

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

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Filed:	5/04/01
49th Day:	6/22/01
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Staff:	AJP-LB <i>[Signature]</i>
Staff Report:	5/22/01
Hearing Date:	6/12-15/01

STAFF REPORT: CONSENT CALENDAR**APPLICATION NUMBER:** 5-01-167**APPLICANT:** Los Angeles County Department of Beaches and Harbors**PROJECT LOCATION:** Beach parking lots at 62nd Avenue (Playa Del Rey), Hyperion (Dockweiler), Grand Avenue (El Segundo), City of Los Angeles.**PROJECT DESCRIPTION:** Pilot parking management changes at three separate beach parking lots on a temporary (6 months) basis. The "honor drop-boxes" and parking attendants, that are currently being used to manage the lots, will be replaced with "pay-by-space" and "pay and display" machines and electronic parking meters.**LOCAL APPROVALS RECEIVED:** Approval In Concept

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends that the Commission approve the proposed project with special conditions requiring the submittal of a new application for the permanent installation of a parking fee collection system and a condition requiring that any change to the proposed program will require Executive Director review to determine if an amendment to the permit, or a new permit, will be required.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution:

I. APPROVAL WITH CONDITIONS

The Commission hereby **GRANTS** a permit, subject to the conditions below, for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, and will not have any significant adverse effects on the environment within the meaning of the California Environmental Quality Act.

II. STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date the 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. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. 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.
5. 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. Permit Expiration

The pilot parking fee collection program authorized by this permit shall terminate six months from the date of issuance of the permit. The County can apply for a new permit to reinstate the program or institute a new program. All devises shall be removed within 30 days of termination of the program authorized by this permit, except that the Executive Director may allow the devises to remain

beyond the 30 days if a substantially complete application for reinstatement or new program is submitted within the 30 day grace period.

2. Agreement for any future Changes

With the acceptance of this permit the applicant agrees that any change in the rate charged for parking or method of fee collection during the pilot program will require Executive Director review to determine if an amendment to the permit or a new permit will be required.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. Project Description and Location

The Los Angeles County Department of Beaches and Harbors is proposing a pilot parking management change at three separate beach parking lots on a temporary basis (6 months). The "honor drop-boxes" and parking attendants, that are currently being used to collect fees at the beach lots, will be replaced with three types of automated parking revenue collecting devices. The three proposed devices are as follows:

Pay-by-Space machines—where a patron records their parking space number at the machine and then pays their fee in coins, bills, or by credit/debit card.

Pay and Display machines—where a patron pays their fee at the machine in either coins, bills, or by credit/debit card and then takes their receipt back to their vehicle and displays the receipt on their dashboard.

Electronic Parking Meter—these include single, and multiple space meters, where the patron enters the parking space and deposits coins to cover the time period they will be parked.

The Pay-by-Space and Pay and Display machines measure approximately 36 inches high, 24 inches wide, and 18 inches in depth. The machines will be placed on a pedestal providing an overall height of approximately 5.5 to 6 feet (similar in overall dimensions to the existing "honor drop-boxes").

The electronic Parking meters will consist of two types. The first type will be similar to the standard street parking meters, set on a single pole, and measuring approximately 4.5 feet in height. The second type is a multi-space electronic meter, with the pedestal and head designed as a single unit. The individual units will measure approximately 4.5 feet in height, 10.75 inches in width, and 8 inches in depth.

The three pilot parking lots are located at Dockweiler State Beach in the City of Los Angeles. The three lots are: 1) 62nd Avenue Lot, at the northern end of Pacific Avenue (Playa Del Rey area); 2) Hyperion Lot, along Vista Del Mar (El Segundo area) and; 3) Grand Avenue Lot, along Vista Del Mar (El Segundo area).

The 62nd Avenue Lot consists of one 34 space lot and a 16 space lot. The applicant proposes to install five multiple space electronic parking meters to cover all 50 parking spaces.

The Grand Avenue parking lot provides a total of 113 parking spaces. The applicant proposes to install two Pay-by-Space devices near the south and north ends of the parking lot for 96 of the parking spaces, and three duplex parking meters along the eastern end of the lot to cover six parking spaces.

The Hyperion Lot provides 435 parking spaces. The applicant proposes to install four Pay and Display machines for 429 parking spaces, and three duplex meters to cover six parking spaces.

The three lots are currently operated with a "honor drop-box" parking fee collection system during the weekday, and parking attendants during the weekend. The proposed pilot program will replace the "honor drop-boxes" and the parking attendants as parking fee collectors. The project will allow the county to test three types of automated parking revenue collecting devices, and test the public's acceptance of different brands of equipment.

The Pay and Display and Pay by Space machines and use of meters provide the public an opportunity to pay a flat fee for all day parking or pay by 15-minute increments for short-term parking. The length of stay at the metered spaces will be limited only by the operation hours of the lots themselves. The Grand and Hyperion lots are open from 6:00 a.m. to 10 p.m. The 62nd lot is open from 6:00 a.m. to sunset.

Dockweiler Beach is a State owned beach. Through an agreement with the State the County of Los Angeles operates and maintains the beach and public parking lots.

B. Public Access

Section 30210 of the Coastal Act states, in pertinent part:

...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.

Dockweiler County Beach is a wide flat sandy beach, extending three miles in length from Manhattan Beach to the south to the Ballona Creek channel to the north.

Amenities offered at the beach include a bike path, picnic area, concession stand, hang gliding area, Recreational Vehicle overnight camping, and public parking.

Dockweiler State Beach provides a total of approximately 1,410 public parking spaces within four County maintained beach lots. The three lots in which the applicant proposes to install the new fee collection systems provide a total of 598 public parking spaces. In addition to the public parking provided in the public lots, there is free public parking located along Vista Del Mar, which runs parallel to the beach, and along Pacific Avenue, located to the north.

The current parking rates within the lots during unstaffed periods during the summer and winter is \$2.00. For staffed periods the rate ranges from \$5.00 to 6.00 during the weekday and \$6.00 to \$6.75 during the weekend. With the proposed parking fee collection system the flat rate will be consistent with the current maximum rate of \$5.00 to \$6.75, with the meter rate at \$0.25/15 minutes. The meters, which will provide a limited number of short-term parking spaces as an option in the Grand and Hyperion lot, at the 62nd Street Lot meter parking will be the only option.

The institution of the new collection system will eliminate the unstaffed rate of \$2.00 at all three lots and will eliminate the payment of a flat rate at the 62nd Street lot. The \$2.00 rate is charged during off season (non-summer) periods during the week when demand for parking is low. The proposed flat rates will not increase over the maximum rates of \$5.00 to 6.75 currently charged at the lots. The pilot program will provide a limited number of short-term meters as an option to paying the flat rate and there is available on-street parking located adjacent to the lots. Therefore, since the \$2.00 rate only applied on weekdays during the non-summer period, and there is available free on-street parking, the elimination of the low \$2.00 rate will not have a significant impact on public access.

Theoretically, people parking at the 62nd lot could pay a higher rate of \$12.00 to \$14.00 for all day parking, however, according to the County, due to the lot's small size and location away from the main beach access corridor (Culver Boulevard and Vista Del Mar), the lot is not heavily used and is generally used only for short-term parking by fisherman, sightseers, and strollers. Therefore, the County feels that short-term parking is the most appropriate option for this lot. Moreover, people looking for long-term parking in the area can park along nearby Pacific Avenue, which provides free parking, or travel a little further to one of the other public lots along Dockweiler beach, or use the on-street parking along Vista Del Mar.

The County is proposing this pilot program to improve and replace their existing deteriorating collection boxes. Once the County has analyzed the data obtained over the summer period, the County will then determine what system is the most effective in maintaining long-term cash flow, enforceability, and providing the public the best service. The proposed program is for a six month period and will be started in June, immediately after obtaining a Coastal Development Permit. At the end of this period, based on the data collected and public input, the County will submit a new application for the permanent installation of the parking fee collection system.

To ensure that the County will resubmit an application and Commission staff will have an opportunity to review the results of the pilot program, and present it the Commission, a special condition requiring the applicant, after the end of the pilot program, to submit a new application for the permanent installation of the collection program is necessary. Furthermore, special condition number two places the applicant on notice that any change to the proposed pilot program will require review by the Executive Director, to determine if an amendment or a new permit will be required. Therefore, the Commission finds that, as condition, the proposed development will be consistent with Sections 30210 and 30211 of the Coastal Act.

C. 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).

The proposed project site is located in the Playa Del Rey LCP planning area the City of Los Angeles. There is currently no certified LCP for this area. The site is included under the Dockweiler State Beach General Plan, published May 1992. The Beach general Plan designates the beach to be used for general recreational and nature activities.

As proposed the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the proposed 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 implementation for a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

D. California Environmental Quality Act

Section 13096 of the California Code of Regulations requires Commission approval of a CDP application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen any significant adverse effect that the activity may have on the environment.

The proposed project, as conditioned, has been found to be consistent with the public access policies of the Coastal Act. There are no negative impacts caused by the

proposed development which have not been adequately mitigated. Therefore, the Commission finds that the proposed project, as conditioned, can be found consistent with the requirements of the Coastal Act to conform to CEQA.

L.A. County Dept. of Beaches & Harbors
Beach Parking Management Pilot Project

Site 1 - 62nd Avenue Parking Lot

EXHIBIT NO. 1

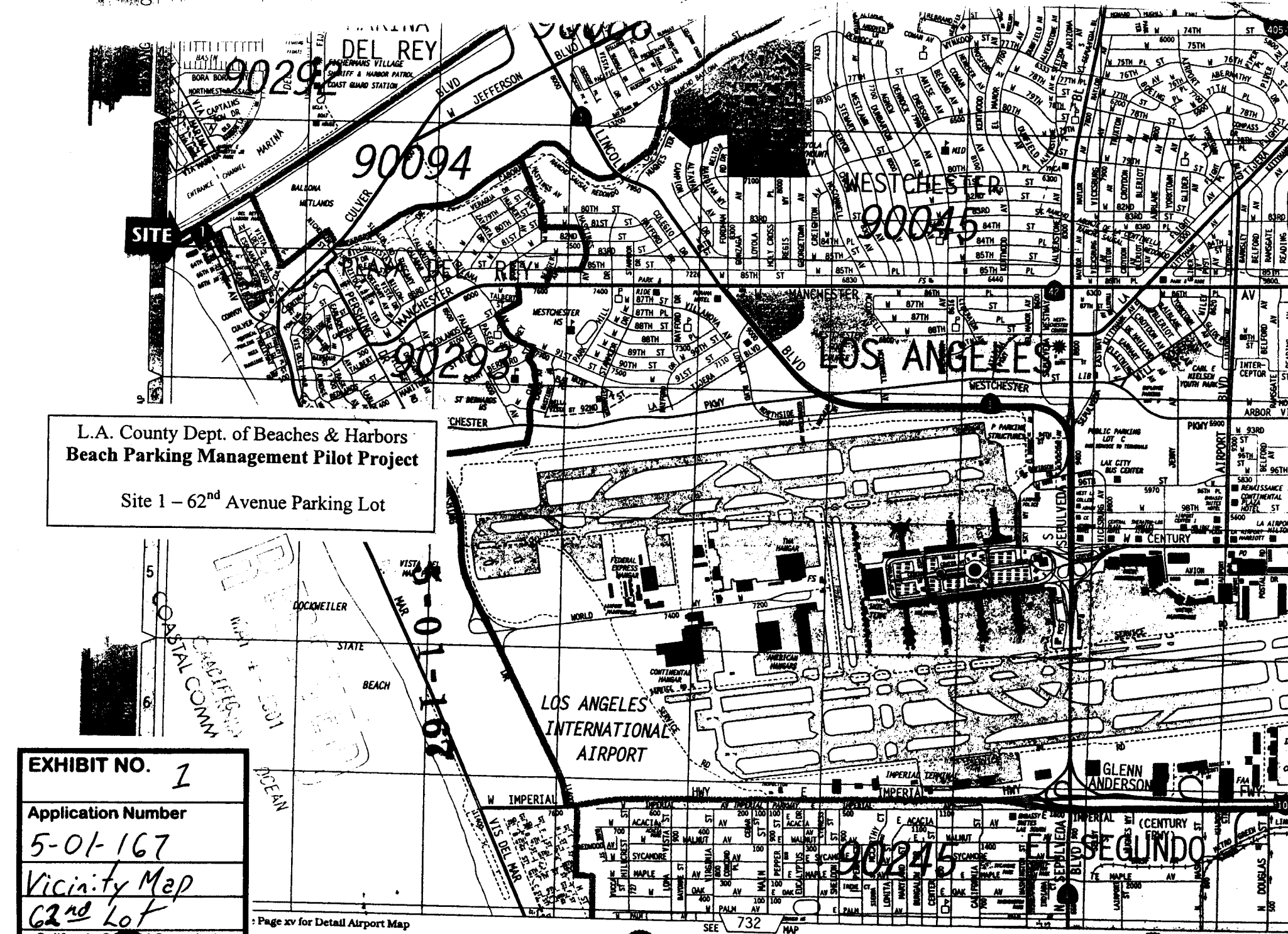
Application Number
5-01-167

Vicinity Map
62nd Lot

California Coastal Commission

Page xv for Detail Airport Map

SEE 732 MAP



SITE 2
DOCKWEILER

SITE 3
BEACH

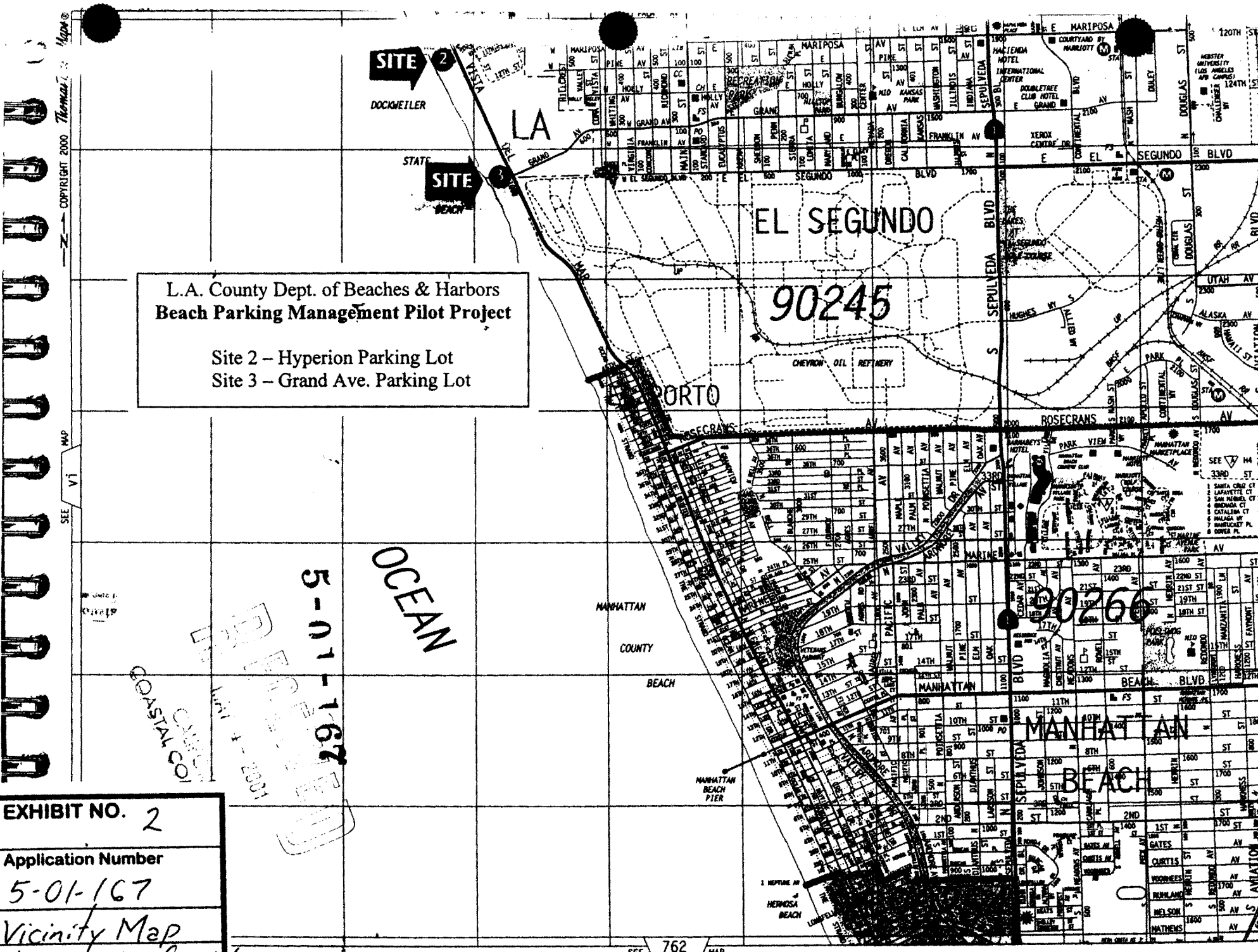
L.A. County Dept. of Beaches & Harbors
Beach Parking Management Pilot Project
Site 2 - Hyperion Parking Lot
Site 3 - Grand Ave. Parking Lot

EL SEGUNDO
90245

90266

OCEAN
5-01-167
COASTAL COMMUNITY

EXHIBIT NO. 2
Application Number
5-01-167
Vicinity Map
Hyperion & Grand Ave. L.



62nd STREET PARKING DOCKWEILER STATE BEACH

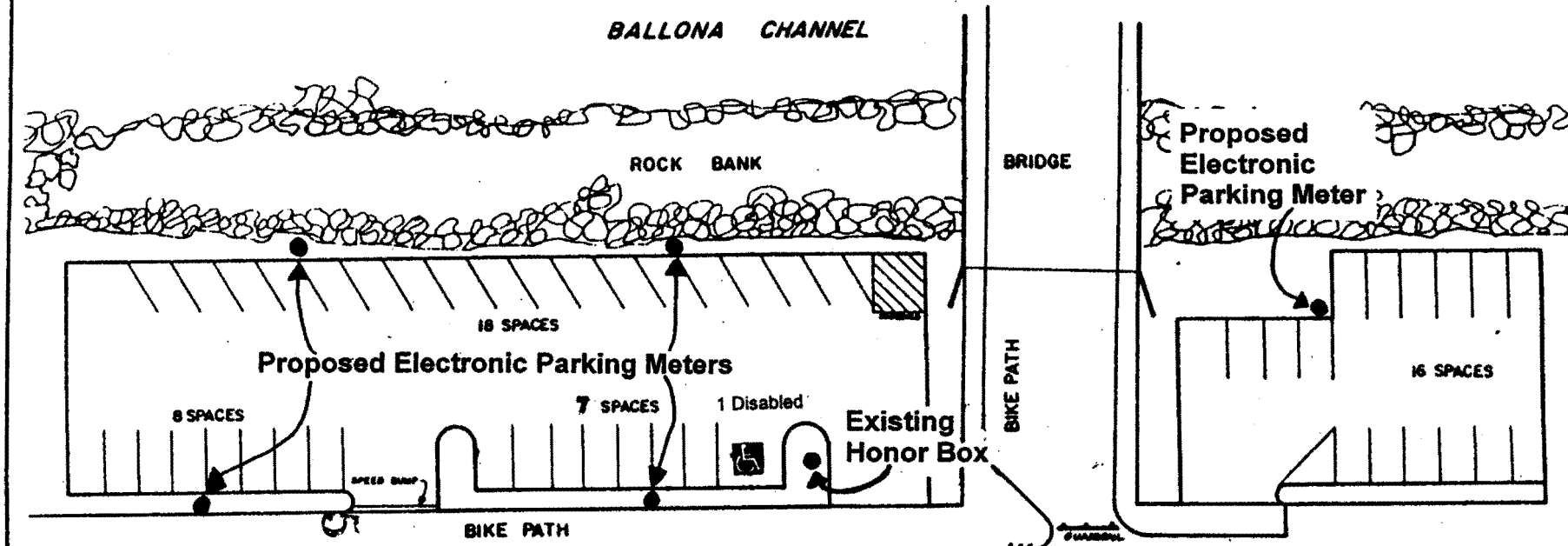


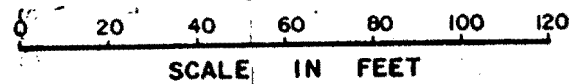
EXHIBIT NO. 3

Application Number
5-01-167

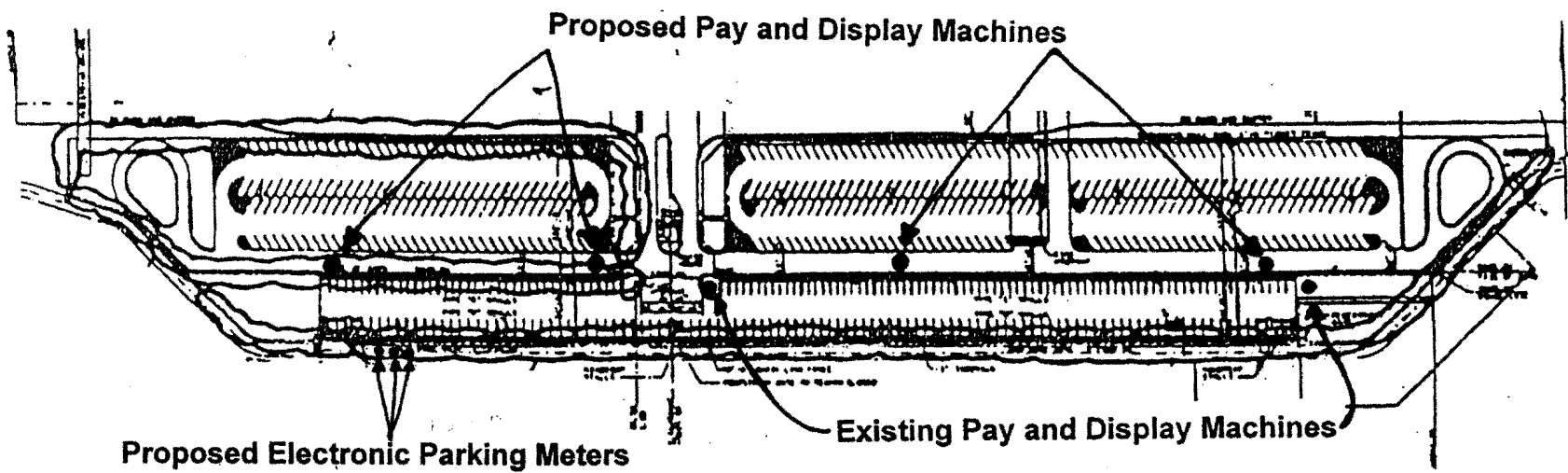
62nd Street Lot

Site Plan

California Coastal Commission



Parking Lot Area	13,320 sq. ft.
West Lot	33
Disabled	1
East Lot	16
Total	50



Parking Spaces

North Lot	140
South Lot	150
West Lot	140
Disabled	10
Total	540

County #34 (Hyperion Lot - Dockweiler)

		HYPERION FULL SECONDARY (MFS)	EXHIBIT
		DOCKWEILER BEACH IMPROVEMENTS	B

EXHIBIT NO. 4
Application Number 5-01-167
Hyperion lot Site Plan
California Coastal Commission

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NO. OF LOTS	1
NO. OF SPACES	540
NO. OF DISABLED SPACES	10
NO. OF EXISTING SPACES	150
NO. OF PROPOSED SPACES	390
NO. OF EXISTING MACHINES	150
NO. OF PROPOSED MACHINES	200
NO. OF EXISTING METER UNITS	150
NO. OF PROPOSED METER UNITS	200
NO. OF EXISTING TRUCK SPACES	0
NO. OF PROPOSED TRUCK SPACES	0
NO. OF EXISTING TRUCK SPACES	0
NO. OF PROPOSED TRUCK SPACES	0
NO. OF EXISTING TRUCK SPACES	0
NO. OF PROPOSED TRUCK SPACES	0

GRAND AVENUE PARKING LOT DOCKWEILER STATE BEACH

GRAND
AVE.

VISTA DEL MAR

ACCESS
ROAD

Proposed Electronic Parking Meters

21 SPACES

26 SPACES

Proposed
Pay-By-Space
Devices

35 SPACES

3 HANDICAPPED
SPACES

6 SPACES

22 SPACES

Existing
Honor Box



BIKE PATH

COASTAL COMMISSION

1002 - F JAN 1993

5-01-167

EXHIBIT NO. 5

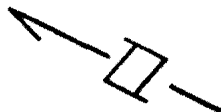
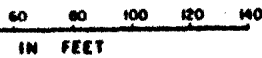
Application Number

5-01-167

Grand Avenue Lot

Site Plan

California Coastal Commission



PARKING LOT AREA 49,100 sq. ft.

REGULAR SPACES 110

HANDICAPPED 03

TOTAL 113

5-01-167



Home

Features

Ease of use

Specifications



The Lexis 901LX

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The Lexis 901LX is the first Pay Station designed and manufactured by a professional parking manager. Specifically for use in parking environments such as colleges, Parks, Hospitals, Airports and City Parking, the Lexis 901LX has all the revenue Security and reporting features parking managers demand.

Key Benefits

- Provides change for over payment
- Accepts any denomination of coins
- Accepts paper currency
- Accepts credit cards & has smart card feature
- AC or DC powered. Rechargeable batteries
- Large temperature range thermal printer
- Stainless steel coin and cash vaults.
- Custom tickets (programmable messages)
- Multiple rate capability
- Ease of use

REVENUE SECURITY

Pay Parking is by and large a "cash" business. Parking managers need assurances that their parking revenue is secure. In addition, they need to know that every dollar is accurately accounted for.

The Pay Station is full 12 gauge stainless steel construction. The

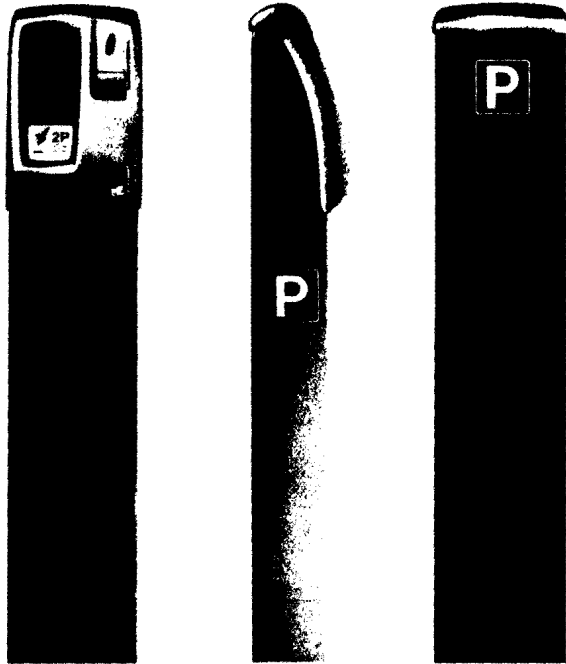
EXHIBIT NO. 6
Application Number
5-01-167
Pay machine
California Coastal Commission

DUNCAN INDUSTRIES
PARKING METER MECHANISM
ELECTRONIC EAGLE



EXHIBIT NO. 7
APPLICATION NO.
5-01-167
Single Meter

reino



S P E C I F I C A T I O N S

Cabinet:	Precision laser cut, formed, welded 316 Stainless Steel	
Meter head:	Cast 316 high elasticity Stainless Steel, Heat treated	
Finish Options:	Satin finished Stainless Steel. Baked powder coat in colour of choice is optional	
Height (When installed):	1270 mm	(50")
Height (overall):	1370 mm	(53 ¹⁵ / ₁₆ ")
Width:	Left to right	275 mm (10 ¹³ / ₁₆ ")
Depth:	Front to back, deepest point:	200 mm (7 ⁷ / ₈ ")
Weight:	(without packaging)	54 kg (119 lb 1oz)
Fixing:	4 or 6 x high tensile anchor bolts, cast into concrete footing	

The MultiBay concept:

Born of the requirement to make cities people-friendly and more attractive, MultiBay machines balance the need to ration scarce parking spaces with increasingly important environmental considerations.

With ever increasing vehicle volumes, it becomes essential to ensure turnover of car spaces without proliferation of unsightly machines at every parking space. Most Authorities want to rid their cities of the "steel picket fences" that characterize ordinary parking meter installations. Our standard 4 bay machine will reduce the number of parking meters by a significant 75%, yet the furthest that motorists need to walk after leaving their car is just one additional space.

Reino units are available in any format from 2 bay to 99 bay. Ask our trained consultants for planning advice, to ensure that your city benefits from a technology designed to boost compliance with your parking statutes without compromising user-friendliness.

Environmental issues:

Reino is designed to ensure that your parking controls operate in the most environmentally

responsible way. This ensures that your city acts and is seen to act responsibly in managing your parking controls. Our proven MultiBay concept will assist you to eliminate the visual pollution that too many individual parking meters create. Other systems, like Pay & Display, are paper-based and rely upon creating a paper document for every single parking transaction. This is regarded as environmentally irresponsible.

Reino MultiBay meters give you these advantages: - significantly fewer machines, easy, inexpensive service with lowest operating costs, no expensive consumables, and an elegant user-friendly street presence for your city.

Ergonomic Design:

Careful integration of hardware with software ensures easily understood parking controls. Ergonomic features include enlarged, clear display, clearly defined "payment area" on the meter face, and ease of use from a wide range of operating heights. Tall users, children, and those in wheelchairs all find the Reino comfortable and easy to operate.

Electronic indication of time remaining may be recalled at any time. People in a hurry, carrying

belongings, looking after children or those who do not walk easily appreciate the ease of operation and value not having to return to their vehicle to validate their payment by display of a ticket. Making it easy for the public to pay ensures improved compliance and better revenues for you.

Power Options:

Reino is designed for operation either at a low safety voltage - ELV - (42 volt DC down to 12 volt DC), with battery power, or with solar power.

Colour Options:

Standard finish is elegant, satin Stainless Steel. Virtually any colour is available upon request, durable baked powder coat. Our 2 year warranty does not include painted finishes.

Changing Rates or Park Periods.

Making changes is so easy, you'll wonder why no one ever did this before. Multi-tiered rate structures are enabled, with different rate different times, or on different days. "Look ahead" smart software advises your customer of imminent parking changes. Ask our distributor for details of the options available to

EXHIBIT NO.

8

Application Number

5-01-167

Multi-Space

Meter

California Coastal Commission

rdt

REINHARDT AUSTRALIA PTY LIMITED
ACN 079 147 201
12/171 GIBBES STREET
CHATSWOOD NSW 2067 AUSTRALIA
PHONE + 61 2 9417 2500 FAX + 61 2 9417 3133
EMAIL: goreino@bigpond.com

Designed & manufactured in Australia with

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