CALIFORNIA COASTAL COMMISSION

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Commission Action:

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STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-97-215

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: Coastal Development Permits #5-96-221 (City of Santa Monica), #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 requiring a baseline parking study for surrounding streets, public information measures and a two year time limit on the permit at the end of which the applicant may reapply for a new permit to reinstate the parking program. 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 the 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 Proposals

The City of Santa Monica was before the Commission in October 1996 (#5-96-059). The City at that time was proposing 24-hour preferential parking for the residents. The City's proposal (#5-96-059) 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 limiting the hours of preferential parking to the following:

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

Weekdays: 8:00 A

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 <u>not</u> Allowed at any time of the day

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.

In January 1997 the applicant returned to the Commission requesting preferential parking between the hours of 6:00 P.M. and 8:00 A.M. along Adelaide Drive and Fourth Street (#5-96-221). The Commission, on a 4-3 vote, denied the project. The applicant has submitted a new application for the same project, which would restrict public parking after 6:00 P.M. until 8:00 A.M., but would allow public parking during daytime hours.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

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.
- 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. <u>Compliance</u>. 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. <u>Interpretation</u>. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
- 5. <u>Inspections</u>. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
- 6. <u>Assignment</u>. 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. <u>Terms and Conditions Run with the Land</u>. 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 motorist 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 1996 for permit application #5-96-059 and then again in January 1997 for #5-96-221, there was public testimony both for and against the City's proposed preferential parking proposal. In addition, Commission staff received numerous comments from the public for the two previously submitted applications. 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 thru 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 approximately 400 people objecting to the City's original 24-hour parking restriction proposal has also been received.

C. <u>State Wide Commission Permit Action on Preferential Parking Programs and Other Parking Prohibition Measures.</u>

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 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. <u>Public Access and Recreation</u>

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 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 be determined. Most of the development on the surrounding streets consist of older multiple-family residential development with inadequate off-street parking, based on current parking standards. Therefore, street parking is currently heavily impacted. The proposed restriction 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 unlawfull 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 alterative 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. 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.

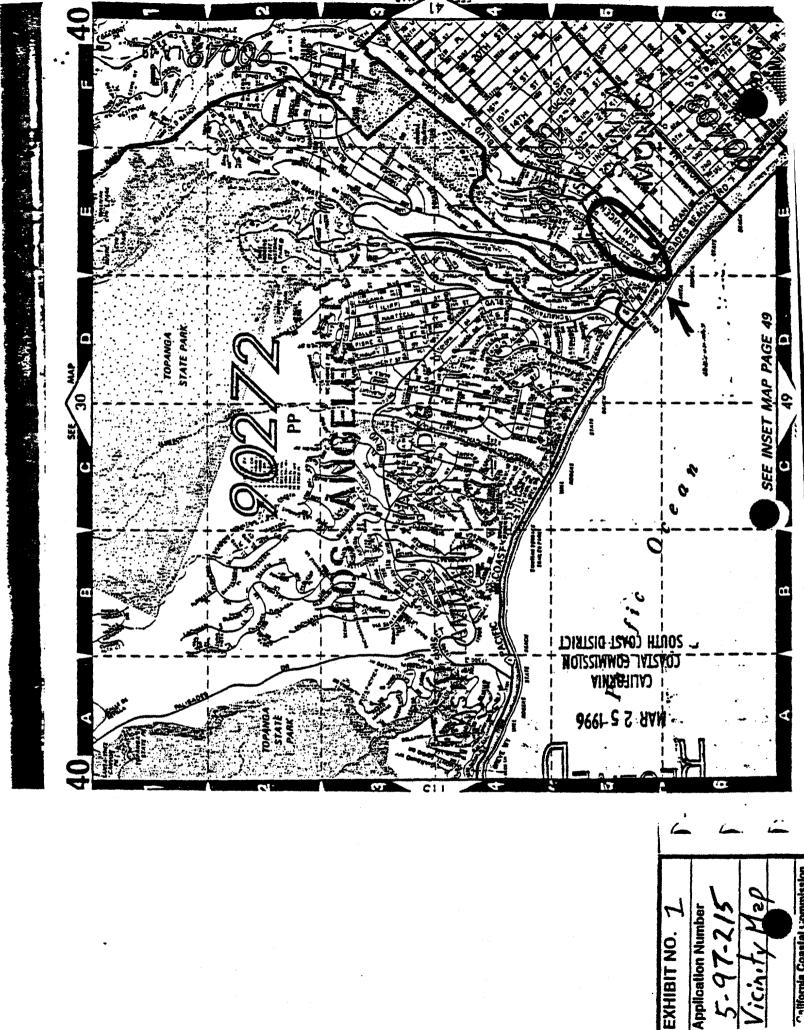
As conditioned the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the project, as conditioned, will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program implementation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

G. California Environmental Ouality 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.

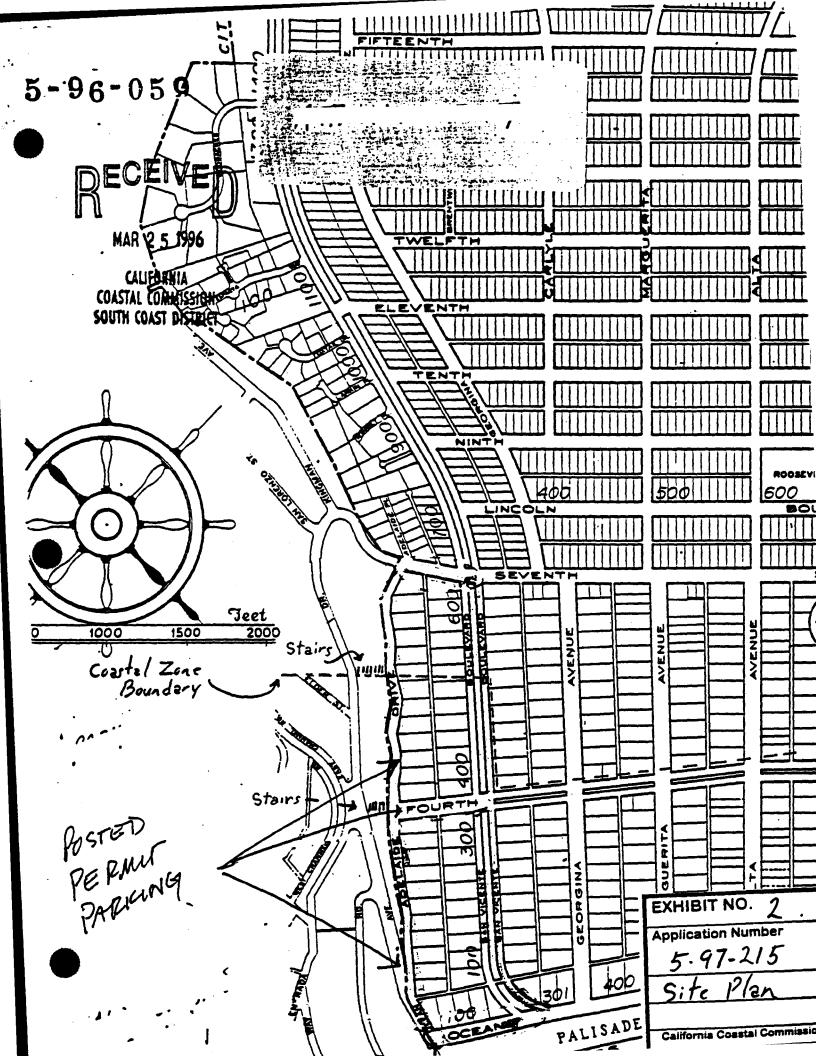
The proposed project, as conditioned, is consistent with the applicable polices of the Coastal Act. There are no feasible alternatives or mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the proposed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

9200F



California Coastal Commission

Application Number





Policy & Planning Analysis

June 3, 1996

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

1685 Main Street P.O. Box 2200 JUN COASTAL COM SOUTH COAS

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, May23rd. 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 an 24-car increase in the number of cars parked along Adelaide between Ocean Avenue and 7th St. (from 29 cars parked to 53 cars). Between 6:00am and 8:00am, there were no persons observed enjoying the views. From 8:00am to 9:00am, there were 23 persons observed enjoying the views on Adelaide and 66 persons exercising at the stairs (an increase of 2 persons exercising from the previous hour). During this same time period, there was a 5-car increase in the number of cars parked along Adelaide (from 53 to 58 cars).

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

EXHIBIT NO. 3 20/4
Application Number
5-97-215

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).

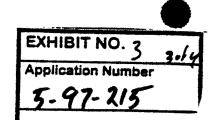
These numbers lead to the conclusion that: 1). the people who exercise at the stairs predominantly drive to the area; and 2), the people enjoying the views are predominantly nearby residents who walk to the area.

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.



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

Sincerely,

Paul Foley

Associate Planner

Attachments

cc:

Susan McCarthy

Suzanne Frick

Karen Ginsberg

Ron Fuchiwaki

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epace				11114	INM	1NM	1114	INM	1966	1HM	abace	1114	INM	1NM	11111	INM	THM	1HM	INM	INM	<u> </u>
pece					SMK	3FC	3FC	258	248	3.1V	abace	3CE	3CE	3CE	221	221	₹VE	2VE	₩.	ZVE	
epace .				KON	KGN	KGN	KGH	KGN	KGN	KGN	space	KGN	KGN	KGN	3CM	3CM	3CM	3CM	3CM	3CM	
pece				180	180	180	180	180	190	180	spece	160	180	180	2€C	3EC	28W	29W	20W	28W	
пресе				2LJ	2L.j	21.3	NJ.	21.7	21.)	K.J.	space	Z(J	21,1	ZJ	3,10	330	3,70	2CA	2CA	2CA	
spece											spece	301	1	1	21A	21A	2TA	2TA	2TA	2TA	
lol. # apcs.=					I	I	I				-		1	1	-	T	Γ	1	1	1	I
10						l							1	1	1		1	1	1	1	1
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000. 1DC1.				17	16	15	15	18	17	18		17	177	1 17	19	10	17	15	15	1 11	·
% occ.	8%	0%	0%	80%	85%	85%	70%	95%	89%	95%		80%	8914	89%	100%	100%	80%	10014	79%	74%	6%
	<u></u> _						 ''						 	 "" -	100			100.7	 	 	
east side						 		ļ			east side		 	ļ			 		 	 	
				SMA	SMA	ļ							 	 			ļ	310	310	310	
ресе							28P	JCA	JCA	ZVĒ	space	2UE	2UE	2UE	7UE	7UE		3991	314	1-314-	
pace				21A	2TA	21A	21A	2YA	21A	3AE	abace	3AE	3JX	3JX	3JX	3.000	SJX			 	<u> </u>
ресе				2VP	ZVP	ZVP	2VP	7 √P	2VP		spece			<u> </u>				244	3408	3008	<u> </u>
space			l	250	259	250	250	3HM		1JC	space	1JC	1JC	1JC	1JC	1JC	2100	SICP	3KP	ЖР	<u> </u>
diveway				L		L	<u> </u>	İ			diveway		J	1	<u> </u>		L		<u> </u>	<u> </u>	<u></u>
пресе		[VUU	VUU	VVU	VUU	VUU	VUU	жо	space	3KO					1MA	3145	30#	34F	
epece				3.74	3.00	320	320	3.7	N.E	407	spece	407	407	407	4D7	407	4D7	407	407	407	
ересе				2NG	2NG	uce	UCS	UCO	UCS	30E	space	30E		T			131	131	131	131	
dey											alley		1		1					1	
spece				2/4	2/J	2AJ	2/4	2AJ	2AJ	2/1	space	CHE	2VP	ZVP	2VP	ZVP	2VP	ZVP.	2VP	2VP	
space				131	131	131	3RB	20X	20x	SMA	spece	SMA	3AM	30L	304	2MR	3HW	IVE	IVE	IVE	1
spece				2K4	284	NEW	NEW	3KK	380	3RD	space	380	 		SMO	3MD	210	3Ci	301	3CI	
space				2.K	106	290		2TH	219	3.K	space		 		 	 	2XT	2501	 	├ ──	
			 	JEB .	3E8	3E8	3E8	365	365	200	space	2/0	2/0	2/0	200	7/0	<u> </u>	383	 	 	
spece				IAN	3FB	3PI	3PI	3PI	303	3E8		3EB	 	1HQ	1HG	1HG	3EB	368	368	-	
spece			ļ ———		×-	 _					apece		 			3GH	304	3GH		 	
ресе				2008	I		I	3FA	3FA	3GH	spece	3GH	 	IRP	22.3	3.51			 	1-3E	
ресе				25W	25W	25W	200	310	31.0		spece	2PW	2PW	2PW	 	!	10C	3LP	ХP	J SUP	
ресе								l			spece		1		<u> </u>	<u> </u>	3GY	200	 		
spece				3EE	3EE	2LP	2CL	329		2WL	spece	2WL	2WL	244.	2ML	2WL	30L	3FF	3FF		
ed arr							l				red aurb							1		<u> </u>	L
tol. # spcs.=					I		l									1				1	
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% occ.	0%	0%	0%	84%	\$4%	82%	92%	84%	71%	82%		82%	82%	85%	05%	85%	82%	100%	71%	50%	0%
TOTAL			l	<u> </u>	l	l		l					 	 		1	l	1	t		
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occ. spes.	-			33	34	32	79	34	29	32	 	31	26	70	30	30	31	36	27	24	•
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Н	Part of the state	n		Address Drive Between Ocean Ave. E. 40 Mg	E	+		+	1										1			\dagger	+				+	-	+	+			+	+	+					+	-	_		+	\dagger	T	H	+	
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Addido D		W St. & 7th										re (between 4									
pendh shi		5em	Gern	7am 2TR	Sem 2TR	Sem	10em 218	11em 218	12 noon 3NA		ath side	2pm	3pm 3AE	4pm	Spm 2YQ	Opm	7pm	- Sprin	Spill .	<u> </u>	11pm
spece		-		29W	28W	29W	26W	25W	25W	3LW 29W	space	3LW 2SW	29W	25W	25W	3EW 25W	3HJ 28W	3HJ 25W	25W	26W	
10000		1	1	3HY	3KW	24/8	209	200	209	2CE	spece			2011	305	305	305	305	305	305	ļ
фесе				2₩€	2NE				3CH		spece	SKJ		2CK	300	21.7	2XM	241			
spece		-	-	340	340	3940	344	SEK	SEK	2/3	вресе	52			NO	70	NEW				
spece		-		3LP 1EH	JLP 1EH	2€V	2UF	1LR 2UF	1LR 2UF	3AE 037	spece	3AE 037	3AE 037	JAE .	3AE	SAE	280	288	 		ļ
spece				200	2117	3HK	20+	207	207	-371-	space	211	380	037	937 2WA	937 2WA	1PV 2ZY	227	 		
spece		1	1	 						 	space			l	2777	***	100	 			
фесе				3W1	3W1	16X	262	262	262	ZZM	epace						2WL				
spece			-1	376	378	378	378	378	378	378	space	240	945	378	3778	370	376	376	240	370	
spece taus lvis		-		589	588	589	589 1JQ	580 1JQ	589 1JQ	589	spece	589	5B9	589	589	589	589	589	589	589	
spece		-	- 	3NT	SNT	380	134	2X2	2X2	3HN	space	SHN	3FE	3FE	 	302	341	SAL			
spece			 	KUS	KUB	2UX				 -	spece	3W1	3W1	3W1	3W1			 		 	
space				VIZ	VIŽ	3KI	3EE	3EE)EE	SMR	space		2112			2HZ		1			
divewey		_		I							divewey										
diversy			-	287	2RJ	2ŘJ	2R.J	3PU	3PU		divewey		38J	38J	381		ļ	 	<u> </u>		ļ
space			-	2GF	2GF	2XA	2113	370	36X	3GX	spece	208	307	387		381	ļ				
diversy		 	1	 							diversay					 	 	1			
epece						3KC					space				2JA						
diveway		-	4								diveway									L	
spece		-	 	 	ļ	1PV	MCR			 	space		3PC	 	EP4	EP4	l	 	 	 	
space		1	1	 		3KJ				3C2	space	scz		 	 	 	 	 	 	 	
diversy			1								drivewey				l		1	T		l	
spece						3RM	3RM				spece		2PA	2PÅ	2PA						
spece		-	 	ļ		3NB	KIU	KIU			spece	2UC		- ,- -		1					1
space			 			36E	36E	2XA 3JJ	333	SEA SLZ	abece abece	3EA 3LZ)EA	3EA	3EA 300	1FG 2XF	290	290			
space			1	2//2	2/12	340	310	- 333			space	- 342	1PU	IPU			SBW	1-20-			
spece		1								895	spece	805	2JX	2JX	2JX		SJZ	1			
space						2KW					spece		2G3	2G3							
spece			-								spece				200	200	2HQ				
diveway		-			1RQ	3110	3GX	3GX	UH		diversy		ALE	ALE	ļ	ļ	ļ	3FH			
divensy		 	1	 				 			divewey			 				 			
spece			1	2VY	200	200		INU	NEW		spece	2EG	3GN	3GN	509		l	1			
spece						N.E					spece			SNG		SHO					
spece			- 			216	36K	38K	553		spece	31W	30C	30C	30C	ļ		 	<u> </u>		l
divewey			-	 							diveway			 	ļ	 	 	 		 	
spece			 	 		3KC		99Y	90Y	3RK	space	3RK	3PI	361		 		 			l
spece			1			38K		110			эресе			26F			IRQ	IRO			
apaca				2RL	2RL	JWP	NEW	NEW		DIPW	spece		2AW								
diveway			- -	ļ							divewey							ļ			<u> </u>
spece		_ 		381	381	SHK	3HK		NEW	 	spece	 	2MY 2W8	2MY	2MY	 	2.50	 	ļ	 	
spece			1	 		211	273	 		3PC	spece	3PC	3PC	 	UNT	 	 	 	 	 	
spece			1	248	18K	NEW	NEW			2CA	spece	2CA	2CA								
divewey											diveway										
diveway			_								diveway			 	<u> </u>			 	<u> </u>		
spece	 	-	-	ļ	 	35y	39Y			1FT	spece	1FT 2ZU		ļ			1LH	1LH	 	 	l——
abece	 	_	-	 	 	IMN	36	<u> </u>		ici-	spece	101	ict	 				 		 	
epace			1							398	spece	388									
space						21.5	ΆF			2RL	эресе	281						ļ			
spece			4	 	<u> </u>		ļ	 -		221	epace	221		ļ		<u> </u>	ļ	 		ļ	ļ
anece		-		ļ	 		- VK	l		ERJ	spece	ERJ		 	2UX	2UX	 -	 	 	 	
spece	 			 		2XH	2XH	 			spece	300 EU3		380	306	300	 	1	 		
100CF						2VE	ZVE				эресе		21.2	21.2	71.7		11.5	11.5			
red curb											red auto										
lol. # spcs.=		_	4	 	ļ	 	ļ	 	ļ	 	 	ļ	ļ	ļ	 	ļ	 	 	 	ļ	
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000. Spcs.	1	_	1	21	72	37	20	22	21	20		31	20	24	27	23	21	13	4	1	
% occ.	0%	0%	0%	42%	44%	74%	56%	44%	42%	58%		62%	58%	48%	34%	46%	42%	26%	974	8%	916
						6690				42 %		70%	7.8.7	L	24%						
TOTALS	 			 	 		ļ	 	ļ			ļ	<u> </u>		 	 	 	 			
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occ. spcs.	0	0	•	30	31	50	32	30	36	48		55	54	46	42	40	34	24	13	13	•
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E EJE	1	de Dr. A Sur	Vincented .	T		7	T	T			Att Man &	elween Adels	16 Dr A 5-	Virantel				·	7	7	
weet state	4em	Sam.	Sem	700	- Barn	Dore	10um	11em	12 noon	tpre	west side	2pm			1	Sprin	 			 	1-77
POCO	780			hw	NW -	1 300	3KX	3KX	3KX	SLE -	Spece		30m 220	22Q	22Q	220	TOW	9-	Spra. 3NM	10pm	11pm
				1#	1#	3TK	3GT	3GT	307	301		30f	3GT	301	3GT	301		SGT		3HM	
ресе			ļ	- 15FL		30R	317	3/1			spece	301					3gt		3G7	301	
pece					3FL				มา		abace		201	201	3NR	30.0	BTA	ATA	BIA	ATE	
pace				VUU	VUU	397	20/8	ZUR	LV3	3PF	apace	3PF		3RD	3614	3141			<u> </u>		
pece				3FF	3PT	3LP	3LP	жР	3LP	216	spece	216	3KG	3KO	3KG	3KG	A.K	3LA	3LA	3LA	
space				2JG	2,50	360	3E0	2,10	2,10	2JG	spece	2,10	2JQ	2,103	2,00	2JG	SKW	131			
spece .				DMJ	DMJ	DMJ	DMJ	DMJ	DMJ	DMJ	spece				131	131	NEW				
space				28J	28J		3E1		1F7	QGG	spece	QQQ				1	3A0	2FX	2FX	2FX	
spece				216	216	218	·	2PH	3PH	3PH	spece			368		1	3.00	30	3.0	3.7	1
фесе				141	141	TAT	111	147	141	TAT	spece	TAT	147	141	141	741	Tat	147	TAT	141	-
iley .						1		l	1		alley					1		1	-		1
pece				2W8	2WS	344	2CX	2CX	2CX	30.1	space		1KD	1100	042	042	842	042	042	842	
pece				149	148	148	149	148	1 148	148	spece	148	140	148	148	140	148	148	148	148	
pace				2HX	29-OX	2HX	294X	2110	2HX	2HX	space	2000	ZHX	2HX	29-(X	ZHX	294X	2HX	2HX	254X	}
				TINM.	INM	11404	INM	INM	THE	INM			1772	7772	1772	1772		T ZCE			
P600				28W	28W	386	386	3CI	3CI	3CI	spece .	30	3E8		3LF	1-11	31	NF	3CE	XCE	
pece											space			368		1			31.5	3.5	<u> </u>
pece				KGN	KGN	KGH	KGM	KGN	2X6	KGN	abaca	KON	KGN	KON	28W	29W	2944	25W	25W	25W	I
pace				2WQ	2WG	1.4	1,1	300	3000	MOV	spece	MOV	<u> </u>		181		l		<u> </u>		
ересе				ZLJ.	21.7	Z.J	2(.)	21.7	2UJ	21.1	abece	עג	NJ.	X.J	A.j	A.J	71.	NJ.	3()	37.1	
apaca											abece			1		1				1	I
lot. # spos.»															:						
19				1			1							1					1	1	<u> </u>
				1							1		1							1	
ocs. spcs.				16	10	17	18	17	18	18	1	13	15	15	16	14	15	13	13	13	l
% occ.	0%	016	0%	85%	95%	80%	85%	80%	95%	95%		60%	66%	79%	04%	74%	79%	80%	69%	68%	9%
											1			1		1					 -
100 100				 	 	-	 				east side			 	 	 	l	 		 	
				ZTA	ZVA	ZTA	21A	2TA	2TA	ZTA	spece	ŽĪĀ	ZTA	21A	777	21A	21A	27A	ZTA	27A	
pace				3001	3481	3481	3NH	SNH	3991	3011	808C#	3NH			3,C	3JC	3JC	3JC	3JC	30C	
pece													 	 							
pace				2VP	2VP	2VP	2VP	2VP	2VP	2VP	spece	2NP	2VP	ZVP	2VP	2VP	2VP	2VP	2VP	2VP	
pece				2//	24.3	2//	2AJ	200_	2AJ	2/1	spece	2AJ	2AJ	2/1	2/4	20	2AJ	20/	2//	2/	
Hvewey						<u> </u>		L			diversy			I					L		
pece				3942	SMZ	WXC.	3MZ	3402	3942	3HZ	space	3MZ	2XT	2X1	2XT	2XT					
pace				407	407	407	407	407	407	407	space	407			30B	3MV	407	407	407	407	
paca				231	231	231	3664	3MA	3MA	364A	space	SMA	233	233	25W	2SW	29//				
day						1	1	 			alley			1	1	1					
spece				48C	200	3500	364	3.#	3#	348.	spece	346	¥8	378	3/8	362	110	1			
				₹ ZVE	₩.	4 23	4P3	3HC	3HC	ZXU	space	2XU	2RQ	2RQ -	3EL	3EL	3149	300	3991	300	
space				2KA	2KA	- XXA	PBY	PBY	PBY	PBY	-	PBY		NEW .	NEW	MEM	3100	INJ	 _	3PX	
spece .				 SW -	30	 - 50 -	317	3N	30		spece	3/V	ļ	LACAA				300	386		
spece										3.0	spece				280	280	306			388	
spece				2KY	2KY	300	3EN_	3EN	3EM	1RX	space	IAX	1RX	TRX	IRX	SMC	3€8)EB	3EB	3€8	
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pace				148	148	148	148	148	148	148	space	14B	1MX	GUM	GUM	2NG	ZNG	2NG	ŽNG		
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pece				28W	1	306	3HH	3CP	2E8	3PU	space	3001	2001		GIM						1
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Summary of Parking Study for Adelaide Drive/San Vicente/Fourth Street

Date of Survey	Peak hrs	Cars parked 1-2 hrs	Total spaces occupied
	Prive (between O able spaces: 38	cean Ave. & 4th Stre	et)
	abie spaces. So		
9/6/95 (W)	9am-	614.60/\	22/506/
		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)	-	2(10/2)	
,	9am	15(39%)	22(58%)
	3pm	10(26%)	25(66%)
5/23/96(Th)	•	10/20/01	20(00 /0)
0120130(111)	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%, inc	ludes 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	•			EXHIBIT NO
	11am	17(34%)	37(74%)	Application Nu
•	6pm	25(50%)	28(56%)	5-97-
				T

,
EXHIBIT NO. 5 142
Application Number
5-97-215
Summery of
City Survey
California Coastal Commission

Date of Survey	Peak hrs	Cars parked 1-2 hrs	Total spaces occupied
	et west side ble spaces: 19		•
9/6/95			
	7am	6(40%)	15(79%)
	6pm	12(63%)	16(84%)
5/18/96	7pm	13(68%)	18(95%)
	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%)
5/23/96	5pm	4(21%)	16(84%)
5/23/50	10am	11(58%)	15(79%)
•	3pm	17(89%)	17(89%)
	et east side		
Total availa	ble 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%)
5/23/96	5pm	3(17%)	16(94%)
3143130	10am	5(29%)	15(88%)
	12pm	6(35%)	15(88%)
	3pm	5(29%)	10(59%)

EXHIBIT NO.	5	2069
Application Nun	nber	
5.97-	275	5

CITY OF SANTA MONICA INTERDEPARTMENTAL MEMORANDUM

June 3, 1996

TO:

Mr. Paul Foley

FROM:

Officer Gray

SUBJECT: Police Enforcement at 4th & Adleaide

Application Number

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
09 00 - 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 nmeighborhood 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 issues 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

Application Number

5-97-215

Pg 20F 2

California Coastal Commission

SANTA



MONICA

FIRE MARSHAL

(310) 458-8669

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

n intelectives in the serve

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.

Application Number

5-97-215

Letter from City

FAX NUMBER (310) 395-3395
1444 7TH STREET • SANTA MONICA, CALIFORNIA 90401-4012

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Minely piace to e stayled their 2070 6 20 The and the tocked along the Terret to my mity next to the Derways and that used to I OVER THE nes incycl Bed. فه لله 🕶 of their first park e of parks, trails, I besites to e waterway. abandoned mone there's ta spot on the

JaBey Gateway -K's about a have any of the in the know in etter then what nd care, dead die," mys arm

r park on onto Monico d the Trust for are, talked about A River. They ection operation that mble. ed a native Secondon A tiny Secondona Mike ect Elyman MESTY OVER LO epted the

ald be property

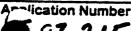
t of pinon. While 2 program, a blue drove by, case in the r of the Mare

men at the

e rend gist midday som oyed by the

J Quick to point

EXHIBIT NO.



Newspeper H

California Coastal Commission

CURBSIDE LA

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

••••••

1. HOLLYWOODLAND

8 2795 Wooderine Drive to 2572 Seroen Onive

At the fact of the Rallywood sign, which was greated in 1823 to advertise the Hollywoodland subdivision, visitors and rendents climb the six tucked-sway Starways in the cory community of Beachwi Canyon, From the shaded gramte steps, climbers get gitmp terraced cactus pardens, to glories. fig trees and vistas of camyon homes. More than 124 steps between Woodshire and Beiden drives swatt the urban blker. Other suc be found between the 2800 and 3000 blocks of Beachwood Drive.

2. "MUSIC BOX" STAIRWAY

900 block Vendome Street, Sher Little

One of the cinema's most fo me was used to the 1932 Academy Award-winning short film.
The Mune Box, 'in which Laures and
Hardy portray humbling piano
delivery men, The vacant lot that was ment to the starrwy in the move is now filled with business, but a commemorative piaque at the fest of the steps makes it unmistabable. tern lamps and a metal handrail have been metalled, but many of the

nchanged. Near Earl Street and Bancroft Avenue are the paratic signaging Bari Street staps, which like many in the neighborhood, were built as shorusus to streetour lines.

Rising from the Silver Lake stang from the salver Lane search to the control of the Cove Avenue steps, offering a discriping view of the water and hills. From here, climbers connect with the nearby Louis Vista Place steps and the Ayr Street maps. Along the Ayr steps are small bungalows called "a houses" that are reachable only by

A.'S LONGEST STAIRWAY

In this pearly hidden curyon boust of Elysian Park is a lefty, p concrete stairway about a rus-block from the intersection he 230 stape, at places overgrown with vegetation, are believed to m up the longuit stairway in Los

longest stativery in Los 5. As I sagnage up, climbers yeary hillands spotted with in id for plant. At the top, a of brushlaking view sod sign and Griffith story to yours.

OKER MILL STEPS

on 4th and 5th streets. Chang Avenue

heart of Downtown, the a cascading waterfall soot was on Bunker Hill along 10 www.iscally as Cardiac Hill www.iscally.as Cardiac Hill

This five-story climb, built in instation of the Spanish Stope in Rone, links the new L.A. on the Mill to the old Los Angeles along 5th Street. The city's newest and grander public stateway, built at a cost of \$12 million, is account with million, is accrited with case at last and terraced with bistros. Some who are not so emergetic pavigate inbyranthine router just to avoid it.

S. SRIMKE STAIRWAY

III Germa Way near York Boulevill Pleaster Street, Helfsterill Park.

Emiore this small charming hillede perchborhood of Mt. And with its lush gardens and well-maintained horses. This quiet refure of shady surveys and he from different erre and architect style looks like a layer cake put togeher by set bakers. It is trave by name city-owned states erries only thorough fares that peneuran-only thoroughfares that were built more than 70 years ago as altemative to the winding roads. Here the starways tumns through a profusion of wild vegetation. Beware, starway gates are sometimes looked.

G. JUNSS STAIRWAY

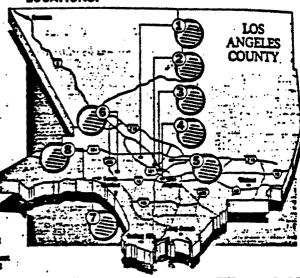
When Edwin and Harold Japan, the opers of Westwood Village, wed a \$50,000 grit on UCLA in besteved a \$50,000 grk on UCLA in 1830 the brothers had in mind the building of a guarway from their village to the university, UCLA featured opted to guary up the seatures flank with a 186-foot-long, 18-foot-wide, red-brack stairway that rissagracefully from the gramastume in Reyce and Murphy halls. The Janus Step have since racked up quite a bit of history, JFK, Adial Slavenson and Marshy Lother Kine Jr., wave measther. Martn Lather King Jr. grve speech then. The starr provide a tough workst for dedicated walkers and

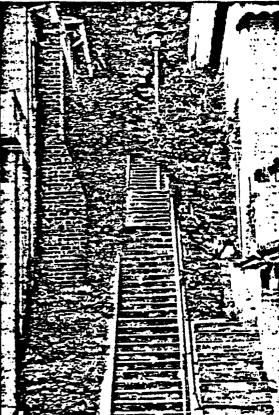
7. ILTIMATE STAIRWAY

30 took Adminis Drive, Sares to

The Entirchet Statementer of most 200 dept brings emercine devotates in these to this idyllic spot. So, tan, do its count view, abundance of greener ed t breeze on het days. The and i brease on het days. These suicher steps, with a grassy supunes that fivides tilt fitness as the merth conducting down Sense Montes. Can on to the intersection of Entrad Drive and Ocean Avenue. Least TV news shows and magazines have sportaryed the steps as the hippost. where to humans to experies stops. to happen to exercise aspon dex. Some of the unwritten re of map eliquette here are no party or milling (they provoke millions) elanging bracelets, let famor mospi elanging bracelets, let famor mospi m), m moy, no facing with people's more facing with people's passey), as necessarily oran passes a spannish counters (rocks and leaves that them fenation use to keep treat of restricts). So destinated are then ease folk that when an ambulance encounter to fatch a fallen runner, they kept running year the parameter.

LOCATIONS:





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

il firefighters had to slow TWO the stairway.

About a doese other, hen-enwedd public staircasas and wallcways are feund in Santa Monies Canyen, Sactosting a brick-libod one about 100 feet want of the 4th Street stairway.

S. CASTELLANDO STAIRWAYS

Surrent Bouterard and Cast Dive. Postly Patenting

Cantellemmara, a steep billoide cancieve of milion-deller house, was named for a regam in Sicily. It is used for its modelides, deed-end sizerways and the former house of actums and econociems Theiras Tutid, known as

the "Versping Verou," where death here in 1935 has been linked by som authors to the Mob.

There are seven public stairways to Pacific Palisades, including a 1827 concrete stairway off Posstano Road near Castellammere that essentis to Revelio Drive, and another where Breve Wey joins Porto Marun Way. For a map of the Palisades public walkway symanu, write to P.O. Bo 617, Pecific Palisson, Calif. 80272.

-CICILLA RADIONE

lante Citor avens with presentation and self-ade Lots Falls, inc. treatments, formalis gras, William Houghes and El Barries. Bouries: "Bearway Walts in Life Angeles." Married World Co. Sept and Lawy Co.

Business

WP Buyouts, Others

Councilman Joel Wachs on האיני הוא provided cash Department of Water and take early retirement or overly generous abuse of ing to limit similar buyout

me. Wachs said he will his week for City Council y employees who accept from returning to work for irs unless they repay some

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

Jeneral Manager William the results of the buyout uccess because, although million, it will save the 30 million in salary and

o Delay Trial for 5 Months

onday to grant a fiveextortion trial of Rep. rho allegedly took bribes ting a waste incineration engton mayor.

tion in March, asked for o be moved to February ave time to prepare for two additional extertion resuman in June.

ige Consuelo Marahall two-week delay if the nis week, trade inforthat they could not be

narged Today f-Sister, 3

charges will be filed ine woman accused of alf-sister, prosecutors

a 32 is expected to be in Citrus Municipal rder and one count of ath of a child under 8. 11 million.

fatally beating Peria as found in a plastic National Forest on alencia had reported med.

alld was taken from of a Target store in

1 Slaving nies

Tuesday July 18, 1995



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 belp 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 ground to watch its neighborhood go downhill.

The family of owls-two remains -

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 scuipture 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 citting the trees unnecessarily. Brown lives in the neighborhood and has participated in other save-the-tree campaigns.

The protests have not swayed Charles Oakiey, 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 owis 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 GARRAGE:

than the environmen Culver City official: recycling program fo year. At a time when Cuiver City lowered pickup last week to \$

last year. The city expects recycled trash, about said Mark Gauerke, ct

The fraction

California Coastal Commission

EXHIBIT NO. **Application Number**



MAY 1 4 1996

CALIFORNIA

COASTAL COMMISSION SOUTH COAST DISTRICT

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

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.

Application Number 5-97-2/5

California Coastal Commission

March 28, 1996

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

5-97-21

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Leffer in Sur

California Coastal Con

CALIFORNIA

COASTAL COMMISSION

SOUTH COAST DISTRICT

EXHIBIT NO

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 is impossible to implement a neighborhood watch. This is of grave concern considering the number of rapes and attempted rapes that have stemmed from social encounters at the stairs. In less than one year, two sexual assaults have been publicly tied to the stairs. Finally, the volume of trash, including empty liquor containers, that litters the street has increased dramatically. Alcohol consumption in a public place is illegal and considering this is not zoned as a public park, there is no one to enforce this law.

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

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

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

Sincerely,

The Friends of Adelaide Drive Association

cc: Al Padilla (with enclosures)

EXHIBIT NO. //	20f2
Application Number	
5-97-215	.
12 2 of 2	
California Coastal Commi	ssion

FIS

ELIZABETH SEDLAK. 10856 ROJE AVENUE. #106, LOJ ANGELEJ. CALIFORNIA 90034 PHONE 310-558-0947 E-MAIL EMJEDLAK@AOLCOM

August 16, 1996

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

Dear Mr. Padilla:

I enjoy visiting and taking in the gorgeous and unique views of the canyon, ocean and mountains surrounding Adelaide and Fourth Street. It's the only area I've found where I can get this panoramic view, feel safe, enjoy the ocean breezes, smell the bushes and trees as exercise and take in the scenery. It seems the local neighbors do not feel comfortable sharing their street with the public though it is a public street. This street with gorgeous views should be shared and easily accessed by many. The local residents are trying to privatize a public street.

I would feel that my safety would be threatened should I need to walk several blocks to access this "scenic corridor" should you allow the local residents to restrict parking (which they don't have difficulty getting as they have long driveways and even alley access). Earlier this week I walked across Entrada Avenue to identify alternative parking and was almost hit by a car traveling well above the 35 mph speed limit around a curve. Parking on San Vicente is not that easy to obtain. Should you restrict parking on Adelaide and Fourth Street, you would be placing more demand on the already crowded streets of Ocean Avenue and San Vicente. I feel much safer walking in the much less frequently traveled streets of Adelaide and Fourth as it easily accommodates those looking for parking.

I urge you to deny preferential parking and allow the public easy access to enjoy this unique area that includes simultaneous views of the canyon, mountains and ocean. Though I know of other areas to walk and even "do stairs" that are closer to where I live, I love to go and enjoy the breezes and the view. Please keep easy access to these unique views of the California Coast available to the public.

Sincerely, Clipate 47 Sollak

Application Number 5-97-2/5

Lefter in Capacific Commission



305 San Vicente, # 203 Santa Monica, CA 90402 December 31, 1996

JAN 2 199/

COASTAL COMMISSION
SOUTH COAST DISTRICT

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

Re: Preferential Parking Proposal - Permit No. 5-96-221; Hearing Date: 1/8/97

Dear Commissioners:

I am writing to voice my strong objections to the proposed plan to establish preferential parking for residents only between the hours of 6 pm. and 8 a.m. along Adelaide Drive and Fourth Street in Santa Monica.

As a resident of the area, I believe that the proposed plan is a misguided effort to benefit a few homeowners on Adelaide at the expense of the rest of the area residents. First, as you may already know, the area on San Vicente Boulevard, between Ocean Avenue to Fourth Street (and beyond) is entirely residential. This area consists mostly of apartment buildings and condominiums. Adelaide Avenue, between Ocean and Fourth Street, consists of approximately 10-15 houses. Fourth Street, between Adelaide and San Vicente, consists of a condominium building at the corner of Fourth and San Vicente, an apartment building at another corner, and the sides of two homes which face Adelaide. To my knowledge, all of the residents in the apartment buildings and condominiums in the area are provided with one or two parking spaces. However, there is insufficient parking spaces for the area residents. My building (a 30-35 unit building), for example, has three visitor parking spaces for guests only. Thus, a couple with two cars and living in a one bedroom apartment would most likely have to park one car on the street. Similarly, visitors or overnight guests of the residents in the area would have to park on the streets.

For the reasons described above, the proposed preferential parking would not benefit the majority of the residents in the area. At most, what this preferential parking proposal would do is benefit a few of the homeowners along Adelaide Avenue, who object to having "non-residents" parking in front of, or even near their homes. As noted above, this area is entirely residential — this is not comparable to the situation in West Hollywood, where preferential parking is almost a necessity in some areas because of the proximity of businesses and restaurants to residences. In this case, the people who park along Adelaide Avenue or Fourth Street between 6 p.m. and 8 a.m. do so either because they are residents in the area or are visiting the residents in the area, not because they are visiting some commercial establishment, and not because they are trying to disturb the residents.

In short, the creation of preferential parking on Adelaide Avenue and Fourth Street has no real rational purpose other than to eliminate the mere annoyance for homeowners on Adelaide who now have to contend with having to share "their" streets with others (I do not imagine that the homeowners on Adelaide would seriously claim that they have difficulty finding a parking space since most of the driveways of these homes have enough parking room for at least 4 cars per house). This proposal only shuffles parking from Adelaide and Fourth to some other streets, which are usually full at night. It does not address any "problem" — because there isn't any, other than the "problem" of the area not being as exclusive as some would like. Thus, I would strongly urge that the Commission reject this proposal.

Sincerely.

mien Nguver

EXHIBIT NO. 13.

APPLICATION NO.

5-97-215

Letter of Chiectic

Dear Commission Members,

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

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

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

Sincerely Yours,

Gary Embrey, B. A., M. A., Elementary School Teacher, LAUSD

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