

**CALIFORNIA COASTAL COMMISSION**

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Staff:	AJP-LB <i>el</i>
Staff Report:	7/25/00
Hearing Date:	8/8-11/00

**RECORD PACKET COPY****STAFF REPORT: REGULAR CALENDAR****APPLICATION NUMBER: 5-99-219****APPLICANT:** City of Santa Monica

**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:** Reauthorization to continue preferential parking for residents only between the hours of 6:00 P.M. and 8:00 A.M., along Adelaide Drive, between Ocean Avenue and the coastal zone boundary, and Fourth Street between Adelaide Drive and San Vicente Boulevard.

**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 a special condition limiting the permit to a five-year time limit, at the end of which the applicant may apply for a new permit to reauthorize the parking program. The program, as it has been carried out, has not significantly reduced the availability of public access to the beach or for coastal recreation. As conditioned, if adopted would ensure that the project will not have any 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 Commission approved a permit for residential preferential parking in August 1997, with the same hours currently proposed. The Commission limited the permit to one year from the date of issuance, after which the City was to submit a new permit application and provide a Baseline Study so that the impact to the surrounding area could be evaluated. The City originally submitted an application when the permit expired in January 1999, as required, however, because the one year expiration period did not allow the City to gather data during the summer period, the City was allowed additional time to conduct the necessary surveys during the summer period. There were additional delays in having the data submitted to Commission staff due to limited City resources and scheduling concerns.

**STAFF RECOMMENDATION:**

Staff recommends that the commission adopt the following resolutions:

**I. MOTION, STAFF RECOMMENDATION AND RESOLUTION**

Staff recommends that the Commission make the following motion and adopt the following resolution:

**MOTION:** *I move that the Commission approve Coastal Development Permit #5-00-219 pursuant to the staff recommendation.*

**STAFF RECOMMENDATION OF APPROVAL:**

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

**RESOLUTION TO APPROVE THE PERMIT:**

The Commission hereby approves a permit, subject to the conditions below, for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the provisions of Chapter 3 of the California Coastal Act and 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. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/ or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternative that would substantially lessen any significant adverse impacts of the development on the environment.

**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. 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.
6. 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. Termination of Preferential Parking Program**

(a) The parking program authorized by this permit shall terminate five years from the date of approval of the permit.

(b) The City may apply for a new permit to reauthorize the parking program. Any such application shall be filed complete no later than 54 months from the date of approval of this permit and shall include all of the following information: The application for a new permit shall include a parking study documenting parking utilization of the streets within the preferential zone and the surrounding area, including Entrada Drive, Amalfi Drive, East Channel Road and Ocean Avenue, in the City of Los Angeles. The parking study shall include at least three summer non-consecutive weekends between, but not including, Memorial Day and Labor Day. The parking study shall also include a parking survey for the three summer non-consecutive weekends documenting purpose of trip, length of stay, parking location, destination, and frequency of visits.

(c) All posted parking restriction signs shall be removed prior to termination of authorization for preferential parking unless the Commission has approved a new permit to authorize preferential parking beyond five years from the date of approval of this permit.

**2. Future Changes**

Any change in the hours, days, or boundaries of the approved preferential residential parking zone will require an amendment to this permit.

**IV. FINDINGS AND DECLARATIONS:**

The Commission hereby finds and declares:

**A. Project Description and Location**

The applicant is requesting a coastal development permit to reauthorize a residential preferential parking program that was approved by the Commission in 1997 (CDP No. 5-97-215). The parking program included Adelaide Drive, from Ocean Avenue to the coastal zone boundary (500 block of Adelaide Drive), and along Fourth Street,

between Adelaide Drive and San Vicente Boulevard. Public parking will be prohibited along Adelaide Drive and Fourth Street between the hours of 6:00 P.M. and 8:00 A.M., seven days a week, consistent with the hours previously approved by the Commission.

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 entirely within the City of Santa Monica (See Exhibit 2).

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. 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).

**C. Previous Commission Permit Action on Preferential Parking Programs within the City of Santa Monica.**

In 1999, the Commission approved seven residential preferential parking zone permits within the City of Santa Monica [ 5-99-045 through 51 (City of Santa Monica)]. The seven separate districts were located in the southern portion of the City, in the Ocean Park area and varied from the first block from the beach to one that was over six blocks away from the beach. The public parking hour restrictions of the seven districts ranged from evening hours only to 24-hours. Based on the location of the districts and hour restrictions, the Commission required replacement parking for public use as mitigation for the loss of the public spaces. The Commission limited the permits to a five year period, after which the City could submit a new coastal development permit application to reauthorize the parking program and required parking studies to evaluate parking utilization for the streets within the proposed preferential parking zone and the nearby beach parking areas.

The Commission limited the coastal development permit to five years to ensure that the parking restrictions will not have adverse impacts to beach access in the future due to potential changes in beach attendance and parking needs.

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

Over the last twenty years the Commission has acted on a number of permit applications throughout the State's coastal zone with regards to preferential parking programs along public streets. 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 City proposed to mitigate the loss of available parking along the public streets by the availability of day use permits to the general public, the provision of remote lots and a free shuttle system. The Commission approved the program with the identified mitigation measures.

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 and a shuttle system in addition to 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 the Commission 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 exacerbated. The Commission found in this particular case that the residents were competing with visitors for parking spaces; parking was available for visitors and beach goers 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 that were recently constructed and subject to coastal development permits.

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. With insufficient off-street parking and an increase in beach visitation, on-street parking became a problem for residents and businesses within the Village and within the Neighborhood. The proposed preferential parking 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 also 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 conflicts with Coastal Act access policies. Therefore, the Commission approved the permit with special conditions to assure public access. These conditions limited the number of permits within the Village area, restricted public parking limitations to vista point areas in the Neighborhood district, required an access signage program, operation of a



public shuttle system, and monitoring program and imposed a one-year time limit on the development that was authorized (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 along Pacific Coast Highway that closed at 5:30 p.m., the Commission denied the application because the areas were used for parking by beach goers and because elimination of public on-street parking along these streets would significantly reduce public beach parking in the evening and also reduce visitor serving commercial parking.

In 1997 the Commission denied, on appeal, a City of Los Angeles' Coastal Development Permit for preferential residential parking in the Venice area [A-5-VEN-97-183 (City of Los Angeles)]. The Commission found that because of the popularity of Venice Beach and Ocean Front Walk (boardwalk), the limited amount of off-street beach parking within the beach parking lots was not adequate to support the amount of visitors that came to the area and that the surrounding neighborhoods served as a parking alternative to the beach parking lots. Therefore, the Commission found that restricting public parking along these streets during the beach use period would adversely impact beach access.

As shown above, the Commission has had before them a number of preferential parking programs statewide. The Commission has approved all of the programs except for two programs. 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 and access to the beach, 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 areas within the Neighborhood district that were approved with parking restrictions were 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 and A5-VEN-97-183 (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 beach goers 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 because no alternative parking sites were 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 significant 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 desire 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 impetus for the parking restrictions was 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-curbings basically along one side of the road(s) and all cul-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.

#### **E. Development Which Requires a Coastal Development Permit**

Section 30600 of the Coastal Act requires a local government wishing to undertake development in the coastal zone to obtain a coastal development permit.

Pursuant to Section 30106 of the Coastal Act development includes a change in the intensity of use of land; a change in the intensity of use of water, or of access thereto; and placement of solid material or structure. In this instance the change in intensity of use of land is converting the on-street parking spaces from public spaces to private residential spaces, i.e. a change in use from a public use, to a private residential use, which in this instance is located on public property. A change in intensity of use of access to the water will also result from the creation of a preferential parking district (zone) by prohibiting public parking and completely limiting the amount of time one can park on a public street adjacent to the beach. Placement of the parking signs implementing the district also constitutes development.

The Commission has consistently maintained that the establishment of preferential parking programs constitutes development and could adversely impact public access to public beaches and other coastal recreational areas. In past permit actions, the Commission has consistently found that public access includes not only pedestrian access but the ability to drive into the coastal zone from an inland community and park in order to access and view the shoreline.

**F. Public Access and Recreation**

This permit application is for the reauthorization of a permit that was issued in 1997 for the development of the preferential parking program. The City's implementation of the parking restrictions occurred in March 1998. One of the Commission's concerns in approving the parking program was the potential impact the restrictions would have on the surrounding area and public access. Staff is recommending approval of the reauthorization of the preferential parking program because the proposed hours do not adversely impact beach or coastal recreational access.

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 of the Coastal Act states:

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

Section 30252(4):

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

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 access route 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.

Throughout the year this nuisance problem and the parking difficulties that arise during peak use periods for stair use 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 initially conducted a parking survey, prior to the public parking restrictions, along 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. Review of the parking survey indicates that there were peak parking periods during the weekday and weekend that occur along Adelaide Drive and along Fourth Street.

During the weekday two peak parking periods occurred. On Adelaide Drive, between Ocean Avenue and Fourth Street, which provided 38 parking spaces, the peak demand occurs at 11 A.M. and 7 P.M. During the eleven o'clock hour the total

occupancy was at 63%. During 7 P.M. the rate was at 58%. Along Adelaide Drive, between Fourth Street and Seventh Street the rates were higher. During the morning 78% of the 50 spaces provided on this street segment were occupied at 9 A.M. Then at 7 P.M., 100% of the spaces were occupied.

Along Fourth Street, between Adelaide Drive and San Vicente Boulevard, the morning peak occurred at 7 A.M. During this hour the occupancy rate for the 36 parking spaces was approximately 82%. The evening peak parking demand occurred around 7 A.M. with an occupancy of approximately 97%.

During the weekend there was basically one peak parking period for each segment of Adelaide Drive. Along Adelaide Drive, between Ocean Avenue and Fourth Street, an occupancy high of 68% for the day occurred at 8 A.M. Along Adelaide Drive, east of Fourth Street a high of 72% occurred at 9 A.M. Along Fourth Street there was 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 coincided with increased temporary parking (two hours or less). During the weekday the temporary parking occupancy rate varied 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 did not separate the type of users (stair climbers, strollers, domestic help, delivery, construction workers, etc.) that also park along these streets.

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

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



The high use of the area, which coincides with the use by the stair climbers, creates parking and traffic problems along these narrow streets that in turn creates potential safety problems for emergency vehicle access. The parking survey submitted by the City shows that there is sufficient parking along Adelaide Drive and Fourth Street to support the parking demand during the weekday and weekend. During non-peak hours, along Adelaide Drive, west of Fourth Street, 26% to 56% of the parking spaces are available for public parking. East of Fourth Street 42% to 66% of the public parking spaces are available. Along Fourth Street the availability of spaces is generally lower throughout the day than that on Adelaide Drive due to the fewer parking spaces and the street's proximity to multi-family housing located at the corner of Fourth Street and San Vicente Boulevard. Available spaces range between 14% to 58%, with an available day average of 33%.

Based on the data provided by the City it is apparent that there is more than adequate parking throughout most of the day to support public parking without creating potential traffic safety concerns. There are periods of the day that the available street parking is heavily used and it is at these times there may be potential traffic problems. Potential parking and traffic impacts occur only during peak periods, since at other times of the day there is adequate parking. Along Adelaide, east of Fourth Street, on weekdays, the peak periods, where the parking demand exceeds 70%, occurs between 8 a.m. and 10 a.m. and 6 p.m. to 8 p.m. During these times the occupancy rate is approximately 75% and 95%, respectively. Along Adelaide Drive, west of Fourth Street, the parking demand during peak periods is only 58% and 63% and is not high enough to pose a potential traffic problem since adequate parking is available. Fourth Street shows high occupancy throughout the day, and because it is a primary emergency access route to Adelaide, there is justification to limit parking throughout the day.

In approving the original coastal development permit for this preferential parking district the Commission found that 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 also 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. Because of this concern the Commission limited the CDP to 1 year and required that the City apply for a new permit and conduct a parking

study on surrounding streets so the impact to the surrounding streets could be determined.

The City conducted a baseline parking utilization survey in October 1997, prior to the implementation of the parking restrictions. The City then conducted parking utilization surveys in October 1998 and July 1999. The surveys included Adelaide Drive and Fourth Street, the two streets encumbered by the parking restrictions, and seven additional streets that were in the immediate vicinity of the parking district. Four of the surveyed streets were located in the City of Los Angeles and three were located in the City of Santa Monica. The streets in the City of Los Angeles included Entrada Drive, Amalfi Drive, East Channel Road, and Ocean Avenue, between Entrada and Adelaide Drive. In the City of Santa Monica the streets included, San Vicente Boulevard, Georgina Avenue, and Ocean Avenue, between Adelaide Drive and Marguerita Avenue.

The total parking supply for the streets included in the survey, including Adelaide Drive and Fourth Street, totaled 761 spaces. The four streets in the City of Los Angeles provided approximately 126 parking spaces with 635 spaces located along the three Santa Monica Streets.

The October 1998 survey was conducted Monday through Sunday. The second survey was in July 1999 and included surveys on Tuesday, Wednesday, Saturday and Sunday. Both surveys included hourly parking utilization counts between the hours of 5:00 a.m. to 9:00 a.m. and 5:00 p.m. to 9:00 p.m. The surveys were conducted during these hours to determine the impact during the preferential parking hours which were from 6:00 p.m. to 8:00 a.m.

The parking utilization surveys indicate that there was a shift in the parking demand to surrounding streets after the implementation of preferential parking. On some streets, such as Entrada Drive, parking utilization increased between 4% to 40%. However, on other streets, such as East Channel Road and Ocean Avenue, between Entrada Drive and Adelaide Drive, the utilization decreased between 18% to 46%.

The greatest increase in parking was to Entrada Drive. Entrada Drive is located at the bottom of the Canyon in the Pacific Palisades area of the City of Los Angeles. It is also located at the foot of the stairways. The data indicates that early morning users of the stairs, being restricted from parking until after 8:00 a.m. at the top of the canyon along Adelaide Drive and nearby Fourth Street, shifted parking to the closest parking supply nearest the stairs, which is Entrada Drive.

The survey indicates that parking utilization increased from an average of 23% to 62% during the weekday morning in September, for a net increase of 39%. During July, the morning parking utilization increased to 40%, for a net increase of 18%.

During the weekend Entrada Drive averaged approximately 15% parking utilization prior to the parking restrictions along Adelaide and Fourth Street. After the parking restrictions were enforced weekend parking utilization increased to 61% in September 1998, but decreased to 37% in July 1999.

During the weekday and weekend evening period the parking utilization averaged approximately 13% during the weekday and 22% during the weekend, prior to the parking restrictions. After the parking restrictions were in place the parking utilization increased from 13% to 20% during September 1998 and 36% during July 1999. Other surrounding streets surveyed experienced less of an increase or decrease in parking utilization for the evening period.

Based on the data, parking has shifted and has impacted some of the surrounding streets, but along other streets there was no significant impact, or there was an actual decrease in parking utilization. The most significant increase was to Entrada Drive. However, based on the two surveys that were taken after the implementation of the parking restrictions, available parking varied from 38% to 60% between the hours of 5 a.m. and 9 a.m. during the weekday, and between 39% to 63% during the weekend.

Therefore, although there has been an increase in the parking utilization on some of the surrounding streets, most notably Entrada Drive, there is an adequate supply of parking to support the increased demand during the hours affected by the preferential parking hours. Furthermore, the increase in demand is during the early morning hours with less of an increase during the evening hours. The hours and the amount of increase in utilization will not significantly impact the public's ability to park in the area for beach or recreational purposes. Since the preferential parking hours are limited to between 6:00 p.m. and 8:00 a.m. the preferential parking restriction does not have an impact on the parking during hours between 8:00 a.m. and 6:00 p.m., except for a small overlap of users due to those that arrive prior to the ending of the preferential parking in the morning and those that arrive just prior to the start of the parking restrictions.

By allowing the continued operation of the preferential parking hours between 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, although the Commission is sensitive to the City's concerns associated with the stairs, such unlawful activities, such as littering, trespassing, and loud noise, are a local enforcement problem.

As proposed, the continued preferential parking 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, this permit will continue to allow the City to adequately address the local 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. According to the City, 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 Adelaide Drive 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.

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 would 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.

Although with this particular district, due to its limited area, distance from the beach, and hours of restrictions, there may not be any significant adverse impacts to public beach access there is a concern that with the establishment of preferential residential parking districts in the future there is a possibility that there could be a shifting of the parking problem to other nearby unrestricted streets. With each subsequent year, as Southern California's population increases, the amount of visitors to the beach and other coastal recreational areas increases and there will be an increase in the demand for short-term and long-term beach parking within the beach lots and surrounding area. It has been estimated that approximately 7.5 million visitors came to Santa Monica beaches in 1998 during the summer, between July and September (County of Los Angeles Fire Department, Lifeguard Division). Beach attendance has increased by approximately 20% since 1972. With each subsequent year, as Southern California's population increases, the amount of visitors to the beach will increase and there will be an increase in the demand for short-term and long-term beach parking within the beach lots and surrounding area. Therefore, to ensure that the restrictions will not adversely impact beach access or coastal recreation in the future, the authorization for the parking restrictions will terminate in five years. The City may apply for a new permit to reauthorize the parking program. The City may also develop alternative parking for the public in the future that the Commission may consider as appropriate replacement parking to mitigate the loss of public on-street spaces. If the City decides to continue the parking restrictions, prior to

the expiration of the authorization of the parking restrictions, the City shall submit a new permit application which shall include a parking study that evaluates parking utilization for the streets within the proposed preferential parking zone and along the surrounding streets during the summer weekends. To gather information that would be representative of the summer period the survey weekends shall be spread-out over the summer period and not consecutive weekends.

All posted parking restriction signs shall be removed prior to termination of the preferential parking authorized by this permit, unless the Commission has approved a new permit to authorized preferential parking beyond five years from the date of approval of this permit. Furthermore, to ensure that any change in the restrictions or size of the zone will not adversely impact coastal access, any proposed change in the hours, days, or boundaries of the proposed preferential residential parking zone will require an amendment to this permit.

**G. 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.

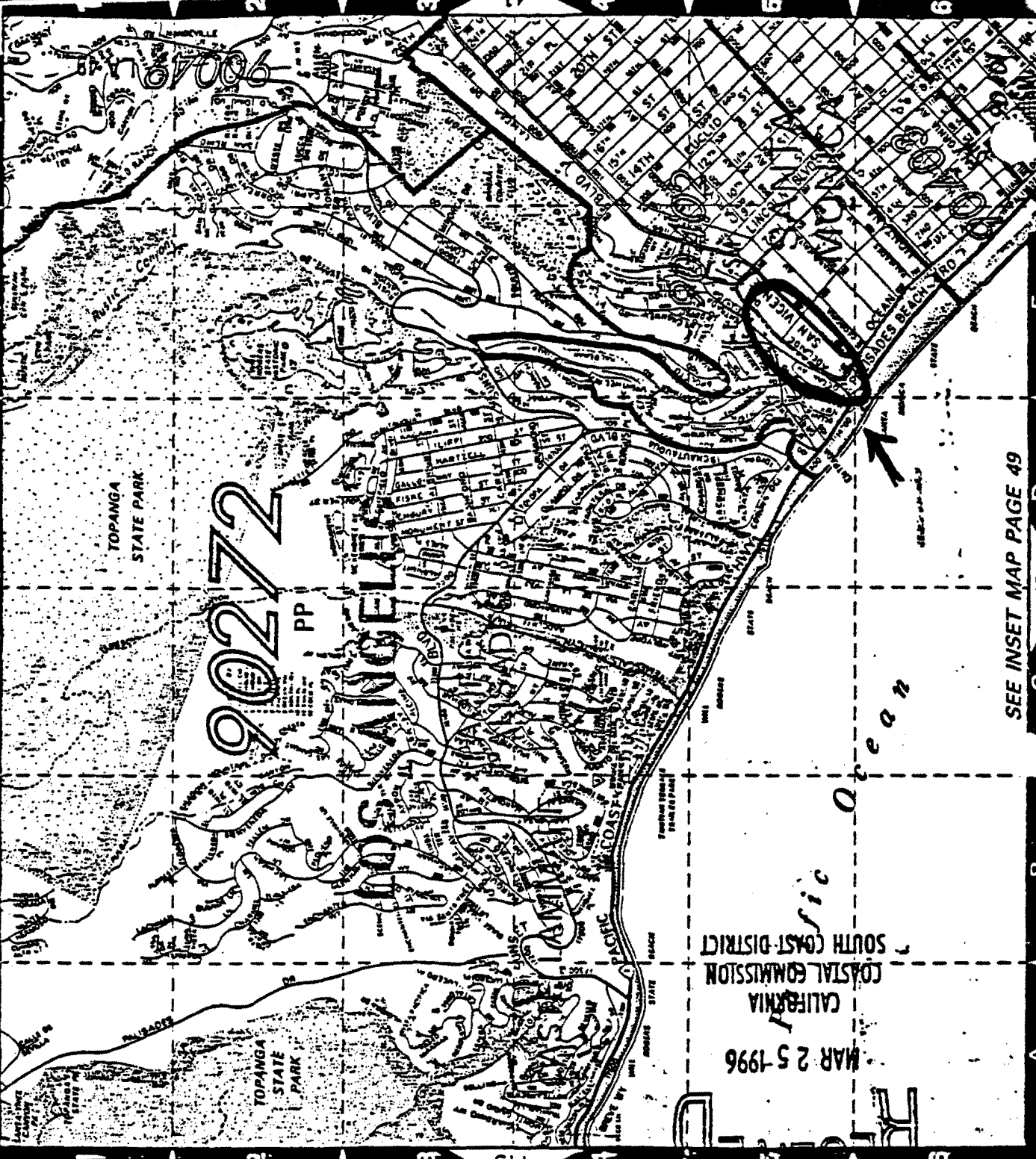
As conditioned the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the project, as conditioned, will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program implementation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

#### **H. California Environmental Quality Act**

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

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

40 30 40



SEE INSET MAP PAGE 49

MAR 25 1996  
 CALIFORNIA  
 COASTAL COMMISSION  
 SOUTH COAST-DISTRICT

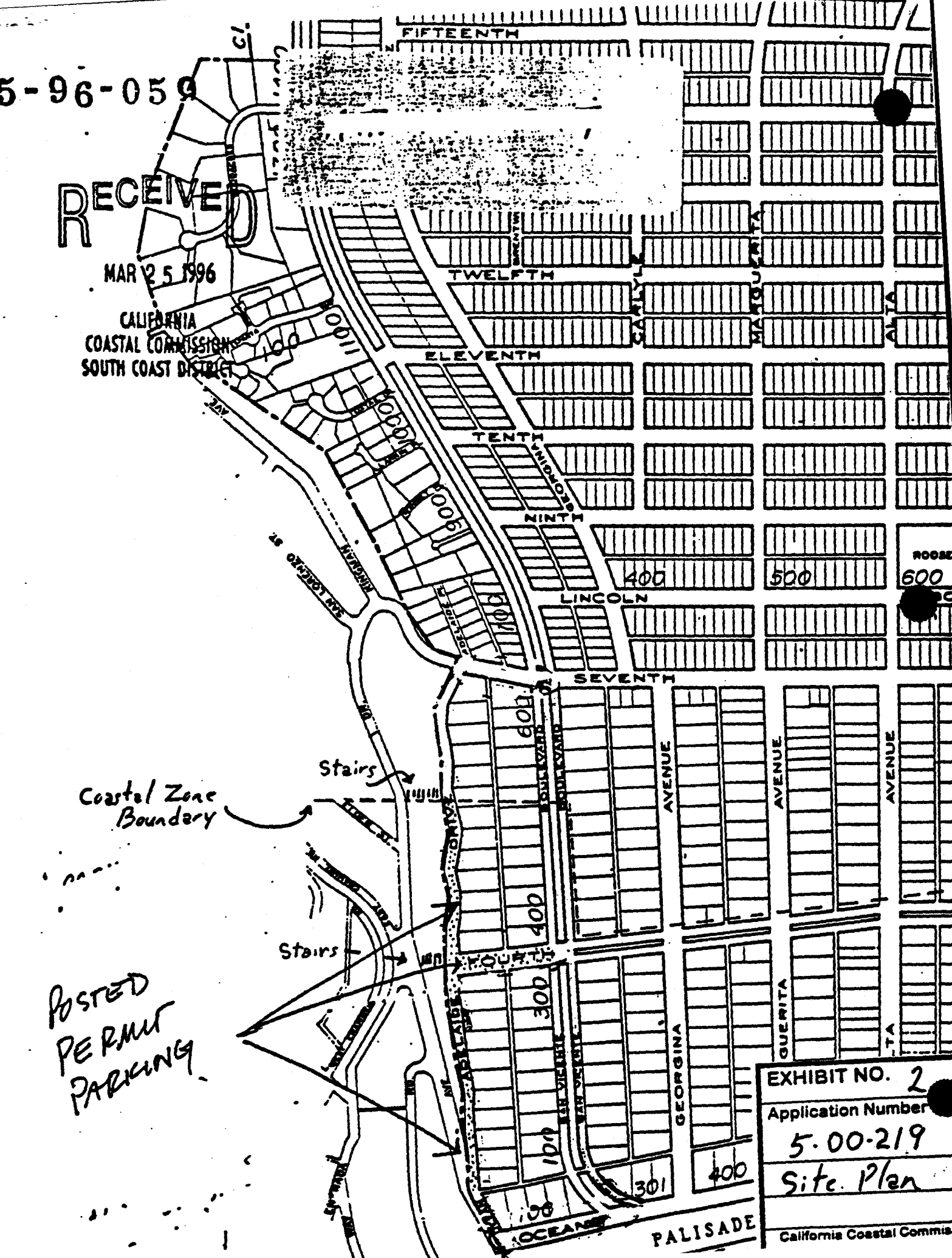
EXHIBIT NO. 1
Application Number
5-00-219
Vicinity Map
California Coastal Commission

5-96-059

RECEIVED

MAR 25 1996

CALIFORNIA  
COASTAL COMMISSION  
SOUTH COAST DISTRICT



Coastal Zone Boundary

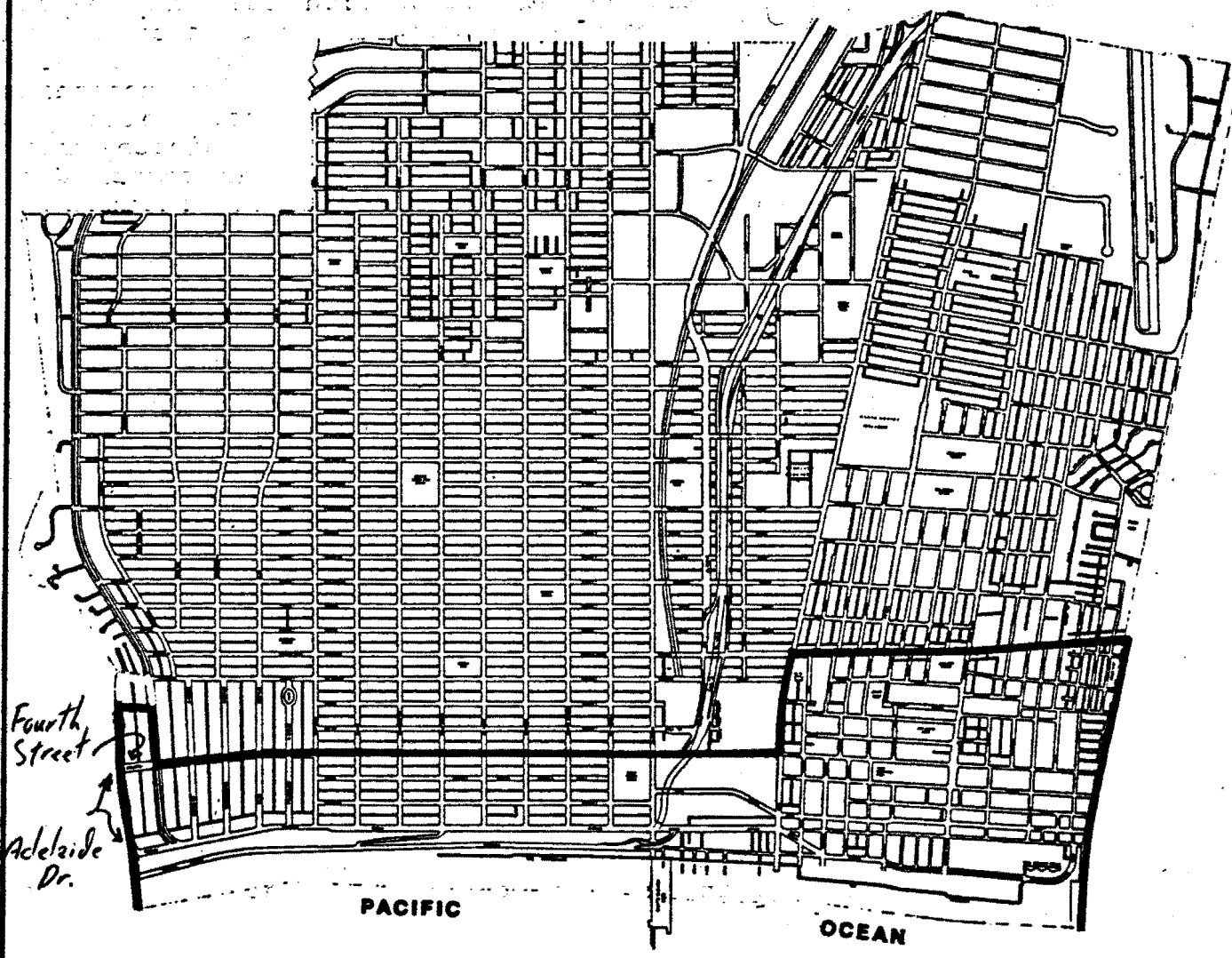
Stairs

Stairs

POSTED  
PERMIT  
PARKING

EXHIBIT NO. 2
Application Number
5.00-219
Site Plan
California Coastal Commission





MAP 3

**Santa Monica Coastal Zone**

**SANTA MONICA LOCAL COASTAL PROGRAM**

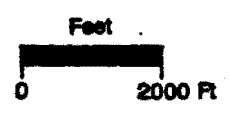


EXHIBIT NO. 3
Application Number S-00-219
Coastal Zone - City of Santa Monica
California Coastal Commission

EXHIBIT NO. 4
Application Number 5-00-219
Baseline Parking Study - Oct 97
California Coastal Commission

**CITY OF SANTA MONICA PARKING UTILIZATION STUDY**

DAY: MONDAY  
 DATE: OCTOBER 13, 1997  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	0	0	0	0	0	0	0	0	0	0
	To Arrell	Right	15	7	7	5	11	11	3	5	5	4	6	
	Total		30	7	7	5	11	11	3	5	5	4	6	
	% Utilization			23%	23%	17%	37%	37%	10%	17%	17%	13%	20%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	6	13	4	1	0	0	0	
	To Arrell	Right	15	5	1	8	8	10	7	4	5	5	6	
	Total		28	5	1	8	14	23	11	5	5	5	6	
	% Utilization			18%	4%	29%	50%	82%	39%	18%	18%	18%	21%	
Arrell Dr.	From E. Channel	Left	12	0	0	0	4	4	2	1	0	0	0	
	To Entrada	Right	16	1	1	2	8	8	2	2	0	0	0	
	Total		28	1	1	2	13	12	4	3	0	0	0	
	% Utilization			4%	4%	7%	46%	43%	14%	11%	0%	0%	0%	
Ocean Ave.	From Entrada	Left	13	13	3	3	5	5	2	1	2	3	3	
	To Adelaide	Right	27	14	15	14	15	16	19	14	13	9	13	
	Total		40	27	18	17	20	21	21	15	15	12	16	
	% Utilization			68%	45%	43%	50%	53%	53%	39%	36%	30%	40%	
Adelaide Dr.	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	83	21	21	38	41	56	26	64	39	20	16	
	Total		83	21	21	38	41	56	26	64	39	20	16	
	% Utilization			23%	23%	41%	44%	60%	28%	69%	42%	22%	17%	
San Vicente Blvd.	From Ocean	Left	106	107	85	92	84	81	81	85	77	83	89	
	To 7th	Right	97	92	85	81	77	70	85	84	68	78	85	
	Total		205	199	180	173	161	151	116	149	143	171	174	
	% Utilization			97%	86%	84%	79%	74%	57%	73%	70%	83%	85%	
Georgina Ave.	From Ocean	Left	107	28	22	24	27	36	35	31	28	34	30	
	To 7th	Right	96	28	28	31	29	39	33	25	23	21	22	
	Total		203	56	50	55	56	75	68	56	51	55	52	
	% Utilization			28%	25%	27%	28%	37%	33%	28%	23%	27%	26%	
Ocean Ave.	From Adelaide	Left	25	15	14	19	19	21	16	16	19	11	10	
	To Marguerita	Right	47	2	9	14	8	8	17	24	19	10	13	
	Total		73	17	23	33	27	29	33	40	38	21	23	
	% Utilization			23%	32%	45%	37%	40%	45%	55%	52%	29%	32%	
4th St.	From Adelaide	Left	29	20	24	25	27	27	21	25	25	22	21	
	To Georgina	Right	32	24	26	26	25	25	23	26	26	15	18	
	Total		61	44	50	50	52	52	44	51	51	37	39	
	% Utilization			72%	82%	82%	85%	85%	72%	84%	84%	61%	64%	
			781	377	361	381	385	430	326	398	347	325	332	
% Utilization				50%	46%	50%	52%	67%	43%	51%	46%	43%	44%	

COAST

NOTE \* - ADELAIDE DR PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

**CITY OF SANTA MONICA PARKING UTILIZATION STUDY**

**CHART E**

DAY: TUESDAY  
 DATE: OCTOBER 14, 1987  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	0	0	0	0	0	0	0	0	0	0
	To Arnell	Right	15	7	7	7	12	10	2	3	3	4	4	
	Total		30	7	7	7	12	10	2	3	3	4	4	
	% Utilization			23%	23%	23%	40%	33%	7%	10%	10%	13%	13%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	10	8	3	0	0	1	0	
	To Arnell	Right	15	4	4	6	9	8	9	4	4	4	4	
	Total		28	4	4	6	19	17	12	4	4	5	4	
	% Utilization			14%	14%	21%	68%	61%	43%	14%	14%	18%	14%	
Arnell Dr.	From E. Channel	Left	12	0	0	0	13	5	3	1	2	0	0	
	To Entrada	Right	16	1	1	3	16	8	1	2	1	1	2	
	Total		28	1	1	3	29	13	4	3	3	1	2	
	% Utilization			4%	4%	11%	104%	46%	14%	11%	11%	4%	7%	
Ocean Ave.	From Entrada	Left	13	4	4	4	8	7	0	2	3	4	2	
	To Adelaide	Right	27	15	16	17	15	11	11	16	12	14	14	
	Total		40	19	20	21	23	18	11	18	15	18	18	
	% Utilization			48%	50%	53%	58%	46%	28%	45%	38%	45%	40%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	14	19	26	47	52	33	49	55	24	16	
	Total		93	14	19	26	47	52	33	49	55	24	16	
	% Utilization			15%	20%	28%	51%	56%	35%	53%	59%	26%	17%	
San Vicente Blvd.	From Ocean	Left	108	91	91	83	76	70	68	68	76	76	64	
	To 7th	Right	97	89	87	81	79	66	49	63	62	73	83	
	Total		205	180	178	164	155	136	117	131	138	149	167	
	% Utilization			88%	87%	80%	76%	66%	57%	64%	67%	73%	81%	
Georgina Ave.	From Ocean	Left	107	32	27	27	32	41	29	31	29	27	28	
	To 7th	Right	96	23	23	31	31	36	29	22	26	23	25	
	Total		203	55	50	58	63	77	58	53	55	50	51	
	% Utilization			27%	25%	29%	31%	36%	29%	26%	27%	26%	25%	
Ocean Ave.	From Adelaide	Left	26	16	15	20	14	15	13	13	15	13	11	
	To Marguerite	Right	47	0	4	15	5	6	10	21	29	12	7	
	Total		73	16	19	35	19	21	23	34	44	25	18	
	% Utilization			22%	26%	48%	29%	29%	32%	47%	60%	34%	25%	
4th St.	From Adelaide	Left	29	25	28	29	27	28	20	28	23	23	22	
	To Georgina	Right	32	24	24	29	26	29	17	21	19	20	17	
	Total		61	49	52	58	53	57	37	47	42	43	39	
	% Utilization			80%	85%	95%	87%	93%	61%	77%	69%	70%	64%	
			761	345	350	378	420	401	297	342	358	319	317	
% Utilization				45%	46%	50%	55%	53%	39%	45%	47%	42%	42%	

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

**CITY OF SANTA MONICA PARKING UTILIZATION STUDY**

**CHART F**

DAY: WEDNESDAY  
 DATE: OCTOBER 15, 1997  
 PERIODS: 06:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	0	0	0	0	0	0	0	0	0	0
	To Arnell	Right	15	5	5	5	10	8	5	4	3	3	4	
	Total		30	5	5	5	10	8	5	4	3	3	4	
	% Utilization			17%	17%	17%	33%	27%	17%	13%	10%	10%	13%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	2	15	12	6	4	10	0	
	To Arnell	Right	15	3	3	4	7	7	9	7	6	6	6	
	Total		28	3	3	4	9	22	21	13	10	16	6	
	% Utilization			11%	11%	14%	32%	79%	75%	46%	36%	57%	21%	
Arnell Dr.	From E. Channel	Left	18	0	0	0	1	5	3	3	2	0	0	
	To Entrada	Right	12	0	0	0	8	8	4	2	1	1	2	
	Total		28	0	0	0	9	11	7	5	3	1	2	
	% Utilization			0%	0%	0%	32%	39%	25%	18%	11%	4%	7%	
Ocean Ave.	From Entrada	Left	13	4	4	4	5	5	0	1	1	1	2	
	To Adelaide	Right	27	16	15	18	18	15	19	15	14	15	13	
	Total		40	20	19	22	23	20	19	16	15	16	15	
	% Utilization			50%	48%	55%	58%	50%	48%	40%	38%	40%	38%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	14	24	34	57	62	38	50	26	18	17	
	Total		93	14	24	34	57	62	38	50	26	18	17	
	% Utilization			15%	26%	37%	61%	87%	41%	54%	28%	19%	18%	
San Vicente Blvd.	From Ocean	Left	108	82	90	82	81	77	59	73	80	79	82	
	To 7th	Right	97	88	88	83	80	77	68	65	62	67	67	
	Total		205	180	178	165	161	154	127	138	162	166	160	
	% Utilization			88%	87%	80%	79%	75%	62%	67%	79%	81%	82%	
Georgina Ave.	From Ocean	Left	107	20	21	21	30	47	34	37	32	39	31	
	To 7th	Right	96	27	27	28	34	41	26	19	25	27	31	
	Total		203	47	48	49	64	88	60	56	57	66	62	
	% Utilization			23%	24%	24%	32%	43%	30%	28%	28%	33%	31%	
Ocean Ave.	From Adelaide	Left	26	16	15	22	19	13	17	18	20	12	10	
	To Marguerite	Right	47	0	14	13	8	15	13	19	27	9	12	
	Total		73	16	29	35	27	28	30	37	47	21	22	
	% Utilization			22%	40%	49%	37%	38%	41%	51%	64%	29%	30%	
4th St.	From Adelaide	Left	29	25	24	23	28	29	21	26	21	23	23	
	To Georgina	Right	32	23	27	27	25	24	20	22	22	25	24	
	Total		61	48	51	50	53	53	41	48	43	48	47	
	% Utilization			79%	84%	82%	84%	87%	67%	79%	70%	79%	77%	
% Utilization			761	333	358	364	411	446	348	387	366	355	344	
% Utilization				44%	47%	48%	54%	59%	46%	48%	48%	47%	45%	

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART G

DAY: THURSDAY  
 DATE: OCTOBER 16, 1997  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	0	0	0	0	0	0	0	0	0	0
	To Arroll	Right	15	4	5	4	6	6	0	1	3	4	4	
	Total		30	4	5	4	6	6	0	1	3	4	4	
	% Utilization			13%	17%	13%	20%	20%	0%	3%	10%	13%	13%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	10	11	1	1	0	0	0	
	To Arroll	Right	15	6	5	11	9	9	5	6	9	6	7	
	Total		28	6	5	11	19	20	6	7	9	6	7	
	% Utilization			21%	18%	39%	68%	71%	21%	25%	32%	21%	25%	
Arroll Dr.	From E. Channel	Left	16	0	2	0	12	5	2	2	4	1	1	
	To Entrada	Right	12	1	1	2	10	6	2	2	0	0	0	
	Total		28	1	3	2	22	11	4	4	4	1	1	
	% Utilization			4%	11%	7%	79%	39%	14%	14%	14%	4%	4%	
Ocean Ave.	From Entrada	Left	13	4	6	4	7	5	2	2	2	5	5	
	To Adelaide	Right	27	15	15	16	13	13	14	12	11	11	14	
	Total		40	19	21	20	20	18	16	14	13	16	19	
	% Utilization			48%	53%	50%	50%	45%	40%	35%	33%	40%	48%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	9	13	17	40	52	29	27	40	44	36	
	Total		93	9	13	17	40	52	29	27	40	44	36	
	% Utilization			10%	14%	18%	43%	56%	31%	29%	43%	47%	39%	
San Vicente Blvd.	From Ocean	Left	108	90	87	81	63	55	45	62	75	84	86	
	To 7th	Right	97	90	87	84	79	73	61	60	63	71	82	
	Total		205	180	174	165	142	128	106	122	138	155	168	
	% Utilization			88%	85%	80%	69%	62%	52%	60%	67%	76%	82%	
Georgina Ave.	From Ocean	Left	107	32	29	32	41	53	41	37	32	33	35	
	To 7th	Right	96	21	20	19	27	24	21	13	20	30	34	
	Total		203	53	49	51	68	77	62	50	52	63	69	
	% Utilization			26%	24%	25%	33%	38%	31%	25%	26%	31%	34%	
Ocean Ave.	From Adelaide	Left	26	15	14	18	18	16	15	12	17	16	16	
	To Marguerita	Right	47	1	4	14	9	9	11	20	27	11	10	
	Total		73	16	18	32	25	25	26	32	44	27	26	
	% Utilization			22%	25%	44%	34%	34%	36%	44%	60%	37%	36%	
4th St.	From Adelaide	Left	29	25	27	26	27	29	23	20	18	28	24	
	To Georgina	Right	32	25	26	26	25	25	14	18	22	28	26	
	Total		61	50	53	52	52	54	37	38	40	56	50	
	% Utilization			82%	87%	85%	85%	86%	61%	62%	66%	92%	82%	
% Utilization				761	338	341	354	394	391	286	295	343	372	380
% Utilization					44%	45%	47%	52%	51%	38%	39%	45%	49%	50%

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART A

DAY: FRIDAY  
 DATE: OCTOBER 10, 1987  
 PERIODS: 05:00 A.M. TO 08:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	0	0	0	0	0	0	0	0	0	0
	To Arnell	Right	15	6	6	6	10	6	4	3	4	4	4	4
	Total		30	6	6	6	10	6	4	3	4	4	4	4
	% Utilization			20%	20%	20%	33%	20%	13%	10%	13%	13%	13%	13%
E. Channel Rd.	From Entrada	Left	13	0	0	0	3	7	3	2	1	1	0	0
	To Arnell	Right	15	7	7	9	10	8	4	4	2	2	2	2
	Total		28	7	7	9	13	15	7	6	3	3	2	2
	% Utilization			25%	25%	32%	46%	54%	25%	21%	11%	11%	7%	7%
Arnell Dr.	From E. Channel	Left	12	0	0	0	1	3	0	0	0	0	0	0
	To Entrada	Right	16	1	1	1	4	5	1	1	0	1	0	0
	Total		28	1	1	1	5	8	1	1	0	1	0	0
	% Utilization			4%	4%	4%	18%	29%	4%	4%	0%	4%	0%	0%
Ocean Ave.	From Entrada	Left	13	4	4	4	5	5	4	2	1	4	3	3
	To Adelaide	Right	27	12	13	13	13	15	13	10	9	10	9	9
	Total		40	16	17	17	18	20	17	12	10	14	12	12
	% Utilization			40%	43%	43%	45%	50%	43%	30%	25%	35%	30%	30%
Adelaide Dr. *	From Ocean	Left	0	0	0	0	2	16	0	0	0	0	0	0
	To 7th	Right	83	10	18	21	38	8	26	44	34	18	27	27
	Total		83	10	18	21	41	24	26	44	34	18	27	27
	% Utilization			11%	19%	23%	44%	29%	29%	47%	37%	19%	29%	29%
San Vicente Blvd.	From Ocean	Left	108	82	80	80	81	81	79	83	85	89	85	85
	To 7th	Right	97	84	84	75	63	62	55	65	69	81	82	82
	Total		205	176	174	165	154	153	134	148	154	170	177	177
	% Utilization			86%	85%	80%	75%	75%	65%	72%	75%	83%	86%	86%
Georgina Ave.	From Ocean	Left	107	21	17	19	11	4	24	30	22	28	28	28
	To 7th	Right	96	34	35	41	58	72	33	32	29	28	28	28
	Total		203	55	52	60	69	76	57	62	51	54	56	56
	% Utilization			27%	26%	30%	34%	37%	28%	31%	25%	27%	28%	28%
Ocean Ave.	From Adelaide	Left	28	13	13	17	12	9	19	17	13	12	15	15
	To Marguerita	Right	47	1	7	12	11	9	9	17	18	9	8	8
	Total		73	14	20	29	23	18	28	34	32	21	23	23
	% Utilization			19%	27%	40%	32%	25%	38%	47%	44%	29%	32%	32%
4th St.	From Adelaide	Left	29	22	22	22	26	24	20	23	22	20	18	18
	To Georgina	Right	32	25	28	26	27	28	25	25	22	17	19	19
	Total		61	47	50	48	53	50	45	48	44	37	35	35
	% Utilization			77%	82%	79%	87%	82%	74%	79%	72%	61%	57%	57%
			761	332	345	358	386	370	319	358	332	322	336	
% Utilization				44%	45%	47%	51%	48%	42%	47%	44%	42%	44%	

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART B

DAY: SATURDAY  
 DATE: OCTOBER 11, 1997  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	0	0	0	0	0	0	0	0	0	0
	To Arnell	Right	15	5	4	5	4	5	7	7	6	4	9	
	Total		30	5	4	5	4	5	7	7	6	4	9	
	% Utilization			17%	13%	17%	13%	17%	23%	23%	20%	13%	30%	
E. Channel Rd.	From Entrada	Left	13	0	0	1	2	2	4	0	0	0	0	
	To Arnell	Right	15	4	4	4	4	5	7	5	5	5	5	
	Total		28	4	4	5	6	7	11	5	5	5	5	
	% Utilization			14%	14%	18%	21%	25%	39%	18%	18%	18%	18%	
Arnell Dr.	From E. Channel	Left	12	0	0	0	1	1	2	2	1	0	0	
	To Entrada	Right	16	1	1	1	1	1	1	1	2	2	2	
	Total		28	1	1	1	2	2	3	3	3	2	2	
	% Utilization			4%	4%	4%	7%	7%	11%	11%	11%	7%	7%	
Ocean Ave.	From Entrada	Left	13	5	5	5	5	3	3	2	2	2	1	
	To Adelaide	Right	27	11	12	13	13	12	7	10	12	12	14	
	Total		40	16	17	18	18	15	10	12	14	14	15	
	% Utilization			40%	43%	45%	45%	38%	25%	30%	35%	35%	38%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	14	19	27	43	67	38	34	27	17	15	
	Total		93	14	19	27	43	67	38	34	27	17	15	
	% Utilization			15%	20%	29%	46%	72%	41%	37%	29%	18%	16%	
San Vicente Blvd.	From Ocean	Left	108	96	98	93	95	90	99	98	96	91	98	
	To 7th	Right	97	88	87	86	85	78	88	81	86	83	83	
	Total		205	184	183	179	180	168	187	187	182	174	181	
	% Utilization			90%	89%	87%	88%	82%	91%	91%	89%	85%	88%	
Georgina Ave.	From Ocean	Left	107	29	25	31	39	51	35	37	28	31	32	
	To 7th	Right	96	25	28	27	35	42	34	31	32	38	38	
	Total		203	54	51	58	74	93	69	68	60	69	70	
	% Utilization			27%	25%	29%	36%	46%	34%	33%	30%	34%	34%	
Ocean Ave.	From Adelaide	Left	28	15	14	18	21	18	14	11	15	17	19	
	To Marguerita	Right	47	0	4	10	26	12	12	27	9	8	17	
	Total		73	15	18	28	47	30	26	38	24	25	36	
	% Utilization			21%	25%	38%	64%	41%	36%	52%	33%	34%	49%	
4th St.	From Adelaide	Left	29	22	22	28	28	28	23	25	24	22	23	
	To Georgina	Right	32	25	25	27	27	26	19	21	20	23	23	
	Total		61	47	47	55	55	54	42	46	44	45	46	
	% Utilization			77%	77%	90%	90%	89%	69%	75%	72%	74%	75%	
% Utilization			761	340	344	378	429	441	393	400	385	355	379	
% Utilization				45%	45%	49%	58%	58%	52%	53%	48%	47%	50%	

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART C

DAY: SUNDAY  
 DATE: OCTOBER 12, 1997  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	0	0	0	0	0	0	0	0	0	0
	To Arnett	Right	15	7	7	8	8	11	5	7	4	5	5	
	Total		30	7	7	8	8	11	5	7	4	5	5	
	% Utilization			23%	23%	27%	27%	37%	17%	23%	13%	17%	17%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	0	3	1	0	0	0	0	
	To Arnett	Right	15	5	5	5	5	7	8	6	4	4	5	
	Total		28	5	5	5	5	10	9	6	4	4	5	
	% Utilization			18%	18%	18%	18%	36%	32%	21%	14%	14%	18%	
Arnett Dr.	From E. Channel	Left	12	0	0	0	0	1	2	2	1	1	1	
	To Entrada	Right	16	2	2	2	3	1	2	4	3	4	4	
	Total		28	2	2	2	3	2	4	6	4	5	5	
	% Utilization			7%	7%	7%	11%	7%	14%	21%	14%	18%	18%	
Ocean Ave.	From Entrada	Left	13	1	4	4	4	1	3	3	3	2	4	
	To Adelaide	Right	27	14	14	15	16	14	14	11	9	10	12	
	Total		40	15	18	19	20	15	17	14	12	12	16	
	% Utilization			38%	45%	48%	50%	38%	43%	35%	30%	30%	40%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	17	19	22	35	58	49	65	56	24	21	
	Total		93	17	19	22	35	58	49	65	56	24	21	
	% Utilization			18%	20%	24%	38%	62%	53%	70%	60%	28%	23%	
San Vicente Blvd.	From Ocean	Left	108	99	96	97	98	94	95	98	98	93	96	
	To 7th	Right	97	90	88	89	89	89	83	84	87	91	90	
	Total		205	189	184	186	187	183	178	180	185	184	186	
	% Utilization			92%	90%	91%	91%	89%	87%	88%	90%	90%	91%	
Georgina Ave.	From Ocean	Left	107	27	25	28	29	34	48	45	36	32	28	
	To 7th	Right	96	25	25	27	29	35	44	38	37	33	29	
	Total		203	52	50	55	58	69	92	83	73	65	55	
	% Utilization			26%	25%	27%	29%	34%	45%	41%	36%	32%	27%	
Ocean Ave.	From Adelaide	Left	26	15	14	16	18	18	26	21	19	16	15	
	To Marguerita	Right	47	1	1	9	15	12	38	36	17	7	7	
	Total		73	16	15	25	33	30	62	57	36	23	22	
	% Utilization			22%	21%	34%	45%	41%	85%	78%	49%	32%	30%	
4th St.	From Adelaide	Left	29	24	24	28	27	29	27	28	20	16	19	
	To Georgina	Right	32	23	23	22	25	24	27	28	24	19	22	
	Total		61	47	47	50	52	53	54	56	44	36	41	
	% Utilization			77%	77%	82%	85%	87%	89%	92%	72%	62%	67%	
% Utilization				48%	48%	49%	53%	57%	62%	62%	55%	47%	47%	
			761	350	347	372	401	431	470	474	418	360	356	

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM. STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES



EXHIBIT No. <b>5</b>
Application Number <b>5-00-219</b>
Parking Study <b>Sept. Oct 98</b>
California Coastal Commission

### NTA MONICA PARKING UTILIZATION STUDY

MONDAY  
 SEPTEMBER 28, 1998  
 05 00 A.M. TO 09 00 A.M.  
 05 00 P.M. TO 09 00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				6am	7am	8am	9am	6pm	7pm	8pm	9pm			
Entrada Dr	From Mesa	Left	15	4	4	4	3	6	2	3	2	0	3	
	To Amalfi	Right	15	11	13	12	22	14	2	4	5	4	5	
	Total		30	15	17	16	25	20	4	7	7	4	8	
	% Utilization			50%	57%	53%	83%	67%	13%	23%	23%	13%	27%	
E Channel Rd	From Entrada	Left	13	0	0	0	0	0	3	0	0	0	0	
	To Amalfi	Right	15	0	0	0	9	18	3	3	8	2	12	
	Total		28	0	0	0	9	18	6	3	8	2	12	
	% Utilization			0%	0%	0%	32%	64%	21%	11%	29%	7%	43%	
Amalfi Dr	From E. Channel	Left	12	0	0	0	12	9	4	6	3	0	0	
	To Entrada	Right	16	3	6	4	14	9	3	3	8	2	12	
	Total		28	3	6	4	26	18	7	9	11	2	12	
	% Utilization			11%	21%	14%	93%	64%	25%	32%	39%	7%	43%	
Ocean Ave	From Entrada	Left	13	5	5	6	7	5	7	4	4	3	2	
	To Adelaide	Right	27	11	12	16	13	14	6	7	8	3	2	
	Total		40	16	17	22	20	19	13	11	12	6	4	
	% Utilization			40%	43%	55%	50%	48%	33%	28%	30%	15%	10%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	2	16	0	0	0	0	0	
	To 7th	Right	93	9	9	11	22	33	36	15	11	6	8	
	Total		93	9	9	11	24	49	36	15	11	6	8	
	% Utilization			10%	10%	12%	26%	53%	39%	16%	12%	6%	9%	
San Vicente Blvd	From Ocean	Left	108	95	94	85	85	68	78	80	84	98	96	
	To 7th	Right	97	97	88	83	83	81	68	83	91	90	94	
	Total		205	192	182	168	168	129	146	163	175	188	190	
	% Utilization			94%	89%	82%	82%	63%	71%	80%	85%	92%	93%	
Georgina Ave	From Ocean	Left	107	33	34	30	32	37	30	29	33	29	31	
	To 7th	Right	96	32	30	31	31	28	30	24	21	22	24	
	Total		203	65	64	61	63	65	60	53	54	51	55	
	% Utilization			32%	32%	30%	31%	32%	30%	26%	27%	25%	27%	
Ocean Ave	From Adelaide	Left	26	13	12	13	15	11	3	6	8	0	0	
	To Marguerita	Right	47	3	2	3	3	3	4	10	9	1	1	
	Total		73	16	14	16	18	14	7	16	17	1	1	
	% Utilization			22%	19%	22%	25%	19%	10%	22%	23%	1%	1%	
4th St.	From Adelaide	Left	29	19	19	14	25	25	20	18	17	15	10	
	To Georgina	Right	32	19	21	19	29	17	19	18	14	15	15	
	Total		61	38	40	33	54	42	39	36	31	30	25	
	% Utilization			62%	66%	54%	89%	69%	64%	59%	51%	49%	41%	
% Utilization			761	354	349	331	407	374	318	313	326	290	315	
% Utilization				47%	46%	43%	53%	49%	42%	41%	43%	38%	41%	

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South Coast Region

JAN 13 1999

CALIFORNIA  
COASTAL COMMISSION

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART B

DAY: TUESDAY  
 DATE: SEPTEMBER 29, 1998  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	3	3	3	2	5	3	4	7	12	8	
	To Amalfi	Right	15	10	10	14	16	11	9	12	16	13	12	
	Total		30	13	13	17	18	16	12	16	23	25	20	
	% Utilization			43%	43%	57%	60%	53%	40%	53%	77%	83%	67%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	6	12	0	0	0	0	0	
	To Amalfi	Right	15	0	0	0	0	0	2	0	0	1	0	
	Total		28	0	0	0	6	12	2	0	0	1	0	
	% Utilization			0%	0%	0%	21%	43%	7%	0%	0%	4%	0%	
Amalfi Dr.	From E. Channel	Left	12	0	0	1	13	8	3	6	2	1	1	
	To Entrada	Right	16	0	2	2	13	3	6	5	5	2	0	
	Total		28	0	2	3	26	11	9	11	7	3	1	
	% Utilization			0%	7%	11%	93%	39%	32%	39%	25%	11%	4%	
Ocean Ave.	From Entrada	Left	13	3	5	6	6	7	7	7	5	5	6	
	To Adelaide	Right	27	12	12	10	9	11	7	8	8	7	8	
	Total		40	15	17	16	15	18	14	15	13	12	14	
	% Utilization			38%	43%	40%	38%	45%	35%	38%	33%	30%	35%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	11	11	12	24	32	23	13	14	8	10	
	Total		93	11	11	12	24	32	23	13	14	8	10	
	% Utilization			12%	12%	13%	26%	34%	25%	14%	15%	9%	11%	
San Vicente Blvd.	From Ocean	Left	108	100	100	92	88	84	82	102	88	93	94	
	To 7th	Right	97	90	89	79	89	86	65	79	78	83	78	
	Total		205	190	189	171	177	150	147	181	166	176	172	
	% Utilization			93%	92%	83%	86%	73%	72%	88%	81%	86%	84%	
Georgina Ave.	From Ocean	Left	107	35	35	34	41	35	33	38	34	35	27	
	To 7th	Right	96	30	25	27	31	30	25	28	27	27	31	
	Total		203	65	60	61	72	65	58	66	61	62	58	
	% Utilization			32%	30%	30%	35%	32%	29%	33%	30%	31%	29%	
Ocean Ave.	From Adelaide	Left	26	16	15	19	12	15	11	8	13	9	9	
	To Marguerita	Right	47	0	2	16	6	4	0	2	1	2	3	
	Total		73	16	17	35	18	19	11	10	14	11	12	
	% Utilization			22%	23%	48%	25%	26%	15%	14%	19%	15%	16%	
4th St.	From Adelaide	Left	29	19	19	22	28	18	24	19	21	13	16	
	To Georgina	Right	32	16	14	15	26	15	26	17	18	17	18	
	Total		61	35	33	37	52	33	50	36	39	30	34	
	% Utilization			57%	54%	61%	85%	54%	82%	59%	64%	49%	56%	
% Utilization				761	345	342	352	408	356	326	348	337	328	321
% Utilization					45%	45%	46%	54%	47%	43%	46%	44%	43%	42%

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM. STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART C

DAY: WEDNESDAY  
 DATE: SEPTEMBER 30, 1998  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	0	4	5	3	4	0	0	0	0	0	
	To Amalfi	Right	15	11	11	11	13	12	3	4	6	6	2	
	Total		30	11	15	16	16	16	3	4	6	6	2	
	% Utilization			37%	50%	53%	53%	53%	10%	13%	20%	20%	7%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	0	0	6	3	0	4	8	
	To Amalfi	Right	15	1	2	2	2	12	2	2	4	13	12	
	Total		28	1	2	2	2	12	8	5	4	17	20	
	% Utilization			4%	7%	7%	7%	43%	29%	18%	14%	61%	71%	
Amalfi Dr.	From E. Channel	Left	12	0	0	2	12	9	0	1	8	1	1	
	To Entrada	Right	16	0	0	5	5	4	9	1	2	2	1	
	Total		28	0	0	7	17	13	9	2	10	3	2	
	% Utilization			0%	0%	25%	61%	46%	32%	7%	36%	11%	7%	
Ocean Ave.	From Entrada	Left	13	4	8	8	8	6	10	9	9	10	11	
	To Adelaide	Right	27	9	9	14	13	12	7	18	20	11	10	
	Total		40	13	17	22	21	18	17	27	29	21	21	
	% Utilization			33%	43%	55%	53%	45%	43%	68%	73%	53%	53%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	10	10	10	19	38	29	20	9	9	11	
	Total		93	10	10	10	19	38	29	20	9	9	11	
	% Utilization			11%	11%	11%	20%	41%	31%	22%	10%	10%	12%	
San Vicente Blvd	From Ocean	Left	108	98	105	86	86	63	84	88	87	101	102	
	To 7th	Right	97	94	99	96	90	85	80	83	94	92	92	
	Total		205	192	204	182	176	148	164	171	181	193	194	
	% Utilization			94%	100%	89%	86%	72%	80%	83%	88%	94%	95%	
Georgina Ave.	From Ocean	Left	107	36	35	32	46	35	37	39	41	41	38	
	To 7th	Right	96	27	27	30	30	28	28	32	22	30	27	
	Total		203	63	62	62	76	63	65	71	63	71	65	
	% Utilization			31%	31%	31%	37%	31%	32%	35%	31%	35%	32%	
Ocean Ave.	From Adelaide	Left	26	31	30	28	35	37	32	30	38	32	36	
	To Marguerita	Right	47	29	30	22	29	30	28	37	34	34	34	
	Total		73	60	60	50	64	67	60	67	72	66	70	
	% Utilization			82%	82%	68%	88%	92%	82%	92%	99%	90%	96%	
4th St.	From Adelaide	Left	29	20	21	22	28	26	27	21	18	21	22	
	To Georgina	Right	32	19	17	17	23	25	25	19	20	23	21	
	Total		61	39	38	39	51	51	52	40	38	44	43	
	% Utilization			64%	62%	64%	84%	84%	85%	66%	62%	72%	70%	
				761	389	408	390	442	426	407	407	412	430	428
% Utilization					51%	54%	51%	58%	56%	53%	53%	54%	57%	56%

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART D

DAY: THURSDAY  
 DATE: OCTOBER 01, 1998  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	3	3	4	2	2	4	4	2	15	16	
	To Amalfi	Right	15	11	12	11	15	10	5	8	7	6	8	
	Total		30	14	15	15	17	12	9	12	9	21	24	
	% Utilization			47%	50%	50%	57%	40%	30%	40%	30%	70%	80%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	0	0	0	0	0	0	0	
	To Amalfi	Right	15	0	0	0	9	6	5	1	0	18	18	
	Total		28	0	0	0	9	6	5	1	0	18	18	
	% Utilization			0%	0%	0%	32%	21%	18%	4%	0%	64%	64%	
Amalfi Dr.	From E. Channel	Left	12	0	0	2	14	7	6	2	3	1	8	
	To Entrada	Right	16	1	3	1	16	4	5	9	4	5	11	
	Total		28	1	3	3	30	11	11	11	7	6	19	
	% Utilization			4%	11%	11%	107%	39%	39%	39%	25%	21%	68%	
Ocean Ave.	From Entrada	Left	13	3	5	5	7	4	3	3	5	4	3	
	To Adelaide	Right	27	10	10	13	13	16	10	8	8	9	10	
	Total		40	13	15	18	20	20	13	11	13	13	13	
	% Utilization			33%	38%	45%	50%	50%	33%	28%	33%	33%	33%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	11	11	14	24	31	38	10	6	8	7	
	Total		93	11	11	14	24	31	38	10	6	8	7	
	% Utilization			12%	12%	15%	26%	33%	41%	11%	6%	9%	8%	
San Vicente Blvd	From Ocean	Left	108	99	98	90	88	83	66	82	88	86	85	
	To 7th	Right	97	88	88	80	76	70	69	89	97	96	92	
	Total		205	187	186	170	164	133	135	171	185	182	177	
	% Utilization			91%	91%	83%	80%	65%	66%	83%	90%	89%	86%	
Georgina Ave.	From Ocean	Left	107	34	32	30	39	40	28	22	84	68	39	
	To 7th	Right	96	24	22	22	22	22	20	14	76	66	40	
	Total		203	58	54	52	61	62	48	36	160	134	79	
	% Utilization			29%	27%	26%	30%	31%	24%	18%	79%	66%	39%	
Ocean Ave.	From Adelaide	Left	26	12	12	11	13	9	14	13	13	16	15	
	To Marguerita	Right	47	21	22	17	25	15	4	5	7	2	4	
	Total		73	33	34	28	38	24	18	18	20	18	19	
	% Utilization			45%	47%	38%	52%	33%	25%	25%	27%	25%	26%	
4th St.	From Adelaide	Left	29	24	24	24	27	22	25	26	29	22	17	
	To Georgina	Right	32	21	22	17	25	15	15	21	28	25	22	
	Total		61	45	46	41	52	37	40	47	57	47	39	
	% Utilization			74%	75%	67%	85%	61%	66%	77%	93%	77%	64%	
% Utilization			761	362	364	341	415	336	317	317	457	447	395	
% Utilization				48%	48%	45%	55%	44%	42%	42%	60%	59%	52%	

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART E

DAY: FRIDAY  
 DATE: OCTOBER 02, 1998  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	4	5	4	4	4	0	0	0	0	0	
	To Amalfi	Right	15	11	13	14	14	14	13	11	11	11	10	
	Total		30	15	18	18	18	18	13	11	11	11	10	
	% Utilization			50%	60%	60%	60%	60%	43%	37%	37%	37%	33%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	0	0	0	0	0	0	0	
	To Amalfi	Right	15	12	12	12	11	13	5	4	3	3	2	
	Total		28	12	12	12	11	13	5	4	3	3	2	
	% Utilization			43%	43%	43%	39%	46%	18%	14%	11%	11%	7%	
Amalfi Dr.	From E. Channel	Left	16	1	1	5	5	5	1	1	0	0	0	
	To Entrada	Right	12	5	4	6	8	7	4	5	1	1	1	
	Total		28	6	5	11	13	12	5	6	1	1	1	
	% Utilization			21%	18%	39%	46%	43%	18%	21%	4%	4%	4%	
Ocean Ave.	From Entrada	Left	13	0	0	0	0	0	4	0	0	0	0	
	To Adelaide	Right	27	4	3	3	3	3	2	2	3	10	9	
	Total		40	4	3	3	3	3	6	2	3	10	9	
	% Utilization			10%	8%	8%	8%	8%	15%	5%	8%	25%	23%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	9	9	10	9	13	21	11	15	14	12	
	Total		93	9	9	10	9	13	21	11	15	14	12	
	% Utilization			10%	10%	11%	10%	14%	23%	12%	16%	15%	13%	
San Vicente Blvd	From Ocean	Left	108	86	81	83	89	84	53	59	61	57	59	
	To 7th	Right	97	87	88	90	93	93	79	82	83	88	90	
	Total		205	173	169	173	182	177	132	141	144	145	149	
	% Utilization			84%	82%	84%	89%	86%	64%	69%	70%	71%	73%	
Georgina Ave.	From Ocean	Left	107	17	16	15	15	12	15	15	18	15	16	
	To 7th	Right	96	47	45	45	48	51	31	28	30	33	32	
	Total		203	64	61	60	63	63	46	43	48	48	48	
	% Utilization			32%	30%	30%	31%	31%	23%	21%	24%	24%	24%	
Ocean Ave.	From Adelaide	Left	26	6	4	4	3	5	17	12	11	13	8	
	To Marguerita	Right	47	1	1	1	2	0	2	2	3	3	1	
	Total		73	7	5	5	5	5	19	14	14	16	9	
	% Utilization			10%	7%	7%	7%	7%	26%	19%	19%	22%	12%	
4th St.	From Adelaide	Left	29	22	22	26	28	28	17	11	14	15	13	
	To Georgina	Right	32	19	20	20	21	24	15	12	13	15	12	
	Total		61	41	42	46	49	52	32	23	27	30	25	
	% Utilization			67%	69%	75%	80%	85%	52%	38%	44%	49%	41%	
% Utilization				761	331	324	338	353	356	279	255	266	278	265
% Utilization					43%	43%	44%	46%	47%	37%	34%	35%	37%	35%

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART F

DAY: SATURDAY  
 DATE: OCTOBER 03, 1998  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	3	3	3	4	3	0	0	0	0	0	
	To Amalfi	Right	15	13	14	18	17	13	5	5	7	12	2	
	Total		30	16	17	21	21	16	5	5	7	12	2	
	% Utilization			53%	57%	70%	70%	53%	17%	17%	23%	40%	7%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	0	0	8	4	3	12	7	
	To Amalfi	Right	15	0	0	0	0	0	4	5	4	9	10	
	Total		28	0	0	0	0	0	12	9	7	21	17	
	% Utilization			0%	0%	0%	0%	0%	43%	32%	25%	75%	61%	
Amalfi Dr.	From E. Channel	Left	16	1	2	3	6	2	1	2	6	4	2	
	To Entrada	Right	12	1	1	1	2	3	9	1	3	14	1	
	Total		28	2	3	4	8	5	10	3	9	18	3	
	% Utilization			7%	11%	14%	29%	18%	36%	11%	32%	64%	11%	
Ocean Ave.	From Entrada	Left	13	5	5	5	5	5	11	7	7	8	12	
	To Adelaide	Right	27	15	15	15	15	18	5	16	19	14	13	
	Total		40	20	20	20	23	16	23	26	22	25	25	
	% Utilization			50%	50%	50%	50%	58%	40%	58%	65%	55%	63%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	9	9	10	31	47	23	18	12	9	11	
	Total		93	9	9	10	31	47	23	18	12	9	11	
	% Utilization			10%	10%	11%	33%	51%	25%	19%	13%	10%	12%	
San Vicente Blvd.	From Ocean	Left	108	98	96	93	95	96	85	89	86	86	80	
	To 7th	Right	97	86	84	83	86	87	75	81	98	93	91	
	Total		205	184	180	176	181	183	160	170	184	179	171	
	% Utilization			90%	88%	86%	88%	89%	78%	83%	90%	87%	83%	
Georgina Ave.	From Ocean	Left	107	31	31	34	40	41	38	40	40	42	37	
	To 7th	Right	96	37	38	39	43	50	25	31	25	30	29	
	Total		203	68	69	73	83	91	63	71	65	72	66	
	% Utilization			33%	34%	36%	41%	45%	31%	35%	32%	35%	33%	
Ocean Ave.	From Adelaide	Left	26	0	0	4	9	4	33	27	40	32	39	
	To Marguerita	Right	47	14	15	19	19	20	25	40	25	14	19	
	Total		73	14	15	23	28	24	58	67	65	46	58	
	% Utilization			19%	21%	32%	38%	33%	79%	92%	89%	63%	79%	
4th St.	From Adelaide	Left	29	23	22	24	25	28	21	16	17	22	22	
	To Georgina	Right	32	22	22	22	29	31	25	14	21	16	19	
	Total		61	45	44	46	54	59	46	30	38	38	41	
	% Utilization			74%	72%	75%	89%	97%	75%	49%	62%	62%	67%	
% Utilization		761	358	357	373	426	448	393	396	413	417	394		
% Utilization			47%	47%	49%	56%	59%	52%	52%	54%	55%	52%		

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM. STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

# CITY OF SANTA MONICA PARKING UTILIZATION STUDY

CHART G

DAY: SUNDAY  
 DATE: OCTOBER 04, 1998  
 PERIODS: 05:00 A.M. TO 09:00 A.M.  
 05:00 P.M. TO 07:00 P.M.

Street	Limits	Side	Capacity	NUMBER OF OCCUPIED PARKING SPACES										
				5am	6am	7am	8am	9am	5pm	6pm	7pm	8pm	9pm	
Entrada Dr.	From Mesa	Left	15	2	2	2	2	2	2	5	8	10	7	
	To Amalfi	Right	15	12	12	15	17	16	10	13	19	12	11	
	Total		30	14	14	17	19	18	12	18	27	22	18	
	% Utilization			47%	47%	57%	63%	60%	40%	60%	90%	73%	60%	
E. Channel Rd.	From Entrada	Left	13	0	0	0	0	0	0	0	0	0	0	
	To Amalfi	Right	15	0	0	0	0	0	0	0	0	0	0	
	Total		28	0	0	0	0	0	0	0	0	0	0	
	% Utilization			0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Amalfi Dr.	From E. Channel	Left	12	2	2	3	2	2	4	5	3	1	0	
	To Entrada	Right	16	4	4	6	7	7	9	4	4	2	2	
	Total		28	6	6	9	9	9	13	9	7	3	2	
	% Utilization			21%	21%	32%	32%	32%	46%	32%	25%	11%	7%	
Ocean Ave.	From Entrada	Left	13	5	5	6	6	5	7	7	4	3	6	
	To Adelaide	Right	27	12	12	12	13	12	8	9	9	6	9	
	Total		40	17	17	18	19	17	15	16	13	9	15	
	% Utilization			43%	43%	45%	48%	43%	38%	40%	33%	23%	38%	
Adelaide Dr. *	From Ocean	Left	0	0	0	0	0	0	0	0	0	0	0	
	To 7th	Right	93	10	10	14	19	37	20	12	14	9	11	
	Total		93	10	10	14	19	37	20	12	14	9	11	
	% Utilization			11%	11%	15%	20%	40%	22%	13%	15%	10%	12%	
San Vicente Blvd.	From Ocean	Left	108	100	99	97	97	95	83	103	90	92	94	
	To 7th	Right	97	83	82	85	87	88	68	81	75	84	79	
	Total		205	183	181	182	184	183	151	184	165	176	173	
	% Utilization			89%	88%	89%	90%	89%	74%	90%	80%	86%	84%	
Georgina Ave.	From Ocean	Left	107	31	29	32	34	37	35	40	36	36	27	
	To 7th	Right	96	35	38	39	42	43	28	29	27	28	30	
	Total		203	66	67	71	76	80	63	69	63	64	57	
	% Utilization			33%	33%	35%	37%	39%	31%	34%	31%	32%	28%	
Ocean Ave.	From Adelaide	Left	26	16	15	16	17	19	12	9	14	10	7	
	To Marguerita	Right	47	0	0	0	2	2	1	2	2	2	3	
	Total		73	16	15	16	19	21	13	11	16	12	10	
	% Utilization			22%	21%	22%	26%	29%	18%	15%	22%	16%	14%	
4th St.	From Adelaide	Left	29	24	23	26	28	26	25	20	21	14	15	
	To Georgina	Right	32	19	19	24	28	29	29	15	19	15	20	
	Total		61	43	42	50	56	55	54	35	40	29	35	
	% Utilization			70%	69%	82%	92%	90%	89%	57%	66%	48%	57%	
% Utilization			761	355	352	377	401	420	341	354	345	324	321	
% Utilization				47%	46%	50%	53%	55%	45%	47%	45%	43%	42%	

NOTE \* - ADELAIDE DR. PARKING PROHIBITED LEFTSIDE OF STREET EXCEPT FRIDAY 9AM - 12PM, STREET SWEEPING RIGHTSIDE OF STREET.  
 PARKING CAPACITIES ARE APPROXIMATE FIGURES

