

STATE OF CALIFORNIA - THE RESOURCES AGENCY

JW 156
PETE WILSON, Governor**CALIFORNIA COASTAL COMMISSION**

South Coast Area Office
200 Oceangate, 10th Floor
Long Beach, CA 90802-4302
(562) 590-5071

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Staff: Padilla-LB
Staff Report: 3/17/98
Hearing Date: 4/7-10/98
Commission Action:

**STAFF REPORT: PERMIT AMENDMENT****APPLICATION NO.:** 5-84-236A**APPLICANT:** City of Hermosa Beach

PROJECT LOCATION: Pier Avenue, between Valley Drive and Monterey Boulevard; the area bounded by The Strand, Morningside Drive (north of Pier Avenue and Loma Drive (south of Pier Avenue) to the east, and the City limits to the north and south.

DESCRIPTION OF PROJECT PREVIOUSLY APPROVED: Implementation of preferential parking and remote beach parking program including but not limited to placement of kiosks, signs, and improvement of two parking lots for 150 and 50 cars, respectively. Project will affect 1300 parking spaces.

DESCRIPTION OF AMENDMENT: Amend preferential parking program to change the permit restricted parking area hours from 8 am to 5 pm to 10 am to 10 pm.; eliminate parking prohibition without a permit from 2 am to 6 am; enforce parking restrictions for "yellow" and "silver" meters from 10 am to 12 midnight; and install two hour maximum parking meters along upper Pier Avenue which is currently subject to two hour parking limits.

SUBSTANTIVE FILE DOCUMENTS: City of Hermosa Beach LUP; CDPs #5-82-251, 5-84-236, 5-92-177, 5-97-011 (City of Hermosa Beach)

PROCEDURAL NOTE: The Commission's regulations provide for referral of permit amendment requests to the Commission if:

- 1) The Executive Director determines that the proposed amendment is a material change,
- 2) Objection is made to the Executive Director's determination of immateriality, or
- 3) the proposed amendment affects conditions required for the purpose of protecting a coastal resource or coastal access.

If the applicant or objector so requests, the Commission shall make an independent determination as to whether the proposed amendment is material. 14 Cal. Admin. Code 13166.

SUMMARY OF STAFF RECOMMENDATION:

The staff recommends that the Commission determine that the proposed development with the proposed amendment is consistent with the requirements of the Coastal Act.

The staff recommends that the Commission adopt the following resolution:

I. Approval

The Commission hereby grants a permit 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, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

II. Standard Conditions.

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

III. Special Conditions:

None

IV. Findings and Declarations.

A. Project Description

The applicant proposes to amend the previously approved preferential parking program to change the permit restricted parking area hours from 8 am to 5 pm to 10 am to 10 pm.; eliminate parking prohibition without a permit from 2 am to 6 am; enforce parking restrictions for yellow silver meters from 10 am to 12 midnight; and allow two hour maximum parking meters along upper Pier Avenue which is currently subject to two hour limits.

The preferential parking area encompasses an area of approximately 46-acres bounded by the Strand to the west, the City's northern and southern boundaries, and Loma and Morning side Drives to the east in the City of Hermosa Beach. The preferential parking area extends approximately 1,000 feet inland.

B. Background

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 streets are narrow, the densities high, parking is scarce for residents as well as for visitors.

In response to this problem the City maintains 471 free public parking spaces about five or six blocks from the beach along the railroad right-of-way corridor, and in 1982 implemented a preferential parking and remote beach parking program (CDP #5-82-251).

The preferential parking and remote beach parking program was implemented with "disincentives" to discourage public on-street parking along the beach area and "incentives" to encourage use of free remote parking. The program included placement of parking meters on Hermosa Avenue, the arterial parallel to the beach and one block inland, and designated 1,300 on-street parking meters on Hermosa Avenue and on east west streets in the beach impact "Preferential Permit Parking Zone" for long term residential parking. Most of the meters allowed twelve hour parking. The City also posted Manhattan Avenue (a collector parallel to the beach and two blocks inland) for "one hour parking without permit", and installed 200 "silver meters" providing up to two hours of parking in commercial areas. The residential area included 1,100 "yellow meters" with one hour maximum time limits. The "yellow meters" allowed unlimited parking for residents but also allowed four hour parking for beach visitors. Annual Permits were made available to residents and certified employees allowing permitted vehicles to park in any zone with no time limit.

The City also proposed remote lots and areas of unlimited free parking as part of the program. The incentive to use the remote lots was that the parking on these lots would be "unlimited free public parking".

The Commission approved the program with special conditions to create 1) 200 additional free parking spaces in lots located four to six blocks from the beach in addition to those originally proposed, for a total of 400 "long term free public" parking spaces in remote lots, 2) sell day parking permits within the City to any person at two locations, and to 3) operate a free bus from the remote lot to the beach.

In 1984 the City submitted an application for a revised preferential/ remote parking program (#5-84-236). The revised program incorporated all but one of the aforementioned conditions in its description. This program provided 400 beach access spaces on a number of lots, and provided for annual permits for residents of the beach impact zone and day permits to anyone. In 1986, the Commission granted a request by the City to remove the bus portion of the project due to lack of ridership and lack of funding.

In 1997 the Commission approved a permit (#5-97-011) for the construction of a 380 public space parking, plus 100 spaces to support a new hotel development [CDP# 5-96-282 (Seaview Hotel)], adjacent to Hermosa Avenue. The purpose of the parking structure was to reduce the parking problem in the area. The City also indicated that they would discontinue selling monthly parking permits to employees of the downtown commercial area. The City stated that by discontinuing the selling of permits to employees parking spaces within the downtown area and along the beach would become available to visitors the the downtown area and to the beach.

C. Public Access

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 30252 of the Coastal Act states in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation....

In addition the City's LUP parking policy C.1. states:

That the City should not allow the elimination of existing on-street parking or elimination of existing on-street parking or off-street parking spaces within the coastal zone. Future residential and commercial construction should provide the actual parking necessary to meet the demand generated.

The applicant's proposed amendment includes the installation of 2 hour maximum parking meters on Pier Avenue, between Manhattan Avenue to Valley Drive (Commercial area), in replace of the existing signage that currently limits parking to a maximum of 2 hours. Enforcement of the meters will be between 10:00 a.m. to 12:00 midnight with rates consistent with meter rates throughout the City.

Within the Residential area the applicant is purposing changes to the enforcement hours. One change will be to the hours of enforcement of the permit parking only areas. The permit parking only area hours are currently from 8 a.m. to 5 p.m. The amendment will change the enforcement hours to between 10 a.m. and 10 p.m. The second change will be to the "yellow meters" and "silver meters". The "yellow meters" are currently enforced 24 hours. The "silver meters" are currently enforced from 6 a.m. to 6 p.m. along lower Pier Ave and the surrounding streets. The other areas that have "silver meters" currently are enforced between 9 a.m. and 8 p.m. The proposed amendment will change the enforcement of all meters to 10 a.m. to 12 midnight.

The changing from sign restrictions to meters along Pier Avenue, and the change in the hours of enforcement within the existing preferential/ parking program district, will not adversely impact beach access. The change is actually a positive change in terms of beach access. The proposed hours will reduce the hours of enforcement in the morning, from 1 to 4 hours, and increase the enforcement hours in the evening by 4 to 6 hours. The change will provide 1 to 4 hours of additional free parking in the morning for the areas adjacent to the beach ("yellow" and "silver" meters). This will allow early morning beachgoers and recreationalist additional hours of free parking. The increased enforcement in the evening hours will not significantly impact beach access because beach access generally occurs during the day and has tapered off significantly in the evening.

However, there are some users of the beach and Strand during the evening hours, especially during the summer where the daylight hours are longer. But at this time the number of people using the beach and surrounding area for recreational purposes has significantly diminished as compared to the afternoon and late afternoon period. For those continuing to use the metered street parking areas for accessing the beach or Strand for recreational purposes in the early evening the metered on-street parking will continue to be available and the change will mean that they will have to pay for an additional 1 to 2 hours for the last hours of remaining daylight.

Furthermore, the preferential parking and remote beach parking program was approved with "disincentives" to discourage long-term street parking and encourage use of the public lots so that the short-term street parking would be available for commercial patrons and to reduce the conflict between residents and beachgoers. The proposed changes to the Residential Preferential Parking District is intended to reduce the intrusion of commercial parking into adjacent residential neighborhoods during the evening hours. Beachgoer parking during the day will not be impacted. The proposed change in enforcement hours will encourage short-term retail parking on the streets within the Commercial area and longer term parking in the City's beach lots, including the City's proposed parking structure (CDP #5-97-011).

The proposed amendment is consistent with the original intent of the Commission approved parking program in that with the longer evening hours of enforcement long-term street parking will be discouraged which will free up street parking for patrons of the commercial establishments and reduce the parking conflict between residents and beachgoers. The Commission, therefore, finds that the proposed amendment will not adversely impact coastal access and will be consistent with Sections 30213, and 30252 of the Coastal Act and with the applicable policies of the City's Land Use Plan.

D. Local Coastal Program

(a) 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.

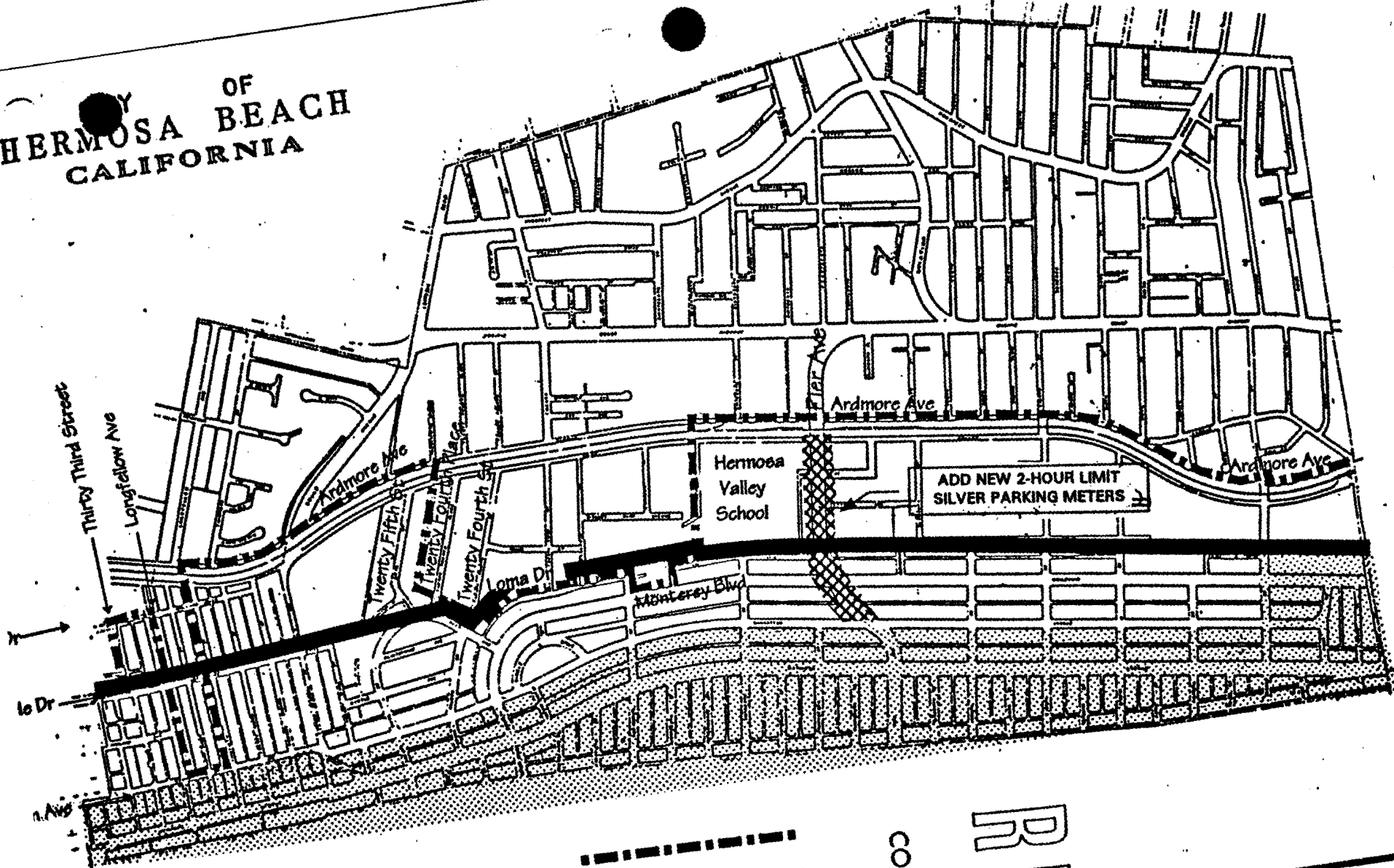
On September 1981, the Commission certified, with suggested modifications, the land use plan portion of the Hermosa Beach Local Coastal Program. The certified LUP contains policies to guide the types, locations and intensity of future development in the Hermosa Beach coastal zone. Among these policies are those specified in the preceding section regarding public access. The proposed development is consistent with the policies of the certified LUP. As proposed the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the proposed project 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).

E. CEQA

Section 13096(a) 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)(A) 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 effects which the activity may have on the environment.

There are no negative impacts caused by the proposed development which have not been adequately mitigated. Therefore, the Commission finds that the proposed project is consistent with the requirements of the Coastal Act to conform to CEQA.

CITY OF HERMOSA BEACH CALIFORNIA



COASTAL ZONE BOUNDARY

PREFERENTIAL PARKING DISTRICT BOUNDARY

PARKING METER LOCATIONS
(24-HOUR YELLOW & 2-HOUR SILVER METERS)
12- 3-

CITY OF HERMOSA BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

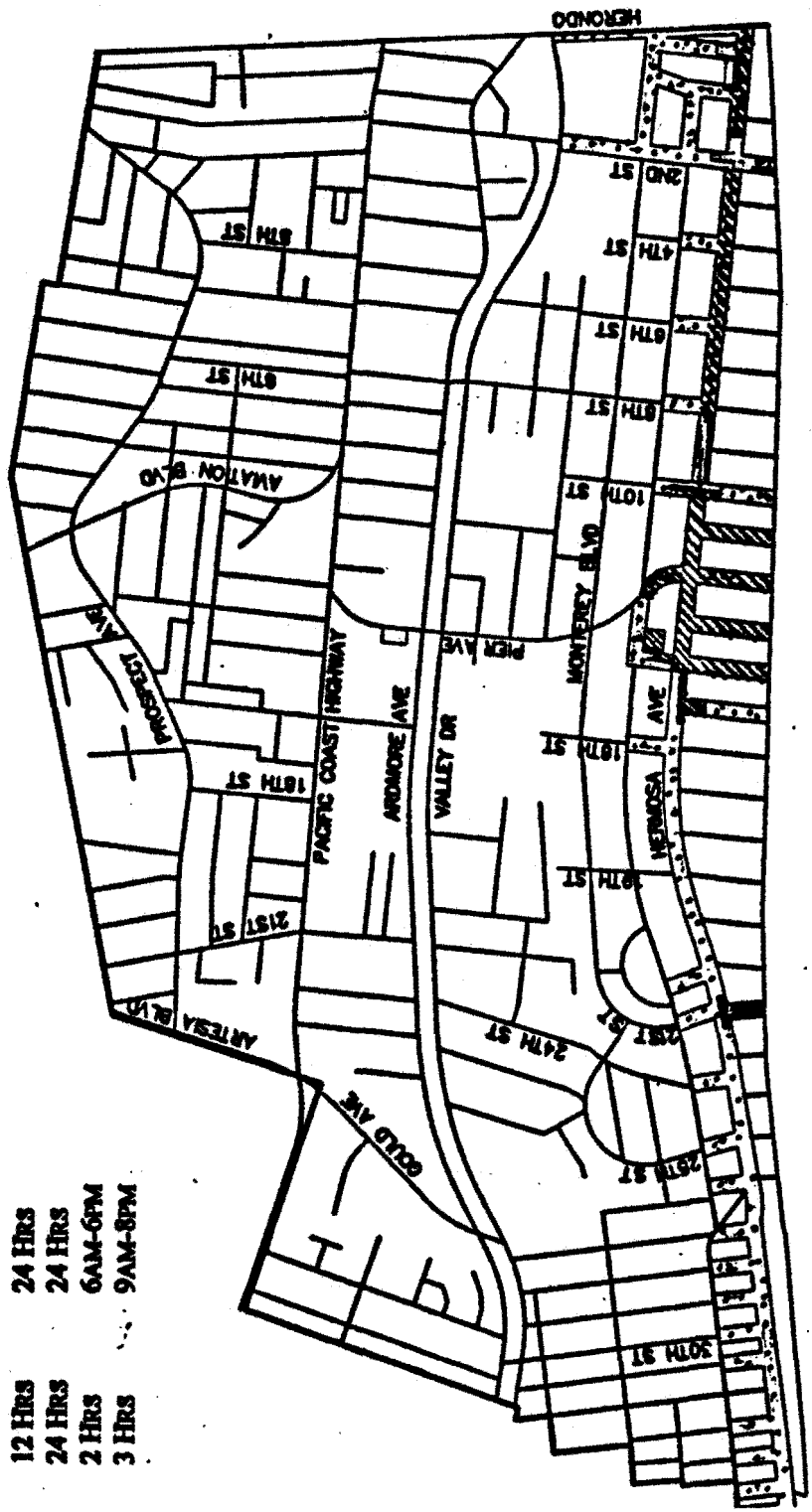
CALIFORNIA
COASTAL COMMISSION

RECEIVED
NOV 18 1997

EXHIBIT NO. 1
Application Number 5-84-236A
Vicinity Map
California Coastal Commission

PARKING METER INVENTORY (COASTAL ZONE)

METER TYPE	MAX HOURS	HOURS ENFORCED
YELLOW	12 HRS	24 HRS
YELLOW	24 HRS	24 HRS
SILVER	2 HRS	6AM-6PM
SILVER	3 HRS	9AM-8PM



YELLOW 24-HRS IN MEDIAN

HIBIT NO. 2

Publication Number

-84-23CA

meter locations

hours

California Coastal Commission

Coastal Permit Application – Parking Meters Upper Pier Avenue & Amendment to Preferential Parking District - Coastal Development Permit No. 5-84-236

Background

The City is proposing to implement the parking program outlined in the Downtown Circulation and Parking Study prepared in April 1996. The study prescribes parking improvements on lower Pier Avenue consistent with the Downtown Improvement Plan and establishment of parking zones and pricing policies to encourage long term parking in City owned parking structures and lots and discouraging long term commercial parking and residential on-street parking without a parking permit.¹

Parking Meters Upper Pier Avenue

The proposed parking improvements on Upper Pier Avenue include:

- *Maximum 2 hour parking meters consistent with existing posted parking restrictions*
- *Parking meters installed from Manhattan Avenue to Valley Drive*
- *Parking enforcement from 10:00 a.m. to 12:00 midnight*
- *Parking meter rates consistent with meter rates throughout the City*

The overall long term parking supply for beachgoers will not be impacted with metering as Upper Pier Avenue is currently restricted to 2 hour parking. Further, beachgoers tend to stay at the beach more than two hours. The proposed parking meters will clarify on-street parking regulations and implement the City's parking policies on Upper Pier Avenue. Thus, the most convenient and least expensive beachgoer parking is proposed for the downtown public parking structure and City owned lots adjacent the beach, while on-street parking is proposed to be more costly and oriented more toward short-term downtown retail users to ensure a higher turnover of parking.²

Preferential Parking District -Residential Areas

The proposed changes to the Residential Preferential Parking District include:

- *Enforcement hours from 10:00 a.m. to 10:00 p.m., 7 days a week*
- *Elimination of parking prohibitions without a permit from 2:00 a.m. to 6:00 a.m.*
- *Enforce parking restrictions – yellow meters from 10:00 a.m. to 12:00 midnight*
- *Enforce parking restrictions– silver meters from 10:00 a.m. to 12:00 midnight, 2 hours limit*

The proposed changes to the Residential Preferential Parking District are intended to reduce the intrusion of commercial parking into adjacent residential neighborhoods during the evening hours. Beachgoer parking will be unaffected by the proposed changes. The City is instituting an overall parking strategy to encourage short-term retail parking on-street and longer term parking in the proposed City parking structure.

Environmental Assessment - Parking

The metering of Upper Pier Avenue and amendments to the Preferential Parking District are Categorically Exempt as Class 1 projects under Section 15301 (c) of CEQA guidelines as minor alterations to operation of public facilities and Class 2 construction and/or replacement of minor structures (signs and parking meters accessory to existing public facilities). Approval or rates, tolls, charges by public agencies is a Statutory Exemption, Section 15273 (4) obtaining funds of capital projects necessary to maintain service within existing service areas.

Attachments

1. Resolutions - Residential Preferential Parking District & Coastal Commission
2. Map of Residential Parking District

1. "City of Hermosa Beach, Downtown Circulation and Parking Study", Kolve Engineering
2. "City of Hermosa Beach Downtown Circulation & Parking Study "pricing" B59. H/cw

EXHIBIT NO. 3

APPLICATION NO.

5-84-236A

City's Description of Changes

State of California, George Deukmejian, Governor

California Coastal Commission
SOUTH COAST DISTRICT
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, California 90801-1450
(213) 590-5071

FILE COPY

FILED: 4/5/84

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180th DAY: 10/2/84

STAFF: Ryan *JR*

STAFF REPORT: 7/3/84df

HEARING DATE: 7/11/84

REGULAR CALENDAR

STAFF REPORT AND RECOMMENDATION

Application: 5-84-236

Applicant: City of Hermosa Beach
1315 Valley Drive
HERMOSA BEACH, CA 90254

Description: Implementation of a preferential parking program and a remote beach park-and-ride system

Site: The Strand on the west, Loma/Morningside Drive on the east and the City boundaries on the north and south, Hermosa Beach

Substantive File Documents:

1. The City of Hermosa Beach Conditionally Certified Land Use Plan (LUP)
2. Previous Coastal Permit 5-82-251
3. Land Use Plan Background Documents

SUMMARY

Staff is recommending approval with no special conditions.

STAFF RECOMMENDATION

The staff recommends the Commission adopt the following resolution:

Approval

The Commission hereby grants a permit 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, is located between the sea and the first public road nearest the shoreline and is in conformance with the public access and public recreation policies 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.

EXHIBIT NO. *1*
APPLICATION NO.
5-84-236A
Original Staff



- I. Standard Conditions: See Attachment X.
- II. Special Conditions: None.
- III. Findings and Declarations.

The Commission hereby finds and declares as follows:

A. Background. On May 18, 1982, the Commission conditionally approved a permit for the implementation of a preferential parking and remote beach parking program for the City of Hermosa Beach. The Commission conditionally approved that permit to expire after two years in order to be able to further review and to reevaluate what, if any, are the impacts on beach access. The proposed development is to continue the program with some modifications regarding fees, posting of signs, enforcement and remote parking facilities to accommodate an additional 100 cars over and above the previous permit that provided 300 spaces. (See Exhibit B.) Following is a more specific project description of the City's original permit (5-82-251):

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 \$.30/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.

The Commission's previous conditions were as follows:

1. This permit shall expire two years from the date of approval. In order to demonstrate the impact on beach access from the implementation of this program, the City shall maintain beach attendance figures and bus ridership records.

2. The City shall submit, for the approval of the Executive Director, a sign and public information plan that shall be implemented before the on-street parking disincentives are enforced. Said plan shall be clear, accessible, and internally consistent.

- a. the plan shall make information on the existence of the parking lot, the bus, and the non-resident day permit available on every block where hourly parking, "silver" and "yellow" meters are present with the same size of lettering and frequency of placement as the sign identifying restrictions.
- b. identify one or more locations open during all hours of enforcement for the sale of such permits.
- c. indicate the days and hours during which the program is in operation and that the permits are not needed when the program is not in operation.

3. Pursuant to Condition 2 (two) the City of Hermosa Beach shall demonstrate to the Executive Director that the bus/jitney will be in operation during those days and hours when the disincentive portion of the program is enforced, or conversely, that when and if the bus or the 200 remote spaces are not available, that any person will be able to park on City streets and in City lots for periods over four hours (without needing to leave the beach to feed meters) in order to get to the beach.

4. Within thirty (30) days of Commission action, the City shall designate the location of a reservoir of one hundred additional parking spaces which shall be made available to the satellite parking program by the middle of June, 1982. Furthermore, by March 1, 1983, the City shall identify an additional one hundred (100) such spaces which shall be available for the parking program by mid-June (June 18) of 1983.

B. Project Description. The proposed development is for the renewal of the City's previous coastal permit (5-82-251) for a preferential parking and remote beach parking program. Additionally the City is proposing to increase the cost of the day permits from \$2.00 to \$5.00 and to charge a 25¢ fare for the shuttle bus serving the remote parking lots. Following is a more specific description as submitted by the City of those changes in cost:

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

Additionally, because of on-going public concerns, the Commission staff has requested and the City has agreed to incorporate three additional modifications to the parking program. Following is the City's response:

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 proposing to amend their booth signs to read:

"Beach Visitor Information"
Free Parking and 25¢ Shuttle
9 AM - 3 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 6:45 p.m.

Daily permits are available at City Hall also.

The proposed preferential parking and remote beach parking program is for a four month period from May 15 to September 15. This program is separate from an existing on-going 12 month residential permit parking program (yellow meter program) which the City implemented prior to developing the preferential parking program.

The yellow meters are located along Hermosa Avenue and on two minor streets 1/2 block from the beach.

Residents of the coastal area can purchase an annual permit which allows them to park at the yellow meters without paying the meter year round. This same permit allows the residents to park on the streets when parking is restricted during the summer months pursuant to the

The yellow meter program is a separate program from the summer preferential parking program in that beach visitor parking is not limited by the yellow meters. Beach visitors can park during the winter months (when only the yellow meter program is in operation) on any residential street for free with of course the exception of Hermosa Avenue. Staff has had extensive discussions and correspondence (See Exhibits C through G) with a concerned local resident and the City regarding the annual parking permit program versus the proposed 4-month summer preferential parking.

C. Development. Section 30252(40 of the Coastal Act states that "The location and amount of new development should maintain and enhance public access to the coast by. . . (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation. . ."

The City of Hermosa Beach has historically experienced a shortage of parking due to competing parking demands of beach-goers, customers of commercial establishments, and the surrounding residential uses which range from low to high density. In order to alleviate those parking demands, the City has proposed the subject parking management plan which consists of a parking permit program and a park-and-ride system. According to the City, 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 proposed parking program will affect approximately 1300 metered on-street parking spaces and will provide 400 remote parking spaces at seven locations (see Exhibit B). In order to demonstrate the impact on beach access, the Commission conditioned the previous coastal permit requiring the City to maintain beach attendance figures and bus ridership records. Following is a summary of those statistics as submitted by the City:

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.

AVERAGE DAILY LIFEGUARD BEACH COUNTS

Year	Hermosa	Redondo-Clifton	Redondo-Redondo	Manhattan-El Porto	Manhattan Pier	Manhattan Marine St.	Total
1979	18,167	12,349	5,645	2,879	5,910	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 4,300 people between May 15 and September 15, 1983.

The City has made a diligent effort to encourage access to the beach while at the same time providing some relief for the severe local parking problems that exist in the City. The City has been implementing the parking program for two years and has proposed to fine-tune the program to address both public and coastal staff concerns. The proposed development will lessen traffic and parking impacts within a congested area by creating and encouraging alternative parking. If a beach-user does not wish to take advantage of one of the more than 400 free remote parking spaces, a daily parking permit may be purchased for a certain fee. Additionally, the City has proposed a signage and information program to adequately inform the public. Therefore, the Commission finds that the proposed development is consistent with Section 30210 to provide "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." The Commission further finds that the proposed parking plan will enhance public access to the coast, consistent with Section 30252 of the Coastal Act.

