Vicente Boulevard. Available spaces range between 14% to 58%, with an available day average of 33%.

Based on the data provided by the City it is apparent that there is more than adequate parking throughout most of the day to support public parking without creating potential traffic safety concerns. There are periods of the day that the available street parking is heavily used 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 approximately 75% and 95%, respectively. Along Adelaide Drive, west of Fourth Street, the parking demand during peak periods is only 58% and 63% and is not high enough to pose a potential traffic problem since adequate parking is available. Fourth Street, because of the high occupancy throughout the day, and as a primary emergency access route to Adelaide, there is a potential traffic problem throughout the day.

Removing public parking along Adelaide Drive and Fourth Street from public use during peak beach and recreation periods 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 for parking, not only by stair climbers, but by artists, strollers, and 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 and access down to the beach area.

Furthermore, restricting parking along Adelaide Drive during the entire day may shift the parking problem to other surrounding streets in the City of Santa Monica as well as the City of Los Angeles. The City has not submitted evidence that shows that, by eliminating public parking along these two

streets, the volume of people using the stairs would diminish. On a recent site visit to the stairs staff talked with ten people that were using the stairs for exercise. All people interviewed indicated that regardless of the parking restriction they would continue to use the stairs. They all indicated they would continue to drive to the area and park on the unrestricted streets. Based on this information, stair climbers that park in the area will continue to drive and park on the unrestricted streets.

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

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

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

Furthermore, Ocean Avenue, which is located approximately 1,500 feet from the Fourth Street stairs and is at the western terminus of Adelaide Drive in the City of Santa Monica, provides metered public parking for the adjacent bluff top park-- Palisades Park. As stated early the park is a popular park and

major visitor serving facility. It attracts regional, national and international visitors. Popular uses of the park include sightseeing, strolling, and jogging. The park also provides beach access via pedestrian bridges. Restricting parking along Adelaide Drive and Fourth Street may force visitors currently parking along these streets to park along Ocean Avenue. This will adversely impact the availability of parking for park users and beachgoers. This impact in turn will force park users to park in the adjacent neighborhoods creating additional neighborhood parking problems.

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

Any measures taken to mitigate the parking and traffic problems associated with the public use of the area should be proportionate to the impact and should, to the maximum extent possible, protect public beach access and coastal recreation activities. As shown in the City's parking survey during non-peak use periods available on-street public parking varies from 52% to 80% along Adelaide Drive and Fourth Street. This amount of available on-street public parking is sufficient to ensure that the streets are not blocked by private vehicles queuing for available spaces and that there are adequate spaces available for emergency vehicle parking.

By limiting the hours for preferential parking to 6:00 P.M. to 8:00 A.M., as proposed by the City, the City's concerns with parking and traffic will be addressed and the area will continue to be available to the general public during periods that are generally associated with beach and recreation use periods.

By allowing the City to prohibit public parking between the hours of 6:00 P.M. and 8:00 A.M., the City's residential problems with traffic and safety and public nuisance problems will be mitigated. However, the Commission notes that in terms of socially unacceptable behavior, although the Commission is sensitive to the City's social problems associated with the stairs, 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.

As proposed the hours will protect the main peak use periods normally associated with beach access and coastal recreation and will not significantly impact beach access and recreation. Furthermore, as proposed, the hours will adequately address the City's concerns regarding public safety issues. By limiting the hours from 6:00 to 8:00 A.M. the public will continue to be allowed to park in the area during the day and use the area for beach access

and coastal recreation. Sightseers that visit the area after 6:00 P.M. will continue to be allowed to momentarily stop their vehicles along Adelaide Drive to enjoy the views. If longer viewing periods are preferred sightseers can park a block away on San Vicente Boulevard and walk to and along San Vicente Boulevard or park at Palisades Park to enjoy the views from atop the bluffs where there are greater panoramic views available of the Ocean and coastline.

To ensure that the preferential parking hours will not cause adverse impacts to the surrounding area a condition requiring the City to resubmit a new application within two years from the date of permit issuance and submit baseline parking data for the surrounding streets prior to implementation of this permit in order to properly evaluate the projects impact are necessary. To help improve the conduct of the public in the area the City shall also submit and implement a plan to notify the public of the proper conduct for the area. In addition, the City shall also include alternative exercise sites in the surrounding area that are available to the public to help alleviate the heavy use of the stairs.

Over the last twenty years the Commission has found in past coastal permit action throughout the State, regarding preferential parking programs and other parking prohibition measures, the needs of the residents and the general public must be balanced without adversely impacting public access [P-79-295 (City of Santa Cruz); 5-82-251 (City of Hermosa Beach); 3-83-209 (City of Santa Cruz); 3-87-42 (City of Capitola; 5-90-989 (City of Los Angeles); 4-93-135 (City of Malibu); and A-6-LJS-89-166 (City of San Diego)]. The hours proposed will balance the needs of the residents in regards to public safety and traffic with the needs of the public in regards to public access and recreation.

However, since the City has not submitted any parking information on the surrounding streets and does not know what impacts a preferential parking program will have on the surrounding area it is necessary to limit the program to a two-year period and to require baseline data on the surrounding streets. These requirements will allow the identification and evaluation of the significance of any possible impacts and provide an information base upon which to make necessary adjustments or to eliminate the program due to adverse impacts that can not be mitigated. The Commission, therefore, finds that only as conditioned to require the applicant to submit baseline parking data for the surrounding streets, limiting the permit to a two-year period, and requiring a signage program regarding proper conduct and alternative exercise sites, will the proposed project be consistent with Sections 30210, 30211, 30212.5, 30213, 30214, and 30223 of the Coastal Act of 1976.

E. Visual Resource

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

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

Section 30251 of the Coastal Act says in part:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

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

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

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

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

As stated in the City's LUP:

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

In order to be able to fully enjoy the views along Adelaide Drive it is necessary to be able to park and walk along the street. Due to the areas scenic quality a number of people are attracted to the area for various uses. Such uses include jogging, strolling, sightseeing, painting or drawing, and the stair climbing.

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

F. Local Coastal Program

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

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

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

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

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

G. California Environmental Quality Act.

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

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

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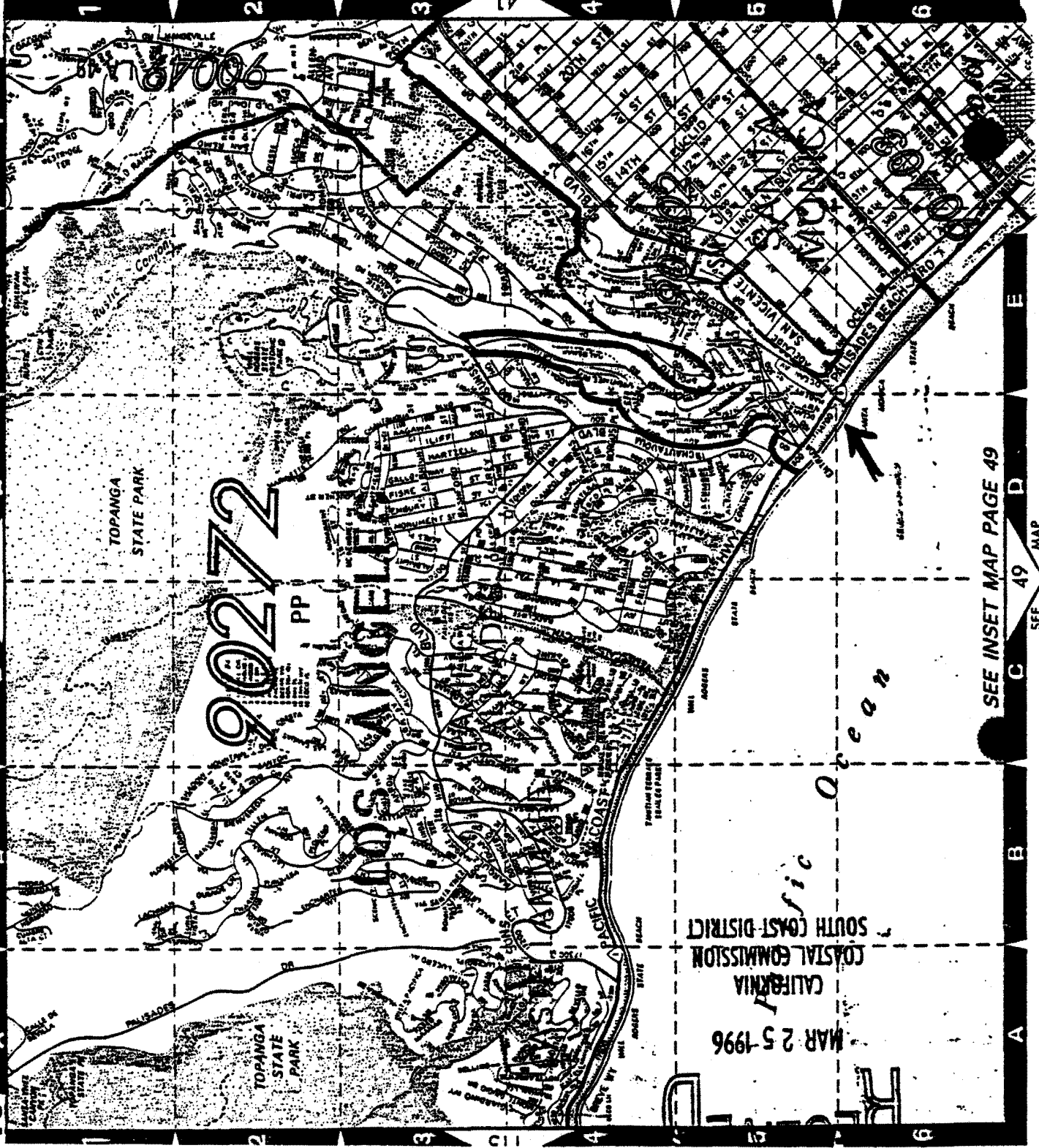


EXHIBIT NO. 1

Application Number

5-96-221

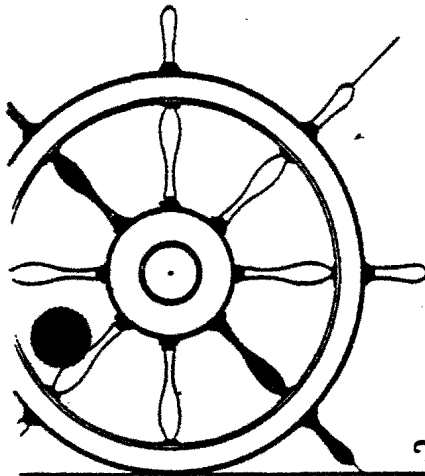
Vicinity Map

California Coastal Commission

RECEIVED

MAR 25 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT



Feet

0	1000	1500	2000
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Coastal Zone
Boundary

POSTED
PERMIT
PARKING

ATTACHMENT - 7

FIFTEENTH

TWELFTH

ELEVENTH

TENTH

NINTH

LINCOLN

SEVENTH

FOURTH

PALISADE

EXHIBIT NO. 2

Application Number

5.96-221

Site Plan

California Coastal Commission

SANTA



MONICA

Policy & Planning Analysis

1685 Main Street
P.O. Box 2200

June 3, 1996

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

RECEIVED

JUN 3

CALIFOR
COASTAL COM
SOUTH COAST

EXHIBIT NO. 3
Application Number 5-96-221
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 2014
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

Paul Foley
Associate Planner

Attachments

cc: Susan McCarthy
Suzanne Frick
Karen Ginsberg
Ron Fuchiwaki

f:\ppd\share\prefpkg\coastlet2

EXHIBIT NO. 3 4044
Application Number

[illegible]

Adelaide Drive (Between 4th St. & 7th St.)											Adelaide Drive (Between 4th St. & 7th St.)										
South side	6am	8am	6am	7am	8am	9am	10am	11am	12 noon		South side	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
space		512	512	600	600	949	949	360	360	360	space	360	360	360	360	360	360	360	360	360	360
space			696	914	914	662			772		space			601		91	91			994	
space				740	722	987	758				space					eye	eye		472		
space	142	142	142	142	340	942	925	877			space					883	883				
space						839	488	254			space						864	864			
space				sey		36r		794			space						22	22			
space											space				18	684	731	731			
space				98	954	996	896				space					896	896			618	
space					427	186	nissan				space				13	527	527	527			
space				996	140						space					456	610	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	807	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				pru	510	510	510			
space						vcv	vcv	vcv	vcv	vcv	space	vcv	vcv	vcv			ku				
space	313	313	313	313	313	313	699	699	699	699	space	699	699	699	699	699	699		313	313	
driveway											driveway				224						
driveway								749	749		driveway										
space					103	103	549	549	549	549	space	847		815	815	210	210				
space					576	576	576	576	576	576	space	576	576	576	576						
driveway											driveway										
space					549	549				103	space						nyc	nyc			
driveway								269	269		driveway	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		269	space			555	555	555	555	555			
space				205	205	101		710			space			734	299	87	87				
space			142	73	699	699		899		156	space			683	683	683	683				
space				75						604	space				891	443	152	152	152		
space				new car	913		405	eve		uH	space				215	215	215				
space				540	914	523	652		807		space	433	41	41	877		new car				
space					572	824	839				space		243	73	new van	94	683				
space				421	185				845		space			997		116	613				
space				12e		137	137	137			space				new car	211	211				
driveway											driveway					165					
driveway											driveway				oh	620	620				
space		268	118	143	201			912			space		535	865	59	161	161				
space				241	943			zy			space			909	554	882	947				
space					383				358		space	632		719	719	493	951				
driveway											driveway					682	484	484			
driveway											driveway					yar	yar				
space				est	sue		238				space		737	737	737	mvd					
space				nh	11	829					space			447	943	943		888			
space			48								space	8nu	8nu		448	643	634				
driveway											driveway										
space					476			410			space				528	421	371	371			
space											space					133	133	734	588		
space											space					428	921	229			
space				651				893	828		space			685	124		cdp	585	883		
space				131	131	708		765	765	765	space	785	785	765							
driveway											driveway						517				
driveway											driveway										
space								787	787		space					228	418	114	114		
space					841	md1		446	446	446	space					gse	gse				
space					214			774			space		825	825		95	95				
space				561	758	758	758	758		758	space	758	758			114	252	252	874		
space					301	301	301	301	301	301	space	301	301			833	205	487	487		
space					561	561	561	561	561	561	space	782	782	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			552	877				
space						28	28				space	787				934	934				
red curb						408					red curb										
tot # spcs. = 50																					
occ. spcs.	5	8	9	24	38	39	29	37	26	23	occ. spcs.	22	22	28	32	45	54	24	13	7	5
% occ.	10%	12%	18%	48%	72%	78%	58%	74%	52%	46%	% occ.	44%	44%	52%	64%	80%	100%	48%	26%	14%	10%
1-2 hr.				36%	48%	48%	26%	34%	18%	12%	1-2 hr.				22%	36%	82%	32%			
TOTALS																					
total spcs. = 68																					
occ. spcs.	19	20	24	41	53	61	50	61	48	45	occ. spcs.	40	42	40	45	61	78	39	21	10	17
% occ.	28%	30%	35%	60%	78%	93%	80%	100%	100%	100%	% occ.	59%	60%	56%	68%	91%	114%	56%	31%	15%	25%

4th Street (between Adelaide Dr. & San Vicente)										4th Street (between Adelaide Dr. & San Vicente)										4th Street (between Adelaide Dr. & San Vicente)										4th Street (between Adelaide Dr. & San Vicente)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	24th	25th	26th	27th	28th	29th	30th	31st	32nd	33rd	34th	35th	36th	37th	38th	39th	40th	41st	42nd	43rd	44th	45th	46th	47th	48th	49th	50th	51st	52nd	53rd	54th	55th	56th	57th	58th	59th	60th	61st	62nd	63rd	64th	65th	66th	67th	68th	69th	70th	71st	72nd	73rd	74th	75th	76th	77th	78th	79th	80th	81st	82nd	83rd	84th	85th	86th	87th	88th	89th	90th	91st	92nd	93rd	94th	95th	96th	97th	98th	99th	100th	101st	102nd	103rd	104th	105th	106th	107th	108th	109th	110th	111th	112th	113th	114th	115th	116th	117th	118th	119th	120th	121st	122nd	123rd	124th	125th	126th	127th	128th	129th	130th	131st	132nd	133rd	134th	135th	136th	137th	138th	139th	140th	141st	142nd	143rd	144th	145th	146th	147th	148th	149th	150th	151st	152nd	153rd	154th	155th	156th	157th	158th	159th	160th	161st	162nd	163rd	164th	165th	166th	167th	168th	169th	170th	171st	172nd	173rd	174th	175th	176th	177th	178th	179th	180th	181st	182nd	183rd	184th	185th	186th	187th	188th	189th	190th	191st	192nd	193rd	194th	195th	196th	197th	198th	199th	200th	201st	202nd	203rd	204th	205th	206th	207th	208th	209th	210th	211st	212nd	213rd	214th	215th	216th	217th	218th	219th	220th	221st	222nd	223rd	224th	225th	226th	227th	228th	229th	230th	231st	232nd	233rd	234th	235th	236th	237th	238th	239th	240th	241st	242nd	243rd	244th	245th	246th	247th	248th	249th	250th	251st	252nd	253rd	254th	255th	256th	257th	258th	259th	260th	261st	262nd	263rd	264th	265th	266th	267th	268th	269th	270th	271st	272nd	273rd	274th	275th	276th	277th	278th	279th	280th	281st	282nd	283rd	284th	285th	286th	287th	288th	289th	290th	291st	292nd	293rd	294th	295th	296th	297th	298th	299th	300th	301st	302nd	303rd	304th	305th	306th	307th	308th	309th	310th	311st	312nd	313rd	314th	315th	316th	317th	318th	319th	320th	321st	322nd	323rd	324th	325th	326th	327th	328th	329th	330th	331st	332nd	333rd	334th	335th	336th	337th	338th	339th	340th	341st	342nd	343rd	344th	345th	346th	347th	348th	349th	350th	351st	352nd	353rd	354th	355th	356th	357th	358th	359th	360th	361st	362nd	363rd	364th	365th	366th	367th	368th	369th	370th	371st	372nd	373rd	374th	375th	376th	377th	378th	379th	380th	381st	382nd	383rd	384th	385th	386th	387th	388th	389th	390th	391st	392nd	393rd	394th	395th	396th	397th	398th	399th	400th	401st	402nd	403rd	404th	405th	406th	407th	408th	409th	410th	411st	412nd	413rd	414th	415th	416th	417th	418th	419th	420th	421st	422nd	423rd	424th	425th	426th	427th	428th	429th	430th	431st	432nd	433rd	434th	435th	436th	437th	438th	439th	440th	441st	442nd	443rd	444th	445th	446th	447th	448th	449th	450th	451st	452nd	453rd	454th	455th	456th	457th	458th	459th	460th	461st	462nd	463rd	464th	465th	466th	467th	468th	469th	470th	471st	472nd	473rd	474th	475th	476th	477th	478th	479th	480th	481st	482nd	483rd	484th	485th	486th	487th	488th	489th	490th	491st	492nd	493rd	494th	495th	496th	497th	498th	499th	500th	501st	502nd	503rd	504th	505th	506th	507th	508th	509th	510th	511st	512nd	513rd	514th	515th	516th	517th	518th	519th	520th	521st	522nd	523rd	524th	525th	526th	527th	528th	529th	530th	531st	532nd	533rd	534th	535th	536th	537th	538th	539th	540th	541st	542nd	543rd	544th	545th	546th	547th	548th	549th	550th	551st	552nd	553rd	554th	555th	556th	557th	558th	559th	560th	561st	562nd	563rd	564th	565th	566th	567th	568th	569th	570th	571st	572nd	573rd	574th	575th	576th	577th	578th	579th	580th	581st	582nd	583rd	584th	585th	586th	587th	588th	589th	590th	591st	592nd	593rd	594th	595th	596th	597th	598th	599th	600th	601st	602nd	603rd	604th	605th	606th	607th	608th	609th	610th	611st	612nd	613rd	614th	615th	616th	617th	618th	619th	620th	621st	622nd	623rd	624th	625th	626th	627th	628th	629th	630th	631st	632nd	633rd	634th	635th	636th	637th	638th	639th	640th	641st	642nd	643rd	644th	645th	646th	647th	648th	649th	650th	651st	652nd	653rd	654th	655th	656th	657th	658th	659th	660th	661st	662nd	663rd	664th	665th	666th	667th	668th	669th	670th	671st	672nd	673rd	674th	675th	676th	677th	678th	679th	680th	681st	682nd	683rd	684th	685th	686th	687th	688th	689th	690th	691st	692nd	693rd	694th	695th	696th	697th	698th	699th	700th	701st	702nd	703rd	704th	705th	706th	707th	708th	709th	710th	711st	712nd	713rd	714th	715th	716th	717th	718th	719th	720th	721st	722nd	723rd	724th	725th	726th	727th	728th	729th	730th	731st	732nd	733rd	734th	735th	736th	737th	738th	739th	740th	741st	742nd	743rd	744th	745th	746th	747th	748th	749th	750th	751st	752nd	753rd	754th	755th	756th	757th	758th	759th	760th	761st	762nd	763rd	764th	765th	766th	767th	768th	769th	770th	771st	772nd	773rd	774th	775th	776th	777th	778th	779th	780th	781st	782nd	783rd	784th	785th	786th	787th	788th	789th	790th	791st	792nd	793rd	794th	795th	796th	797th	798th	799th	800th	801st	802nd	803rd	804th	805th	806th	807th	808th	809th	810th	811st	812nd	813rd	814th	815th	816th	817th	818th	819th	820th	821st	822nd	823rd	824th	825th	826th	827th	828th	829th	830th	831st	832nd	833rd	834th	835th	836th	837th	838th	839th	840th	841st	842nd	843rd	844th	845th	846th	847th	848th	849th	850th	851st	852nd	853rd	854th	855th	856th	857th	858th	859th	860th	861st	862nd	863rd	864th	865th	866th	867th	868th	869th	870th	871st	872nd	873rd	874th	875th	876th	877th	878th	879th	880th	881st	882nd	883rd	884th	885th	886th	887th	888th	889th	890th	891st	892nd	893rd	894th	895th	896th	897th	898th	899th	900th	901st	902nd	903rd	904th	905th	906th	907th	908th	909th	910th	911st	912nd	913rd	914th	915th	916th	917th	918th	919th	920th	921st	922nd	923rd	924th	925th	926th	927th	928th	929th	930th	931st	932nd	933rd	934th	935th	936th	937th	938th	939th	940th	941st	942nd	943rd	944th	945th	946th	947th	948th	949th	950th	951st	952nd	953rd	954th	955th	956th	957th	958th	959th	960th	961st	962nd	963rd	964th	965th	966th	967th	968th	969th	970th	971st	972nd	973rd	974th	975th	976th	977th	978th	979th	980th	981st	982nd	983rd	984th	985th	986th	987th	988th	989th	990th	991st	992nd	993rd	994th	995th	996th	997th	998th	999th	1000th	1001st	1002nd	1003rd	1004th	1005th	1006th	1007th	1008th	1009th	1010th	1011st	1012nd	1013rd	1014th	1015th	1016th	1017th	1018th	1019th	1020th	1021st	1022nd	1023rd	1024th	1025th	1026th	1027th	1028th	1029th	1030th	1031st	1032nd	1033rd	1034th	1035th	1036th	1037th	1038th	1039th	1040th	1041st	1042nd	1043rd	1044th	1045th	1046th	1047th	1048th	1049th	1050th	1051st	1052nd	1053rd	1054th	1055th	1056th	1057th	1058th	1059th	1060th	1061st	1062nd	1063rd	1064th	1065th	1066th	1067th	1068th	1069th	1070th	1071st	1072nd	1073rd	1074th	1075th	1076th	1077th	1078th	1079th	1080th	1081st	1082nd	1083rd	1084th	1085th	1086th	1087th	1088th	1089th	1090th	1091st	1092nd	1093rd	1094th	1095th	1096th	1097th	1098th	1099th	1100th	1101st	1102nd	1103rd	1104th	1105th	1106th	1107th	1108th	1109th	1110th	1111st	1112nd	1113rd	1114th	1115th	1116th	1117th	1118th	1119th	1120th	1121st	1122nd	1123rd	1124th	1125th	1126th	1127th	1128th	1129th	1130th	1131st	1132nd	1133rd	1134th	1135th	1136th	1137th	1138th	1139th	1140th	1141st	1142nd	1143rd	1144th	1145th	1146th	1147th	1148th	1149th	1150th	1151st	1152nd	1153rd	1154th	1155th	1156th	1157th	1158th	1159th	1160th	1161st	1162nd	1163rd	1164th	1165th	1166th	1167th	1168th	1169th	1170th	1171st	1172nd	1173rd	1174th	1175th	1176th	1177th	1178th	1179th	1180th	1181st	1182nd	1183rd	1184th	1185th	1186th	1187th	1188th	1189th	1190th	1191st	1192nd	1193rd	1194th	1195th	1196th	1197th	1198th	1199th	1200th	1201st	1202nd	1203rd	1204th	1205th	1206th	1207th	1208th	1209th	1210th	1211st	1212nd	1213rd	1214th	1215th	1216th	1217th	1218th	1219th	1220th	1221st	1222nd	1223rd	1224th	1225th	1226th	1227th	1228th	1229th	1230th	1231st	1232nd	1233rd	1234th	1235th	1236th	1237th	1238th	1239th	1240th	1241st	1242nd	1243rd	1244th	1245th	1246th	1247th	1248th	1249th	1250th	1251st	1252nd	1253rd	1254th	1255th	1256th	1257th	1258th	1259th	1260th	1261st	1262nd	1263rd	1264th	1265th	1266th	1267th	1268th	1269th	1270th	1271st	1272nd	1273rd	1274th	1275th	1276th	1277th	1278th	1279th	1280th	1281st	1282nd	1283rd	1284th	1285th	1286th	1287th	1288th	1289th	1290th	1291st	1292nd	1293rd	1294th	1295th	1296th	1297th	1298th	1299th	1300th	1301st	1302nd	1303rd	1304th	1305th	1306th	1307th	1308th	1309th	1310th	1311st	1312nd	1313rd	1314th	1315th	1316th	1317th	1318th	1319th	1320th	1321st	1322nd	1323rd	1324th	1325th	1326th	1327th	1328th	1329th	1330th	1331st	1332nd	1333rd	1334th	1335th	1336th	1337th	1338th	1339th	1340th	1341st	1342

Adelaide Drive, 4th Street and San Vicente										5-18-98											
total residences 33	required signatures 22			received signatures 25			% of residences 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					3DL	2RW	2RW				space				228	228	228	2KQ	2KQ	2KQ	
space					2MR	772	772	5F8	5F8	3DL	space	3DL	3DL		2H2	2H2	2H2	2H2	2KQ		
space				2CE	1MH	2MR	2MR	2MR	2MR	2MR	space	2MR	2MR	2MR	2MR	2MR	2MR	2MR	2MR		
space					1J5	2MH	2ZF	NEW	NEW	NEW	space	NEW									
space					2FJ	3M8	GYM	3MD	3MD		space										
space				2KX	2ZF	2UT	3NJ	3NJ	3NJ		space				3CA	3CA					
space					18U	18U	18U	18U	18U	18U	space	18U	18U	18U	18U	18U	18U				
space				3AS	3MQ						space							BLF	BLF	BLF	
space					1GR						space	2YP				288					
driveway											driveway				3CT	3CT					
driveway						2HA	2HA				driveway										
space											space		855	855	855	1D8					
space						3LB	3LB				space										
space											space				NEW	NEW					
driveway											driveway										
space						3NL	3NL			3MQ	space	3MQ	3MQ	3MQ	3MQ		3EH	3EH	3EH		
space							2CM				space				2PH	2PH					
space										KSE	space	KSE									
space				TJP	TJP	TJP	TJP	TJP	TJP		space		28D								
space											space						2AJ	2AJ	2AJ	2AJ	
space				1JA	2UO	3BC					space										
space						2XA					space						3PD	3PD	3PD	3PD	
space						NEW				MAN	space	MAN		MAN							
space					3BL			2PM	2PM		space										
space					462	462	462	462	462	462	space	462	462	462							
space					3U5	3U5	3U5	3U5	3U5	5A8	space	5A8									
space					418						space		3V5	3V5			3MW				
space				18U	NEW	YOW					space										
space					PCS						space										
space					133						space										
space					2WC	3JM				3L2	space				418		2HX	2HX			
space				1J5	X00	18O	18O	18O	18O	18O	space	18O	1JJ	1JJ	1JJ	1JJ	1JJ	1JJ	1JJ		
space									4T3	4T3	space	4T3	4T3	4T3							
driveway											driveway										
space										LON	space	LON			3Y8		3NO	3NO			
space					2HZ						space										
space				2MR	26N					3LJ	space										
space				3DL	KIW					228	space							3PU			
space						3KM					space										
driveway											driveway										
space					2KX	2KX	2KX	2KX	2KX	2KX	space	2KX	2KX	2KX	2KX	2KX	3DL	3DL	3DL	3DL	
space				3LL	2LB	3BL		2WL	2WL		space	28G	28G	28G	28G	28G					
space					2CE			1RX	1RX		space	3PA	3PA	3PA							
red curb											red curb										
tot. # specs. = 38											tot. # specs. = 38										
occ. specs.				10	28	22	18	14	17	14	occ. specs.	18	14	13	15	13	12	8	11	5	
% occ.	0%	0%	0%	28%	68%	58%	42%	37%	45%	37%	% occ.	42%	37%	34%	39%	34%	32%	21%	13%	0%	

RECEIVED
JUL 5 1996
CALIFORNIA
STATE COMMISSION
SOUTH COAST DISTRICT

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				28W	28W	28W	28W	28W	28W	28W	space	28W	28W	25W	25W	25W	28W	28W			
space				3G8	3JJ	2LV	2LV	2LV	3AY	3HS	space	3HS	BLI				3LP	3LP			
space				2AW	2RL	NEW	3PX		2LV	3HY	space	3HY	3HY	3HY		285					
space				2FL	38W	38W	3EZ	3KX	3KX	NSJ	space										
space				2TX	3BL	2FY	2FY	2TC	2TC	3DB	space	3DB			1UE	1UE	1UE	1UE			
space				1RD	3NT	3NT	388	1BY	1BY	1BY	space	1BY			2LF		2GR	2GR	2GR	2GR	
space				2FK	2FK	388		3LI	3LI	3DI	space		2MM		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	
space				588	588	588	588	588	588	588	space	588	588	588	588	588	588	588	588	588	
space											space										
blue h/c				38G	38G	38G	38G	38G	38G	38G	space	38G	38G	38G	38G	38G	38G	38G	38G	38G	
space				28W	8OU		2LH	3FA	3FA		space										
space				3KH	3KN		2KL	4LB	2BU		space	2BU	2BU	2BU	2BU	2BU					
space					3KW	1EV	1EV	1EV	3DW	3DW	space	3DW					2HF	2HF			
diversity											diversity										
diversity											diversity										
space						NEW	NEW	2YP	2YP	PAJ	space	PAJ									
space						3KC	3EB	3MU	3MU		space										
diversity											space										
space						2RJ	8LB	8LB	2AJ	2AJ	space										
diversity											diversity										
space						3HK	28J	28J	28W		space		FAL	FAL							
space						ELE	2NY	2NY			space	ATH	3HQ								
space						3NH				2LO	space		2TL			2VE					
diversity											diversity										
space						3HY	385	385			space	2XF				504	504	504			
space						3WB			8UB	8UB	space	3PH				3TR	3TR				
space						3JB					space								2LB		
space						3AV					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							
space							582	2R6			space	385	385	385							
space						2PY	2XC	3AJ	3AJ	3AJ	space										
space							2DJ	3EI	3EI	368	space		3PU	3PU		NOU		2VI	2VI		
diversity											diversity										
diversity											diversity										
space						3HK	BLC	BLC	DFA	DFA	space	3LN			3HL	3HL					
space						2VL	2WR	2WR	NEW	35W	space		388	388	388	388					
space											space	2KV	FRY					3RD			
diversity											diversity										
diversity											diversity										
space						288	3LO			30Q	space	3AV									
space						3LX	2XH	2XH	3IS		space	1RW									
space						2KO	2PH	88			space	3MJ									
diversity											space										
space						2ZK					space	J82		3DE	3CV	3CV					
space							RED	RED		2CK	space										
space							3JZ				space										
space						3EL	2FL	2FL			space										
diversity											space	2VI				3AL	MUS				
diversity											diversity										
space						3FB	8OF			388	space		1GX	1GX							
space						PRO	3CA	3CA	3CA		space	3KN	3KN	3KN	3KN	3KN	3KN	3KN	3KN	3KN	
space							2FN				space										
space							3KC	3KC			space										
space								UNT			space										
space											space										
diversity											diversity										
space											space										
space											space										
space											space										
rad curb											rad curb										
tol. # spcs. =																					
50																					
occ. spcs.				18	27	38	32	24	28	31		28	22	19	20	18	15	15	5	4	0
% occ.	0%	0%	0%	38%	54%	72%	64%	48%	52%	62%		52%	44%	38%	40%	38%	30%	30%	10%	8%	0%
1-3 hrs						56%						50%									
TOTALS																					
total spcs. =																					
88																					
occ. spcs.	0	0	0	28	53	68	48	38	43	45		42	38	32	35	31	25	27	13		0
% occ.	0%	0%	0%	33%	60%	68%	55%	43%	49%	51%		48%	41%	36%	40%	35%	28%	31%	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	9pm	10pm	11pm
space				28K	28K	2UC	3EN	224	224	224	space	224	224	3JC	380	2XJ		1KB			
space				3FA	3FA	3FA	3FA	3CM	3CM	3CM	space	3CM	1HB	1PH	1PH	300	3KW	3KW			
space				3H2	3GQ	388		3CL	2YI	382	space	382	3PR	3PR	28Q	EB4		3EM	3EM	3EM	
space				3DF	428	3EX	3EX	3OC	3OC	2YB	space	2YB	1UU	1UU	H2U	H2U	H2U	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	14B	space	14B	14B	14B	14B	14B	14B	14B	14B	14B	
space				2W8	2W8	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	2Z1	2Z1	2VE	2VE	2VE	2VE	
space				KGH	KGH	KGH	KGH	KGH	KGH	KGH	space	KGH	KGH	KGH	3CM	3CM	3CM	3CM	3CM	3CM	
space				18D	18D	18D	18D	18D	18D	18D	space	18D	18D	18D	2EC	2EC	28W	28W	28W	28W	
space				2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	space	2LJ	2LJ	2LJ	3JU	3JU	3JU	2CA	2CA	2CA	
space											space	3DI			2TA	2TA	2TA	2TA	2TA	2TA	
tot. # specs. =																					
18																					
occ. specs.				17	18	18	15	18	17	18		17	17	17	18	19	17	19	15	14	
% occ.	0%	0%	0%	89%	89%	89%	78%	89%	89%	89%		89%	89%	89%	100%	100%	89%	100%	79%	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	3JX	3NH			
space				2VP	2VP	2VP	2VP	2VP	2VP		space							2AM	3K8	3K8	
space				258	258	258	258	3HM		1JC	space	1JC	1JC	1JC	1JC	1JC	2KX	3KP	3KP	3KP	
driveway											driveway										
space				VUU	VUU	VUU	VUU	VUU	VUU	3KO	space	3KO					1MA	3NF	3NF	3NF	
space				3JV	3JV	3JV	3JV	3JV	3JV	4D7	space	4D7	4D7	4D7	4D7	4D7	4D7	4D7	4D7	4D7	
space				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						2KT	2MH			
space				3EB	3EB	3EB	3EB	385	385	2VG	space	2VG	2VG	2VG	2VG	2VG	3K3				
space				1AN	3FB	3PI	3PI	3PI	3FA	3GH	space	3EB		1HG	1HG	3GH	3EB	3EB	3EB		
space				2W8				3FA	3FA	3GH	space	3GH		1RP	2ZJ	3GH	3GH	3GH	3GH		
space				28W	28W	28W	2PD	3LO	3LO		space	2PW	2PW	2PW			1DC	3LP	3LP	3LP	
space											space						3GY	2CG			
space				3EE	3EE	2LP	2CL	3PB		2WL	space	2WL	2WL	2WL	2WL	2WL	3DL	3FF	3FF		
red curb											red curb										
tot. # specs. =																					
17																					
occ. specs.				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%	82%	85%	85%	85%	82%	100%	71%	59%	0%
TOTALS																					
total specs. =																					
36																					
occ. specs.	0	0	0	33	34	32	29	34	29	32		31	26	28	30	30	31	36	27	24	0
% occ.	0%	0%	0%	82%	84%	89%	81%	84%	81%	89%		86%	72%	78%	83%	83%	86%	100%	75%	67%	0%

[illegible]

Addable Drive (between 4th St. & 7th St.)											Addable Drive (between 4th St. & 7th St.)										
South side	4th	5th	6th	7th	8th	9th	10th	11th	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	3HJ			
space				2BW	2BW	2BW	2BW	2BW	2BW	2BW	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	3DQ	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				
space				2NV	2NV	3HK				2T1	space	2T1	3BQ		2WA	2WA	2ZY	2ZY			
space											space						1DO				
space				3W1	3W1	16X	262	262	262	22M	space						2WL				
space				3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	space	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8	3Y8
space				589	589	589	589	589	589	589	space	589	589	589	589	589	589	589	589	589	589
blue h/c							1JQ	1JQ	1JQ	1JQ	blue h/c										
space				3NT	3NT	3BQ		2XZ	2XZ	3HN	space	3HN	3FE	3FE		3DZ	3AL	3AL			
space				KUB	KUB	2UX					space	3W1	3W1	3W1	3W1						
space				VIZ	VIZ	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											space										
space						3KC					driveway				2JA						
driveway											driveway										
space						1PV	MCR				space		3PC		EP4	EP4					
space											space										
space						3KJ				3CZ	space	3CZ									
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			3DO	2XF	2SO	2SO			
space				2VZ	2VZ						space		1PU	1PU			3BW				
space										895	space	895	2JX	2JX	2JX		5JZ				
space						2KW					space		2G3	2G3							
space											space				2GO	2GO	2HQ				
space					1RQ	3JU	3GX	3GX	UH	2XA	space		ALE	ALE				3FH			
driveway											driveway										
driveway											driveway										
space				2VY	2VY	2XU		1NU	NEW		space	2EG	3GN	3GN	509						
space						3LE					space			3NG		5HO					
space						2B	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			2BF			1RQ	1RQ			
space											space										
driveway				2RL	2RL	3WP	NEW	NEW		D1PW	space		2AW								
space											driveway										
space				3BI	3BI	3HK	3HK		NEW		space		2MY	2MY	2MY		2JV				
space						2TJ	2TJ			3PC	space	3PC	3PC		UNT						
space				24B	1SK	NEW	NEW			2CA	space	2CA	2CA								
driveway											driveway										
driveway											driveway										
space											space	1FT					1LH	1LH			
space						3SY	3BY				space	2ZU									
space						IMN	3KI				space	1CT	1CT								
space											space	3BB									
space						2LF	2LF				space	2RL									
space											space	22T									
driveway											driveway										
space						2LV	2LV			ERJ	space	ERJ			2UX	2UX					
space						2XH	2XH				space	2UO		368	368	368					
space						2VE	2VE				space		2LZ	2LZ	2LZ		1L5	1L5			
red curb											red curb										
tot. # spcs. =																					
50																					
occ. spcs.				21	22	37	26	22	21	28		31	28	24	27	23	21	13	4	4	
% occ.	0%	0%	0%	42%	44%	74%	56%	44%	42%	58%		62%	58%	48%	54%	48%	42%	26%	8%	8%	0%
TOTALS						6.6%				4.2%		3.6%	3.5%		2.9%						
total spcs. =																					
88																					
occ. spcs.	0	0	0	30	31	59	32	36	36	48		53	54	48	42	40	34	24	13	13	0
% occ.	0%	0%	0%	34%	35%	67%	36%	43%	41%	55%		60%	61%	56%	48%	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	12noon	1pm	West side	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
space				2LW	2LW	3MJ	3KX	3KX	3KX	3LE	space		2ZQ	2ZQ	2ZQ	2ZQ	TRW	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	3MR	3LD	8TA	8TA	8TA	8TA	
space				VUU	VUU	3SJ	2UR	2UR	LV2	3PF	space	3PF		3RD	3NH	3NH					
space				3FF	3PT	3LP	3LP	3LP	3LP	218	space	218	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				2SJ	2SJ		3EI			1F7	space	OGG					3AO	2FX	2FX	2FX	
space				218	218	218		2PH	3PH	3PH	space			388			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				2WS	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				28W	28W	388	388	3CI	3CI	3CI	space	3CI	3E8	3E8	3LF	3LF	3LF	3LF	3LF	3LF	
space				KGN	KGN	KGN	KGN	KGN	2X8	KGN	space	KGN	KGN	KGN	28W	28W	28W	28W	28W	28W	
space				2WG	2WG	1JL	1JL	3NN	3NN	MDV	space	MDV			18K						
space				2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	space	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	2LJ	
space											space										
tot. # spcs. = 18																					
occ. spcs. % occ.	0%	0%	0%	18 85%	18 85%	17 88%	18 85%	17 88%	18 85%	18 85%		13 88%	13 88%	15 79%	18 84%	14 74%	15 78%	13 88%	13 88%	13 88%	0%
East side											East side										
space				2TA	2TA	2TA	2TA	2TA	2TA	2TA	space	2TA	2TA	2TA	2TA	2TA	2TA	2TA	2TA	2TA	
space				3NH	3NH	3NH	3NH	3NH	3NH	3NH	space	3NH			3JC	3JC	3JC	3JC	3JC	3JC	
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	
diversity											diversity										
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	28W	28W	28W				
alley											alley										
space				48C	2PO	3MH	3MH	3JF	3JF	3HL	space	3HL	3FB	3FB	3FB	382	1NJ				
space				2VE	2VE	4P3	4P3	3HC	3HC	2XU	space	2XU	2RQ	2RQ	3EL	3EL	3HN	3HN	3HN	3HN	
space				2KA	2KA	2KA	PBY	PBY	PBY	PBY	space	PBY		NEW	NEW	NEW	3MU	3MU	3FX	3FX	
space				3JV	3JV	3JV	3JV	3JV	3JV	3JV	space	3JV			2RQ	2RQ	388	388	388	388	
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	2YA	
space				3GH	3GH	3GH	3GH	3GH	3GH	3GH	space	3GH	3GH	3GH	3GH	3GH	3GH	3GH	3GH	3GH	
space						3LP	3LP	3LP	3LP		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. % occ.	0%	0%	0%	18 84%	18 84%	17 100%	17 100%	17 100%	17 100%	15 88%		18 84%	13 84%	13 78%	18 84%	18 84%	14 82%	12 71%	11 83%	11 83%	0%
TOTALS																					
tot. # spcs. = 38																					
occ. spcs. % occ.	0	0	0	34 84%	34 84%	34 84%	35 87%	34 84%	35 87%	33 82%		28 81%	28 72%	28 78%	32 88%	30 83%	28 81%	25 88%	24 87%	24 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				3EO			3PE	3PE	3PI	3PI	space	3PI	2EP	2EP	3M	2LC	2ER	3HM	3HM		
space					2RT	3MQ		3PP		3GW	space	162	25Q		28D	3EL					
space					3PL	2QH	2QH	2XH	VBJ		space		3MX			2JO	3PN				
space						3JN	NEW		4D7	4D7	space	4D7		2JP	2JP	3DZ	2LH	2LH			
space				3FK	2KV		KKJ		2XC	3U4	space			3NB		3DK	3JB	3NS			
space						LVW		1GI	2A2	2XL	space		28W	2L2	8A8						
space						3NT	28W	2WL	2KP	DMJ	space	DMJ				2HT	4E8				
space					2KA	3MI	28W	28W	28W	28W	space	28W	3NC	28W	28W	28W	3Y8	3Y8	3Y8		
space							3PG	3PG	3PG	3PG	space	RPX				2JD					
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space				589	589	589	589	589	589	589	space	589	589	589	589	589	589	589			
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space				2ZO	2ZO	2ZO	2ZO		2VV		space	2CA			T27			3PX	3PX		
diverway											diverway										
diverway											diverway										
space					4X4		2UF			510	space				2WP	2TD	3AY				
space					2MR	2MR		2KI	2KI	2KI	space		3DG			1MN					
diverway											diverway										
space						2MT					space		2KE			253					
diverway											diverway										
space				2DK		4Y4	4Y4	4Y4	4Y4	4Y4	space	4Y4		3NV	3KD		3L2				
space				3HN		3D8	3D8	3D8	3D8	3D8	space	3D8	3B3	3B3							
space				4U8		3B3	3B3				space	3NM	3NM		148		2ZO				
diverway											diverway										
space				2K4	257	3NV	2W8				space	3EP	3PW			3KE					
space					NEW	28E	3LO	2NV	3BG	3PI	space	2ZJ	2H		3EY	3LH					
space					MTS	2DX	2UC	3PK	2PO		space	FYB		2NK	2NK	3EK					
space					2XQ		2FI				space					3AS					
space					1FH		NEW	3NU	ROM		space	3MX		3PP		1NF					
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space					3DI	230	3JK	NEW	3NH		space	3MJ	3JJ			BOO					
space							3BL	3BL	1LE	4CX	space	3MC		SAS							
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diverway						2HM	3JW				space										
space						3E8	884				space		2F4		3J2	2WC					
space											space				3Y8	1MD					
diverway											space										
space					3KN						space					NAA					
space											space										
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diverway											diverway										
space							321	321			space					2PH					
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4th Street (between Adelaide Dr. & San Vicente)											4th Street (between Adelaide Dr. & San Vicente)										
west side	4am	5am	6am	7am	8am	9am	10am	11am	12 noon	1pm	west side	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm
space				3AE	3MI	3J2		3LC			space		4AO	3VV							
space				VUU	VUU	VUU	VUU	3KW			space		3DD		3NV	3JT	3FJ	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	28W				
space				3LX	3LX	3LX	3LX	2RW	18A		space		1RE	1RE		3HG					
space				DMJ	DMJ	DMJ	DMJ	3NH			space		2EJ	3HW			250	4D7	4D7		
space				2K4	2K4	2K4	8KE	3JB	2KJ		space		3CL	3RW	2NV	2NV					
space				2NV	2NV	2NV	2NV	2NV	2NV	2NV	space	2NV	3MA	3MA			22T				
space				3NB				3BB	2PM		space		837		3KK	3KK		26W	25W		
alley											alley										
space				4D7	4D7	2ZY	2ZY	2ZY	817		space		2NB	2NB		2HX	2HX	2HX	2HX		
space				2JG	2JG	2XM	2WV		904	904	space	904	1ND	1ND		2CK	2CK	2CK	2CK		
space				2UC	2UC	5BQ	3XO				space		3FK								
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		3CS	3CS			2NV				
space				2HX	2HX		3KN	3KN			space		RBW	TOO	3NV		4P7				
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east side											east side										
space				KGN	KGN	KGN	KGN	KGN	KGN	KGN	space	KGN	250	250	308	2ZJ	29C	29C	29C		
space				2FJ		3NN	3NN	3NN	3NN	3NN	space	3NN			18D	18D	18D	18D	18D		
space				14B	14B	14B	14B	14B	14B	14B	space	14B	1MX	GUM	GUM	2NG	2NG	2NG	2NG		
space				2NQ	2NQ	2NQ	2NQ	2NQ	2NQ	2NQ	space			3LC	3LC	3LC					
driveway											driveway										
space				168	168	168	168	F8B	K8P	K8P	space	VUU	VUU	VUU	VUU	VUU	VUU	VUU			
space				2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	2AJ	space	2AJ	2AJ	3AO			8AJ	8AJ	8AJ		
space										2TI	space	28O	3AQ	3PO	1LY	2VE	2VE	2VE	2VE		
alley											alley										
space				T4T	T4T	T4T	T4T	T4T	T4T	T4T	space	T4T	T4T	T4T	T4T	T4T	T4T	T4T	T4T		
space				3KP	3KP	3KP	3KP	3KP	3KP	3KP	space	3KP	3KP	3KP							
space						8FH	8FH		3DB		space	28T		3CT	DPE	2FI					
space				28W		308	3HN	3CP	2ES	3PU	space	3NH	2VH		GIM						
space				18D	18D	18D	18D	18D	18D	2HO	space	18D	18D			DPE					
space							2TN	EID			space				3FB						
space				3EB	3EB			3NJ	3BA	3BA	space	3BA		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										
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% occ.	0%	0%	0%	82%	71%	82%	88%	78%	88%	82%		78%	78%	71%	71%	58%	47%	41%	35%	0%	0%
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occ. spcs.	0	0	0	28	24	28	30	28	30	28		25	27	27	18	21	18	14	13	0	0
% occ.	0%	0%	0%	78%	67%	78%	83%	72%	83%	78%		69%	75%	75%	50%	58%	50%	39%	38%	0%	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>
-----------------------	-----------------	----------------------------	------------------------------

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

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

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

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

EXHIBIT NO. 5 142
Application Number 5-96-221
Summary of City Survey
California Coastal Commission

<u>Date of Survey</u>	<u>Peak hrs</u>	<u>Cars parked 1-2 hrs</u>	<u>Total spaces occupied</u>
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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. 5 262
Application Number
5-96-221
California Coastal Commission

CITY OF SANTA MONICA INTERDEPARTMENTAL MEMORANDUM

June 3, 1996

TO: Mr. Paul Foley

FROM: Officer Gray

SUBJECT: Police Enforcement at 4th & Adleaide

EXHIBIT NO. 6
Application Number 5-96-221
Memo from Santa Monica Police
California Coastal Commission

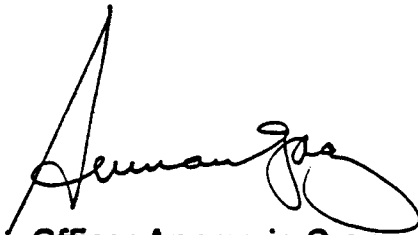
To address the concerns of the residents of the Adelaide neighborhood, an enforcement deployment was assigned to the area from May 27, 1995 through June 9, 1995. This was a collaborative joint effort of the neighbors and the Police Department to prevent potential accidents and injuries.

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 5-96-221
Pg 2 of 2
California Coastal Commission

SANTA MONICA



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

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

RECEIVED

JUN 13 1996

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

June 5, 1996

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

Dear Mr. Padilla:

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

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

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

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

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

Respectfully,


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

EXHIBIT NO. 7

Application Number
5-96-221

Letter from City's
Fire Department
California Coastal Commission

vation Comes n

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L.A.'s STAIRWAYS

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

1. HOLLYWOODLAND

2785 Woodmore Drive
to 2872 Boston 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.

2. "MUSIC BOX" STAIRWAY

900 block Vandenberg 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.

Near Earl Street and Bancroft Avenue are the gigantic signgiving 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

Santer Place and Aven Street
Beverly Hills

In this nearly hidden canyon northeast of Elysian Park is a lofty, steep concrete stairway about a quarter-block from the intersection. Its 230 steps, at places overgrown with vegetation, are believed to mark the longest stairway in Los Angeles. As it signs up, climbers survey hillsides spotted with palm trees. At the top, a view of breathtaking views of the good sign and Griffith story is yours.

4. BUNKER HILL STEPS

4th and 5th streets,
Downtown

heart of Downtown, the
a cascading waterfall scotches
on Bunker Hill along 10th
down locally as Cardiac Hill.

The 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 scented with cafe au lait and terraced with bistros. Some who are not so energetic navigate labyrinthine routes just to avoid it.

5. GRIMKE STAIRWAY

Orville Way near York Boulevard and
Piquero Street, Highland Park

Explore this small, charming hillside neighborhood of Mt. Angeles, 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. JENSEN STAIRWAY

Summit Boulevard and Highland Avenue,
West Los Angeles

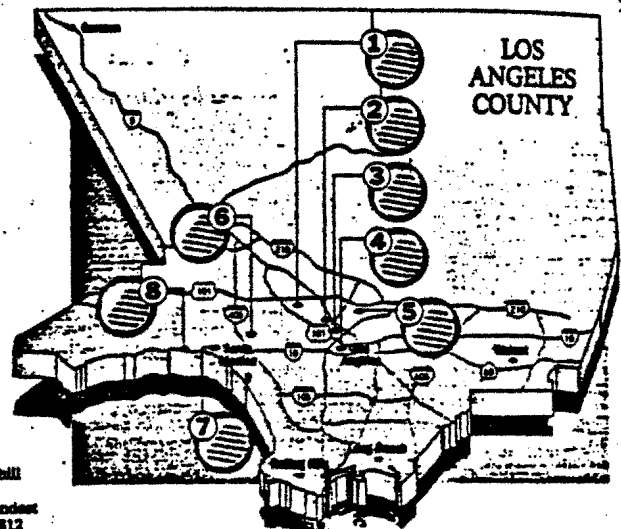
When Edwin and Harold Jensen, the developers of Westwood Village, bestowed a \$50,000 gift on UCLA in 1930 the brothers had in mind the building of a gateway from their village to the university. UCLA instead opted to gussy up its eastern flank with a 185-foot-long, 18-foot-wide, red-brick stairway that rises gracefully from the gymnasium to Royce and Murphy halls. The Jensen Steps have since reeked 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

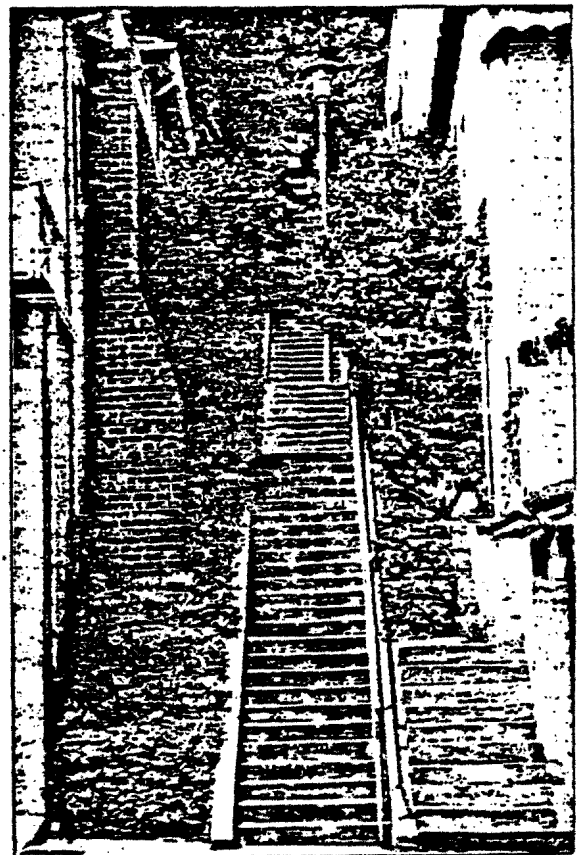
301 block Adelaide Drive, Santa Monica

The E-Ulter Stairmaster of nearly 200 steps brings exercise devotees in droves to this idyllic spot. So, too, do its own view, abundance of greenery and a breeze on hot days. These outdoor steps, with a grassy expanse that divides 4th Street at the north and plunges down Santa Monica Canyon to the intersection of Estrada Drive and Ocean Avenue. Local TV news shows and magazines have portrayed the steps as the hippest thing to happen to exercise since Spandex. Some of the unwritten rules of map etiquette here are: no porting or sitting (they provoke nausea), no eating or drinking, let faster climbers pass; no looting with people's makeshift counters (rocks and leaves that fitness fanatics use to keep track of repetitions). So dedicated are these stairhikers that when an ambulance came to fetch a fallen runner, they kept running past the paramedic

LOCATIONS:



LOS
ANGELES
COUNTY



AXEL ROSER / Los Angeles Times

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

train until firefighters 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. CASTELLAMARE STAIRWAYS

Summit 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 terraces, dead-end stairways and the former home of actress and comedienne Thelma Todd, known as

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 Potrero Road near Castellammare that ascends to Revuelto Drive, and another where Brève 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

Other areas with prominent stairs include Los Feliz, Mt. Washington, Pacific Heights, Wilshire Heights and Glendale. Source: "Stairways in Los Angeles," by Adlai Stevenson and Larry Green and published by Wilderness Press in Germany.

EXHIBIT NO. 8

Application Number

5-96-221

Newspaper Article

Business

WP Buyouts, Others

Councilman Joel Wachs on Monday has provided cash to the Department of Water and take early retirement or over a generous abuse of power to limit similar buyout.

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

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

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

o Delay Trial for 5 Months

Monday to grant a five-month extortion trial of Rep. who allegedly took bribes during a waste incineration against mayor.

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

ge Consuelo Marshall two-week delay if the this week, trade information that they could not be reached.

arged Today f-Sister, 3

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

3, 32, is expected to be in Citrus Municipal order and one count of death of a child under 8. \$1 million.

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

child was taken from of a Target store in

1 Slaying



SUZANNE STATES / For The Times

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

Westside

Exercise Buffs Give Neighbors a Different Kind of Burn

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

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

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

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

The runners, understandably enough, are not all sympathetic.

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

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

Since then, not one has been issued.

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

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

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 environment. Culver City officials recycling program for year. At a time when Culver City lowered pickup last week to \$ last year.

The city expects recycled trash, about said Mark Gauerke, ct "The financial

EXHIBIT NO. 9

Application Number

5-96-221

Newspaper Article

California Coastal Commission

RECEIVED

MAY 14 1996

To: California Coastal Commission

From: Friends of Adelaide Drive

Date: May 1, 1996

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

CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

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

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

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

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

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

EXHIBIT NO. 10
Application Number 5-96-221
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 5-96-221
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	5-96-221
	Pg 2 of 2
California Coastal Commission	

