

TU 189

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
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February 20, 1998

RECORD PACKET COPY

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Staff Report: 2/17/98
Hearing Date: 3/10-13/98

**STAFF REPORT
REGULAR CALENDAR**

APPLICATION NO.: 5-97-424

APPLICANTS: Lyndon Co. LLC **AGENT:** SUBTEC Cheryl Vargo

PROJECT LOCATION: 123-147 Lyndon St., Hermosa Beach, Los Angeles County
APN 4188-014-057 AND 058

PROJECT DESCRIPTION: Demolition of seven (7) apartment units and construction of ten condominium units consisting of two detached units on each of the five underlying lots. Five units will have access from the street; five will have access from the alley.

Lot area:	14,250 sq. ft.
Building coverage	9,300 sq. ft.
Pavement coverage	4,460 sq. ft.
Landscape coverage	490 sq. ft.
Parking spaces	35
Zoning	RP residential/professional (same as R3)
Plan designation	High density residential
Project density	30 dua
Height abv. fin. grade	30 feet

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending approval of this project because the density, height and parking is consistent with the density, height and parking described in the certified LUP, consistent with the development policies of the Coastal Act. However, staff recommends special conditions to address the loss of on-street parking. The conditions are necessary to preserve beach access support facilities in the City as required in Coastal Act Section 30223.

SUBSTANTIVE FILE DOCUMENTS.

1. City of Hermosa Beach certified LUP 1981
2. City of Hermosa Beach Planning Commission resolution of meeting of Dec. 2, 1997, vesting tentative parcel maps 24924, 24925 and 24926
3. 5-82-251 (City of Hermosa Beach) and 5-84-236 (City of Hermosa Beach) permits allowing the City to operate a preferential parking program with 471 spaces created as mitigation

ISSUES:

The project in effect creates "half lots" of 47.5 by 30 feet. The project raises issues of density, open space, and parking configuration. The parking and access configuration results in an impact on street parking. By creating ten driveway entrances, the project removes five preferential metered parking spaces from 150 feet of street frontage. Two metered spaces will remain adjacent to the development. The alternative, access from the alley, would require a redesign of the project to a more conventional multiple unit configuration. The City approved this configuration because the single family appearance of each unit has less visual impact on the street. The design is more consistent with the character of the City than the more conventional apartment structures which the zoning allows. The City has required the applicant to replace the five metered spaces impacted by the project. Staff is recommending that the applicant replace 7 metered spaces because the preferential spaces were created to accommodate older structures with inadequate parking. Since this proposed project has adequate parking, its "share" of the preferential spaces should be restored to public parking.

STAFF RECOMMENDATION

The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions.

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

III. SPECIAL CONDITIONS

1. PARKING PLAN

Prior to issuance of the permit, the applicant shall supply an on-street parking plan, approved by the City of Hermosa Beach showing 1) the retention, as proposed, of two metered spaces on the north side of Lyndon Street in front of the project and 2) the creation of no fewer than seven on-street metered spaces on the south side of Lyndon Street. Said metered spaces shall be operated consistent with the other metered parking spaces shall conform to the meters approved in the "yellow meter" zone of the Hermosa Beach preferential parking plan of 1984 (5-84-236)

as amended, providing no less than four hours parking at rates that do not exceed of the rates permitted for meters elsewhere in the City.

2, INSTALLATION OF THE METERS

Within twenty days of the demolition or removal of the existing spaces, but in any event before the sale or occupancy of the structures approved in this permit, the applicant shall show evidence of the installation of the new metered spaces as required by the Commission and as described in the plans required in condition 1. In accepting this permit, the applicant acknowledges that the structures as approved may not be occupied until and unless the meters noted in condition one are installed.

IV. FINDINGS AND DECLARATIONS

A. PROJECT DESCRIPTION AND HISTORY

The applicant proposes to demolish three older apartment structures containing seven units and twelve parking spaces. The present structures now occupy two parcels located on five 30 by 95 foot lots. The applicant proposes to construct two detached units on each of the five underlying lots. Each unit would have an enclosed garage and guest parking. Five of the units would gain access from Lyndon Street, and would provide two guest parking spaces. These units would have driveways extending across most of the width of the lot and provide two open guest parking spaces on the apron. Five units would have access from the alley that runs behind the buildings. Since these are to be constructed within three feet of the property line, the one guest space would be provided in an open area next to the garage. (Exhibit 2.) No front yard would be provided but the area at the rear of the units would be divided into two private "yards."

The building height is limited to 30 feet above finished grade, allowing buildings that are three stories high, two stories over a garage. The density, 30 units per acre, conforms to the density called for by the certified land use plan in the area. The certified LUP (Land Use Plan) identifies this area as: "High density residential, 26-40 dwelling units per acre." There is no LIP (zoning) certified for Hermosa Beach, but the LUP suggests a 35 foot height limit for this area. Subsequent to the certification of the LUP, the City revised its zoning code, reducing heights permitted in the R3 zone. The zoning presently allows R-3 densities, and limits height to 30 feet above finished grade.

The site is located on the first block inland of Hermosa Avenue, which runs parallel to and one block inland of the beach. This development is separated from the beach by apartments, a major thoroughfare and one block of residential development. The land in this area appears flat, but there is a distinguishable slope upward from the beach, abruptly steepening farther east as the land reaches to the toe of the dunes on which the City is built.

The proposed project is located in an area noted as deficient in residential parking in the LUP. This block is also subject to the City's preferential parking program, which was first approved by the Commission in 1981, and then when a two year time limit expired, approved again in 1984 [5-84-236(City of Hermosa Beach).] As noted in the City staff report, the side of Lyndon street where this project is located has parking meters that provide day use parking for beach visitors (yellow meters). The preferential parking program allows local residents and day use permit holders to park at the meters without paying as long as they display tags.

The purpose of the system was to free up commercial parking for customers, reserve neighborhood parking for residents, and encourage beach visitors to park on main thoroughfare or in free remote parking areas. The system includes two types of preferential areas, in which permits must be displayed in order to park: 1) residential permit-only areas and 2) and long term metered areas (the "yellow meter areas") which also contain a preferential component, because time limits and meter fees are not enforced for permit holders. Commercial metered areas are administered separately. In addition the City maintains 471 free long term spaces along the railroad right of way for beach parking. Permits to park in preferential parking areas are available to residents, and also, on a daily basis, to non-residents who purchase day passes. Therefore all spaces in the City are technically public. The system makes it easiest to park along the right of way, and because the meters may be fed without obtaining a permit, next easiest to park at a "yellow meter." The program was subsequently amended to remove a jitney service and to reduce the time allowed at the "yellow meters" to four hours. The yellow meters are the most easily accessible beach parking in the City.

B. PUBLIC SHORELINE ACCESS

The Coastal Act requires the Commission to protect access to the coast. Section 30223 specifically identifies "upland support facilities" such as public parking for protection. As has been noted many times in the past, the City's parking is very heavily used on weekends for beach access purposes. Impacts on parking reduce beach access because the only feasible way to get to the beach, for most residents of the metropolitan area, is the private car.

Hermosa Beach, like many other beach communities in the Los Angeles area, was subdivided and developed when public transportation was a reality. The lots were laid out for seasonal beach cottages, and the many existing structures were constructed with no parking or inadequate parking. The structures proposed to be demolished in this project are deficient 2 parking spaces. The streets are narrow, the densities high, parking is scarce for residents as well as for visitors. In response to this problem, the City is planning the construction of a parking garage to serve the public. In addition, the City maintains 471 free public parking spaces about five or six blocks from the beach along the railroad right of way corridor, and has placed "yellow meters" on this street and on the north south arterial streets. The "yellow meters" allow unlimited parking for residents but also allow four hour parking for beach visitors.

In spite of all these efforts, parking for beach visitors residents and customers of restaurants and other establishments remains at a premium. This development could be constructed as one building. If this occurred, access could be from the alley, and there would be no driveway cuts on Lyndon Street and no on street parking spaces removed. While this alternative design would have less impact on on-street parking, the City identified alternative mitigation that could minimize disruption on public access.

The City analyzed the project's impacts on public parking, which was the removal of five metered spaces and required the applicant to place five meters on the unmetered side of the street, where only permit holders may park. This would not increase the number of parking spaces, but it would hold the number of on-street parking spaces that are easily and cheaply available to the public constant. Even though permits are available to the general public, many people dislike waiting at City Hall to buy the permits and prefer to park at the yellow meters on an hourly basis. However residents displaced from the spaces in front of the building would compete with beach visitors for the metered spaces. For this reason one to one replacement of metered spaces lost is not adequate. Secondly the reason the City devised a program in the first place was to reserve on-street parking for residents who lived in older buildings that were deficient in parking. The applicant is replacing a building that is deficient by two spaces by buildings that have adequate resident and guest parking. Therefore, the preferential spaces attributable to this building (2) are no longer necessary and can be released to general public use.

The Commission notes that the "yellow" metered spaces are the most accessible day use support spaces in town because they can be used without purchase of a special permit. The Commission finds that in addition to retaining two spaces in front of the building the applicant should replace five spaces and also provide two new metered spaces to mitigate the increased number of residents and to put the two spaces reserved for this use back into the publicly accessible system. As noted above, the need for on-street spaces for the property in question is reduced, so the 2 spaces attributable to this property can be returned to public use. The rules of the yellow meter district however, would allow other neighbors and full day visitors with permits to park at the meters without paying into the meter so there are still limitations of the availability of these spaces for the public--with the number of on-street spaces reduced, there will be fewer spaces on street available for any one. A greater number of the fewer on street spaces must be opened for the public so that the chance public parking being available is not reduced. With seven spaces on the south side of the street converted from permit-only to metered spaces, and the two metered spaces in front of the building retained as proposed, the Commission finds that the loss of easily accessible parking for the public can be mitigated. As conditioned, the development will not have an impact on public access and is consistent with section 30223.

C. COMMUNITY CHARACTER.

As Hermosa Beach has recycled over the last twenty five years, duplexes built to maximum densities have replaced one story craftsman houses. In this area, the earlier houses have long been replaced by "fifties" style stucco apartments. The LUP addresses two issues with respect to the replacement of older structures with condominiums.

On page H22 and 23 (exhibit 3) of the LUP, the City attached its condominium policies. The City's stated objectives are 1) controlling the height of new structures, 2) supplying adequate open space in the front yards to reduce visual impact and 3) minimizing the effect of driveways on street parking. As noted above, the City has required new on street metered spaces to replace the on street parking that will be lost and that may not have been lost if access to the units all came from the alley.

By allowing double access and double driveways, the City has allowed the units to be constructed as separate houses instead of buildings that extend across lot lines. As a result, the development is similar in scale to the development elsewhere in the City. The City has not used the larger stucco apartments from the sixties that are also located in this neighborhood to set the character of this area, but instead has opted to restore the area to the scale of the original subdivision. In spite of its density, and in spite of the lack of front yards the project appears more like a row of single family houses, and does not present an uninterrupted lateral wall along the street.

The goals and discussion in the LUP identified the City's concern with minimizing the disruption to the scale of the community caused by higher density development. This development reflects the small scale and the narrow fronts of existing structures, that reflected the original pattern of the subdivision as the model for new development. In approving this project, the City waived front yard requirements and accepted instead the pattern of small scale development. The City findings with respect to open space note that there will be a private yard area in the rear of each unit, even though the street side of the building is mostly paved with driveway. The City imposed standards on the landscaped parking strips that will be located between lots in front of the buildings. The City found that the narrow face of each building provided size and scale advantages that outweighed other considerations including vehicular access parking and "front yard" requirements.

The Coastal Act provides that development shall be visually compatible with the character of surrounding areas. It states:

Section 30251.

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. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Hermosa beach is an existing small scale community and the development as proposed is consistent with the character and scale of the community and will be consistent with section 30251 of the Coastal Act.

E. LOCAL COASTAL PROGRAM

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program which conforms with the Chapter Three policies of the Coastal Act.

On August 20, 1981 the Commission denied the City of Hermosa Beach Land Use Plan (LUP) as submitted and certified it with suggested modifications. The modifications were accepted and the LUP is fully certified. The City has not yet prepared zoning and implementation ordinances to carry out the plan. Therefore the standard of review for development in Hermosa Beach is still the Coastal Act.

The proposed development as conditioned would be consistent with the public access, recreation and community character policies of Chapter Three of the Coastal Act. The proposed development as conditioned by the City and the Commission addresses the LUP's concern with respect to the scale of development and the preservation of on street parking available for the public. The development is consistent with the parking management, density and land use provisions of the certified LUP. Therefore, the Commission finds that the proposed development would not prejudice the ability of the City to prepare a certified local coastal program consistent with the Chapter Three policies of the Coastal Act.

F. CALIFORNIA ENVIRONMENTAL QUALITY ACT

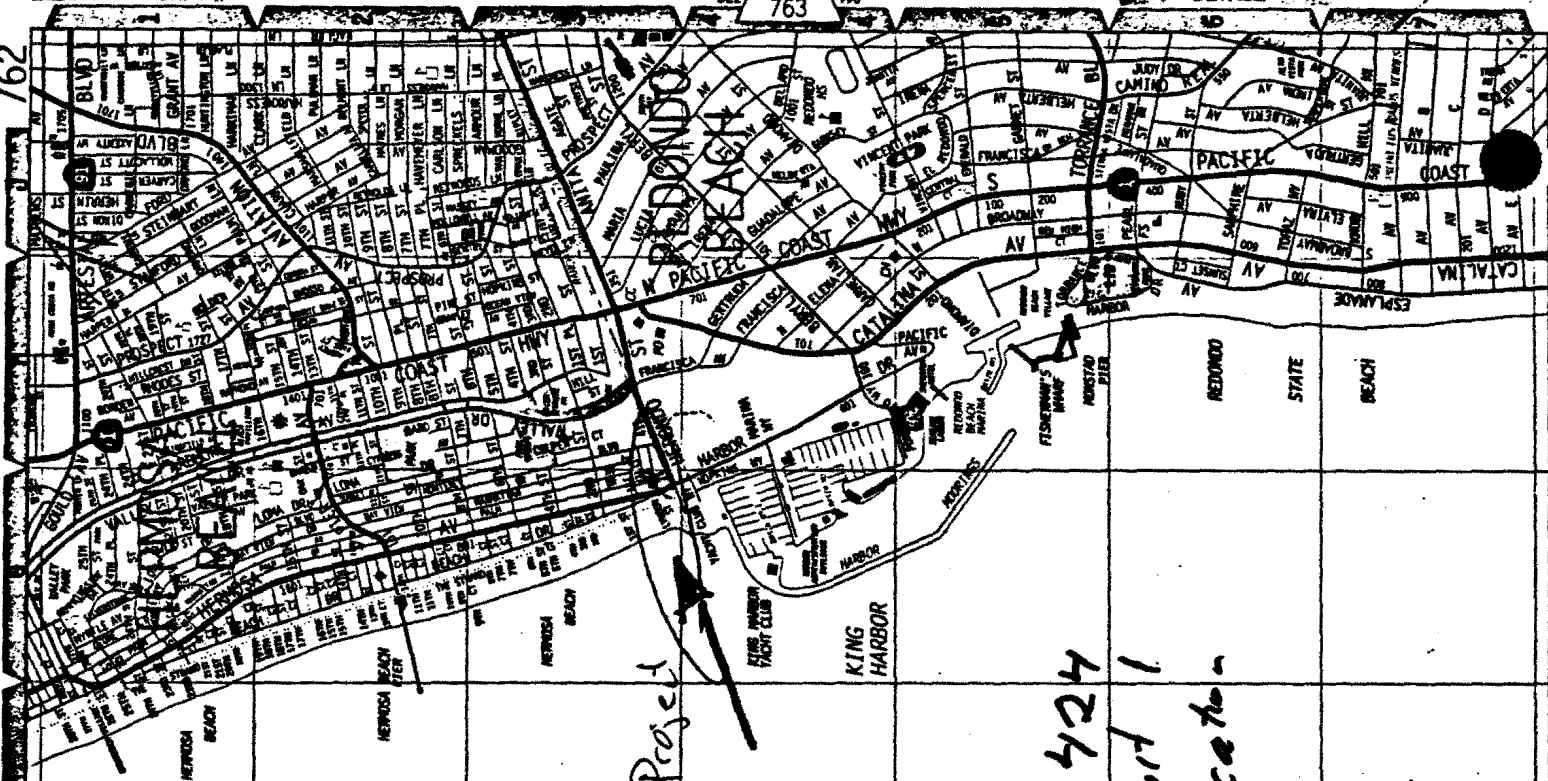
Section 13096 of Title 14 of the California Code of Regulations requires Commission approval of Coastal Development Permits to be supported by a finding showing the permit, as conditioned, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(i) 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 alternative to the project would be development that obtained access from the alley. This alternative would not be consistent with the City's goals to re-establish the street side scale of a "single family appearing" community and character and scale of the area. Moreover, the impacts of the design of the parking have been mitigated by the redesignation of seven parking spaces to the yellow meter zone. The special conditions also requires the retention, as proposed of two existing metered spaces. As conditioned, there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may

have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

762

SEE 732 MAP

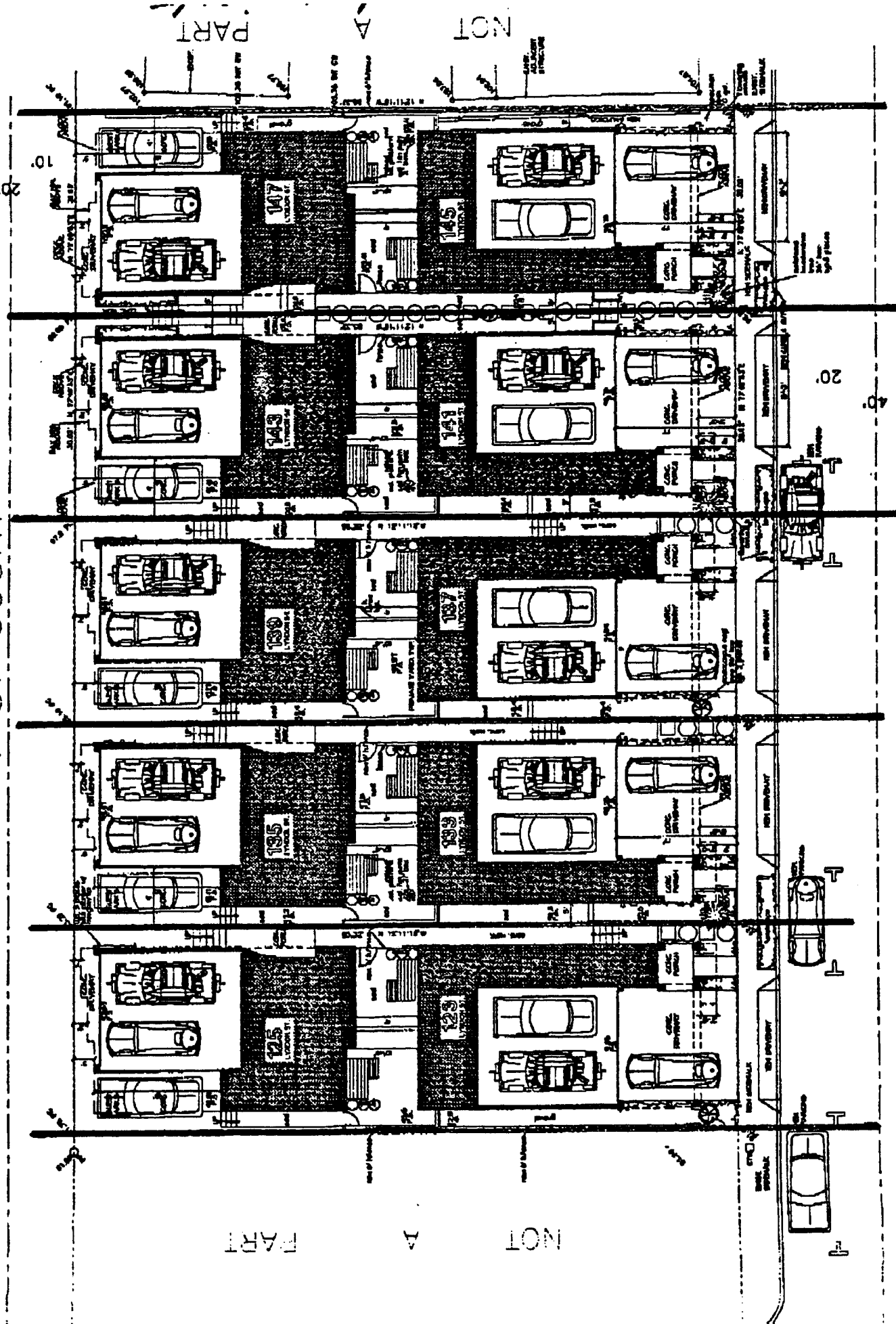


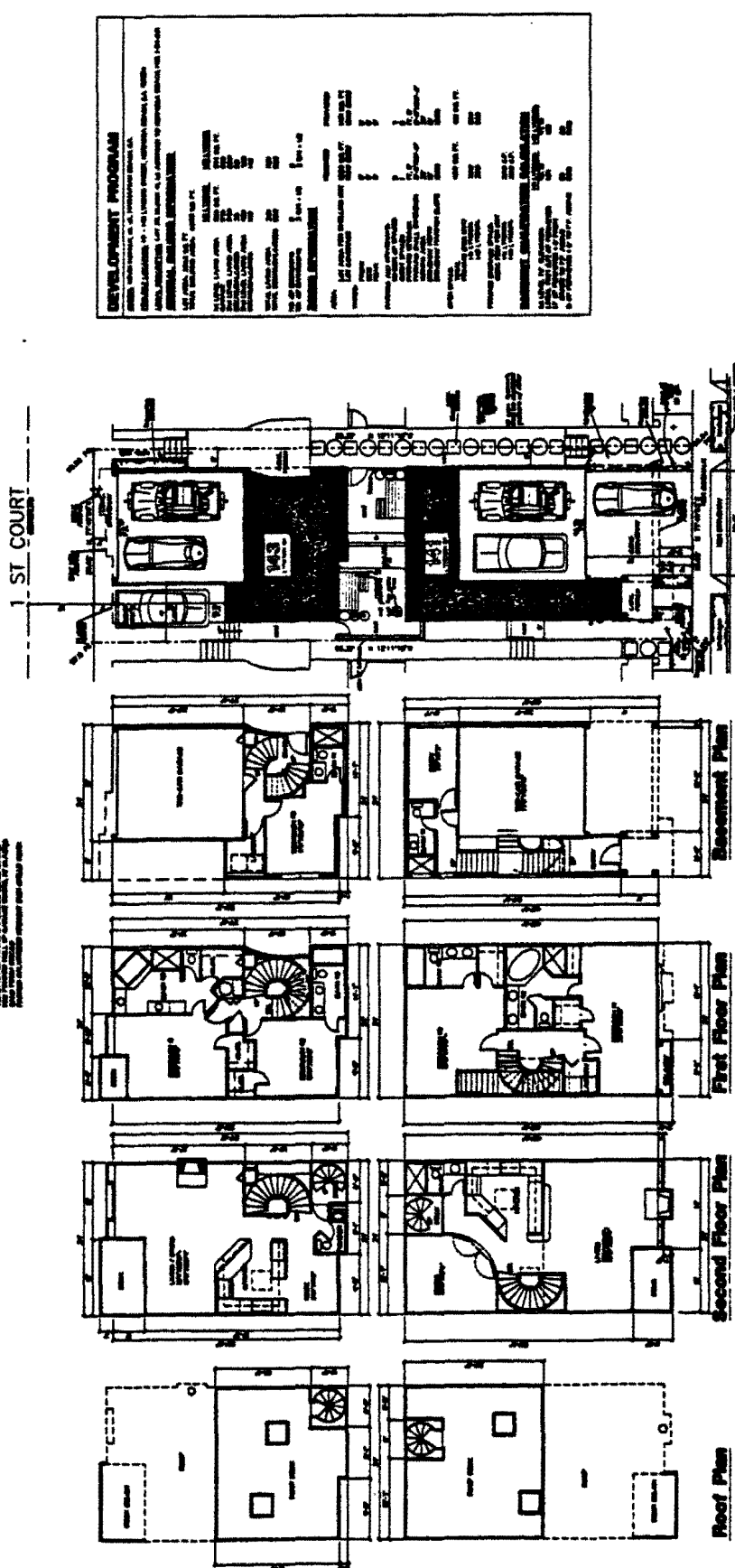
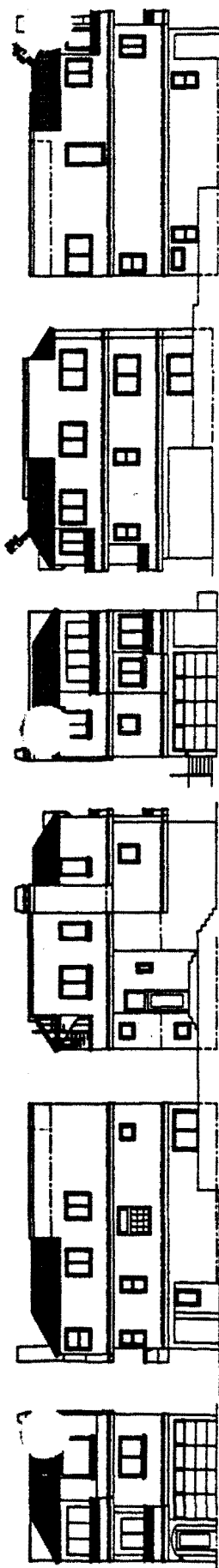
Project

S 97 424
Exhibit 1
Location

PACIFIC

LYNDON STREET 20'





LYNDON STREET

5-94 4241
Exhib. 3
elevation

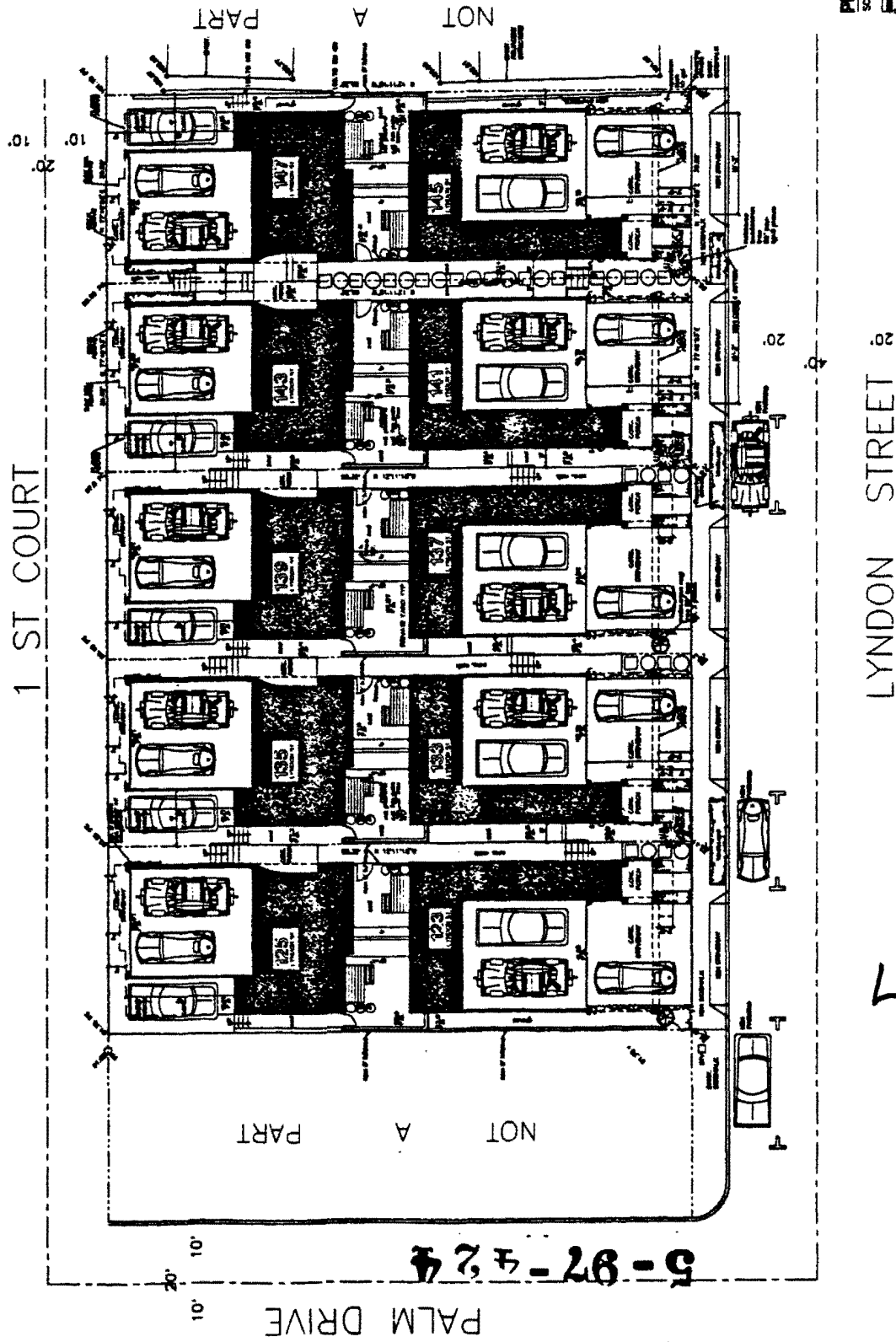
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COASTAL COMMISSION

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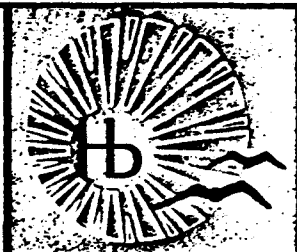
VSA

Kevin Kordick

Lyndon Street Condominiums
123 - 147 Lyndon Street



Location
124255
Exhibit
4



CITY OF HERMOSA BEACH

CIVIC CENTER

HERMOSA BEACH

CALIFORNIA 902

CITY HALL: (213) 376-6984

POLICE AND FIRE DEPARTMENTS: 376-7981

March 29, 1984

California Coastal Commission
South Coast District
245 West Broadway Street, Suite #380
Long Beach, CA 90801

RECEIVED
MAR 30 1984
CALIFORNIA
COASTAL COMMISSION
SOUTH COAST DISTRICT

Honorable Chairman and Members of the California Coastal Commission:

The City of Hermosa Beach is transmitting to Your Honorable Body an application for the renewal of the City's Coastal Permit for the preferential parking and remote beach parking program.

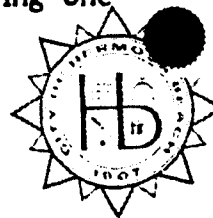
The City considers this program to be essential to the fulfillment of their goals of encouraging access to the beach for the beach visitor while at the same time providing relief from the severe parking problems that exist in the City. These goals are tested most on hot summer weekends and holidays when the City is inundated with up to 100,000 visitors per day.

The program has been designed to reduce traffic and parking impacts by reallocating the beach visitor demand to an area of the City that can better meet the need. This is done through a permit pricing system and the providing of the alternative of free remote parking and a beach shuttle to transport these visitors to the beach. If the visitor does not want to take advantage of this remote parking, a daily parking permit may be purchased enabling the visitor to park in the impacted area for a certain fee.

The City has been concerned about parking and traffic for many years and attempted to deal with the problem for the first time in 1961 with the establishment of the "yellow" meter program. In 1976, the City expanded the program but still found the demand to exceed the supply. In 1978, the City invited the Urban Land Institute to assist them in studying the problem. A demonstration program was devised and implemented in July of 1980, and was operated separate from the "yellow" meter program. In December of 1981, the City combined the two programs requiring one

5-47424

Exhibit 85
explanatory "yellow
meter



permit for the area and establishing a fee for the residential permits.

It is the City's understanding that the Commission is concerned about the potential effects of a preferential parking program on coastal access. The City shares this concern and feels it is offering a program which mitigates the parking and traffic demands as well as encouraging visitors to the beach.

The City solicits your approval of the project as an innovative solution to a difficult problem for all coastal communities.

Yours truly,

Gregory T. Meyer / P. S. S. S.

Gregory T. Meyer

City Manager

Exhibit # 5

P2

I. EXISTING PROJECT DESCRIPTION

Project consists of a permit program and a park and ride system to deal with parking problems and congestion in the beach-oriented area of the City. The boundaries of this area are: The Strand on the west, Loma/Morningside Drive on the East, and the City boundaries on the north and south. The purpose of this program is to reallocate the parking demand from where it cannot be met to an area where it can be met. Permits allow unlimited parking in the area including the yellow meters. Annual permits are available to any resident of the impacted area showing current proof of residence and current registration to their current address for \$10. Transferable guest permits are available to residents of the impacted area for \$10 also. People who are employed in the impacted area may purchase an annual permit for \$10 upon proof of employment (payroll stub, etc.) at a business located in such area. Non-residents coming into the area have the following choices for parking:

1. Purchase a day permit for \$2.00
2. Pay the yellow meter at \$.50/hr. (12 hour maximum)
3. Use the commercial lots at \$.25/hr. (2 hour maximum)
4. Park where there are no restrictions east of Loma Drive (approximately five blocks from the beach).
5. Use the free parking lots located at City Hall and on the railroad right-of-way and take the shuttle to the beach (please see attached map).

The area presently has 1-hour parking from 8 a.m. to 5 p.m. except with a residential, guest, or daily permit: No restrictions from 5 p.m. to 2 a.m.: No parking from 2 a.m. to 6 a.m. without a resident or guest permit. Businesses in the impacted area can also be issued one permit per employee with the submission of payroll records.

A significant part of our parking problem is due to historic problems of poor subdivision practices. This has created substandard lots which in many cases were significantly overbuilt by contemporary standards. The older structures in the area predate modern parking standards and generally have little or no garaging. Additionally, the small lots mean that where garages exist, a curb cut is created which further reduces parking. Added to this is the parking demand created by up to 100,000 beach visitors per day during our peak summer season. These visitors arrive predominately by car and compete for scarce parking spaces with residents and their

Exhibit 5 P 3
5-97424

visitors, further congesting the area and infringing on the residential character of the area. Other problems are also created. Traffic is increased as residents and non-residents search for parking. There are more pedestrian-auto conflicts and accidents, illegal parking, and an increase in the noise level.

The quality of neighborhoods is affected. Residents feel disinfranchised by the situation and often resort to protectionist measures. Some park a vehicle on the street just to reserve a space for a later time for guests or repair people. Employees of neighborhood businesses, construction crews, medical people and others resent competing with beachgoers for street parking. They place demands on enforcers for special treatment while residents demand more enforcement. Beachgoers resent searching for parking and feel justified taking illegal spaces and not paying fines. As a result, they often act less respectfully of people and property in the City.

These problems point out the fact that parking in this area is a scarce resource which must be rationed. The project will lessen the traffic and parking impact on the congested project area by creating and encouraging alternative parking. This is the principle of the permit pricing system.

The parking spaces available for remote parking are shown on the attached map. In total, 401 spaces are available along the railroad right-of-way, City Hall parking lots and various other lots along Valley Drive. The shuttle operating between May 15 - September 15 will travel a fixed loop along Valley Drive and down along Hermosa Avenue to serve beachgoers. This shuttle will operate with 15 minute headways and will carry passengers from the lots to the beach and back again between the hours of 9 a.m. to 5 p.m., seven days per week (including holidays) during this May - September period. This is an improvement over the shuttle service provided in previous years. This service will have a shorter loop time and will be serving a greater number of remote lots and the beach.

II. BACKGROUND INFORMATION

In order to determine whether or not beach attendance was affected by the parking program, data was collected from the daily estimates of the number of beach users made by lifeguards at each beach. It is hoped that while any individual count may be inaccurate, averages over the entire season would be reasonably accurate.

5.97 421
Exh. 61 Sp 4

AVERAGE DAILY LIFEGUARD BEACH COUNTS

<u>Year</u>	<u>Hermosa</u>	<u>Redondo- Clifton</u>	<u>Redondo- Redondo</u>	<u>Manhattan- El Porto</u>	<u>Manhattan Pier</u>	<u>Manhattan Marine St.</u>	<u>Total</u>
1979	18,167	12,349	5,645	2,879	5,510	6,754	51,024
1981	42,151	16,119	9,628	4,933	10,197	7,983	91,011
1983	97,179	14,213	11,001	4,295	14,523	6,802	148,013

These counts show large and steady increases over the years at both Hermosa Beach and at neighboring beaches. Over the four year period between 1979 and 1983 the counts show an over 400% increase in beach attendance at Hermosa and increases at the neighboring beaches ranging between 3% and 64%. While it is likely that beach usage increased over this period, increases of this magnitude are very unlikely. It appears that the changes are mainly due to different lifeguards making the counts each year with those in latter years tending to overestimate beach usage. However, the lifeguard counts do indicate that Hermosa Beach did not have a dramatic decrease in beach usage.

The beach shuttle that was operated along Valley, Hermosa between Pier and Gould had a ridership of approximately 4,500 people between May 15 and September 15, 1983.

III. CURRENT APPLICATION

The City is proposing certain changes in its program to better meet the parking demand needs.

First, the City would like to raise the cost of the day permits from \$2.00 to \$5.00. This price increase will serve to encourage non-residents of the impacted area to utilize the remote parking facilities. The fee increase will also assist in reducing operating costs of administering the remote parking facet of the overall program as well as the shuttle service. As a result of litigation against the City, the court has mandated the City to sell annual permits to residents of the impacted area only. Hence, non-residents of the impacted area must either park in metered parking, buy a day permit, find free parking east of the impacted area, or utilize the free parking lots and beach shuttle made available by the City. The City believes that the daily permit fee increase will better distribute the parking demand to areas where it can be met.

Second, the City would like to charge a 25¢ fare for the shuttle serving the remote parking lots. It is hoped that this small fare will help to recover a portion of the

5.97 4/24
Exhibit 5
p 5

costs of operating the shuttle while at the same time not inhibit ridership. The 25¢ fare seems reasonable in light of the short travel time and distance.

In his letter of February 9, 1984, Robert Joseph indicated that the City should address certain conditions. These included:

1. Posting of the remote parking lots.
2. Adjusting the hours of ticketing and enforcement to match each other, and
3. Improving the existing signs with more concise verbage and information.

The City is proposin to ame d t-eir booth signs to read:

"Beach Visitor Information"
Free Parking and 25¢ Shuttle
9 AM - 5 PM
7 days/week - May 15 to September 15

- (1) Public parking signs will be posted at the remote lots that are not already posted so that people not familiar with the area will be able to easily locate these lots.
- (2) The issue addressed by comment number 2 was in response to a query by a resident. During the winter months (September 15-May 15), the beach shuttle does not operate even though parking permits are still required to park at the yellow meters (if one does not want to pay the meters). The reason for the lack of the shuttle operation is a fraction of the summer seasonal demand. The remote lots remain unused and the shuttle becomes unnecessary as people are able to park within a block of the beach. It would be ludicrous to offer a shuttle service that would be unable to get people any closer to the beach than they already were.
- (3)Also, the information booths will have visitor information brochures indicating the location of the lots and the frequency of the shuttle, as well as information on daily permits. The parking information booths will be open 7 days a week from May 15 to September 15 between the hours of 8:15 a.m. and 4:45 p.m.

Daily permits are available at City Hall also.

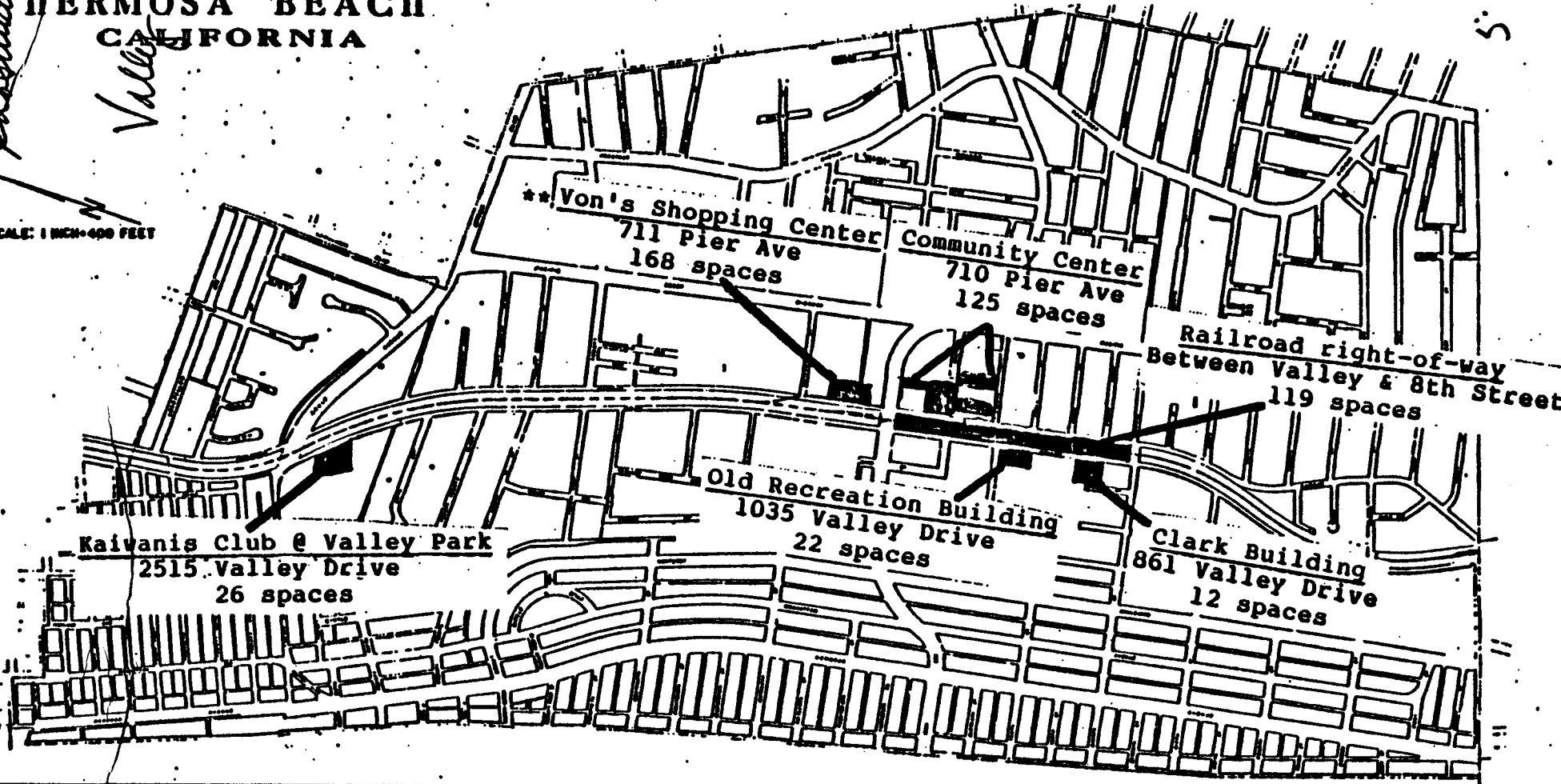
5-47 424
Exh. 1 E
P 6

REVISED REMOTE PARKING

1-19-89

CITY OF
HERMOSA BEACH
CALIFORNIA

SCALE: 1 INCH = 400 FEET



Previous Remote Parking: 401 spaces

Revised Remote Parking : 472 spaces

Total Additional Parking: 71 spaces

** Publicly Financed Parking.

Open to Public (bottom level)