

CALIFORNIA COASTAL COMMISSION

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Staff Report: 7/22/2004
Hearing Date: 8/11-13/2004
Commission Action:

**STAFF REPORT: MATERIAL AMENDMENT**

APPLICATION NUMBER: 5-84-236-A2
APPLICANT: City of Hermosa Beach
AGENT: Sol Blumenfeld; Planning Director

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

DESCRIPTION OF PROJECT ORIGINALLY APPROVED (7/11/84): Implementation of preferential parking and remote beach park and ride system.¹

DESCRIPTION OF PREVIOUS AMENDMENT 5-84-236-A1, (4/7/98): Amend preferential parking program to change the permit-restricted parking area hours from present hours (8 am to 5 pm) to extended hours (10 am to 10 pm); eliminate parking prohibition without a permit from 2 am to 6 am; enforce parking restrictions for "yellow" (12-24 hour) and "silver" (2 hour) meters from 10 am to 12 midnight; and install two-hour maximum parking meters along upper Pier Avenue which is currently subject to two hour parking limits.

PROPOSED AMENDMENT 5-84-236-A2: Expand preferential parking district to restrict 13 spaces on west side of Cypress Avenue between Pier Avenue and 11th Street to residents and to add 15 spaces along Valley Drive near Second Street to 12-hour public parking inventory; also, the request includes updating the parking district management (See Pages 5, 6 and 16).

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends that the Commission determine that the proposed development, with the proposed amendment, subject to the conditions below, is consistent with the public access requirements of the Coastal Act. The special conditions are designed to assure that most spaces previously proposed for free long-term remote public parking continue to be available to the public, but allow the City to reduce the number of free remote spaces on weekdays other than summer holidays. Further, the 1,100 long-term metered beach parking spaces along Hermosa Avenue (and portions of Herondo Avenue) must remain long-term (6 hour minimum) in order to continue to provide beach access parking. Finally

¹ These are the descriptions as they appeared on the front page of the staff report and on the coastal development permits. For a more detailed description, see Exhibits and pages 7-11 of this staff report.

the staff recommends that the City update its signage system, advising the public both of the locations of the long-term spaces and of the availability of day passes.

SUBSTANTIVE FILE DOCUMENTS:

1. 5-86-834 (City of Hermosa Beach; Strand bicycle rest area);
2. 5-92-177 (City of Hermosa Beach, Removal of Parking from Greenbelt);
3. 5-97-011 (City of Hermosa Beach, downtown parking structure);
4. 5-82-251 (City of Hermosa Beach Limited Term Preferential Parking.)

LOCAL APPROVALS RECEIVED:

Hermosa Beach City Council resolution to approved the incorporation of Cypress Avenue in the Preferential Parking District, June 25, 2002.

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

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

In this proposed amendment to a conditionally approved permit, the proposed revision is a material change that affects conditions required for the purposes of protecting public coastal access. Therefore, the Executive Director has determined that the change must be reported to the Commission and noticed to the public.

STAFF RECOMMENDATION:

MOTION: I move that the Commission **approve** amended Coastal Development Permit No. 5-84-236-A2 pursuant to the staff recommendation.

STAFF RECOMMENDATION OF APPROVAL:

1. 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.

I. RESOLUTION TO APPROVE A PERMIT AMENDMENT:

The Commission hereby approves the coastal development permit amendment on the ground that the development as amended and subject to conditions, will be in conformity with the policies of Chapter 3 of the 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 amendment 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 amended development on the environment, or 2) there are no feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the amended 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. 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. PROVISION OF LONG TERM PUBLIC PARKING.

A. **Prior to issuance of the amended permit,** the applicant shall agree in writing to the following:

- 1) The applicant shall provide no fewer than 1,100 metered parking spaces within two blocks of the beach (yellow meters), that allow parking for no less than six hours and that accept coins for up to six hours for each visit.
- 2) The applicant shall maintain no fewer than 440 short-term, 2-3 hour, public, metered, commercial spaces on streets and public lots.
- 3) The applicant shall provide an accessible supply of free, long-term, remote public parking spaces in the numbers and in the locations and on the days of the week indicated below. The parking spaces shall be identified with legible signs. A remote space is generally a public space that is located from five to eight blocks walking distance of the beach. Pursuant to this requirement:

(a) **Weekends- Free Remote spaces.** The applicant shall continue to provide no fewer than 396 free long-term (6-12 hour) remote public parking spaces on weekends and holidays during the hours of enforcement of the preferential parking (10 am to 10 pm), on City streets and in City owned lots located within eight blocks of the beach. Spaces shall be provided in the following numbers in following locations:

i.	Clark Building lots ²	51
ii.	Hermosa Greenbelt	78
iii.	City Hall front lot ³	29
iv.	City Hall self-storage	32
v.	Community center	107
vi.	Ardmore & Pier	34
vii.	Kiwanis Club/valley park	35
viii.	Valley Drive West Side	15
ix.	City Yard	15

(b) **Weekdays- Free Remote spaces:** The applicant shall continue to provide no fewer than 320 free long-term (6-12 hour) remote public parking spaces during weekdays, on City lots and on City streets located within eight blocks of the beach, during the hours of enforcement of the preferential parking program (10am to 10 pm.) Such spaces, with the concurrence of the Executive Director, may be reasonably restricted for street cleaning and for a Farmer's Market. Spaces shall be provided in the following numbers in following locations:

i.	Clark Building lots	51
ii.	Hermosa Greenbelt	78
iii.	Community Center	107

² The Clark building lots are used for the Farmer's market on Fridays

³ These two City facilities are available on Fridays.

iv.	Ardmore & Pier	34
v.	Kiwanis Club/Valley Park	35
vi.	Valley Drive West Side	15

B. The permittee shall undertake development in accordance with the measures listed above. Any proposed changes to the final measures agreed upon shall be reported to the Executive Director. No changes to the approved remote long term parking measures shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required

2. CHANGES IN PREFERENTIAL PARKING PROGRAM.

The Commission has approved the preferential program as described in its permit 5-84-236 as amended. Any change, including, but not limited to, changes in the location of the remote parking spaces, the duration of the free parking, the amounts of fees for on-street parking or day passes, or any other feature of the program shall be reported to the Executive Director to determine whether an amendment to the permit is necessary.

3. UPDATED SIGNAGE/PUBLIC INFORMATION PROGRAM

PRIOR TO ISSUANCE OF THE AMENDED PERMIT, the applicant shall provide for the review and approval of the Executive Director an updated signage/public information program that explains the location of the free remote parking lots, the absence of time limits on holidays and summer weekends on the City lots, and the availability of the day-pass program. The program shall include a schedule of installation of the signs; such that new signs shall be installed prior to the 2005 beach season.

III. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. PROJECT DESCRIPTION AND LOCATION

In this present amendment, the City proposes to add 13 public on-street parking spaces that are located on one side of a small residential street, Cypress Avenue, to the restricted portion of an existing preferential parking program. This change would limit parking without a "resident" pass to one hour from 10 am to 10pm along this side of the street. As part of the proposal, the City will provide 15 new long-term public spaces along Valley Drive at the southern end of the City. These spaces would provide beach and recreation parking that is not available in the southern end of the City and would increase public

access. The underlying preferential parking program was approved in 1984 and was intended to discourage parking in the downtown commercial lot by increasing its price, and to provide long-term parking in inland locations. The program also restricts non-resident parking on residential streets inland of the seaward-most arterial, Hermosa Avenue and west of Loma and Morningside Drives to one hour except for residents. As a result of this amendment, Cypress Avenue would be added to the restricted area of the City. In addition to imposing restrictions on visitor parking, the program, as approved, provides no less than 400 long-term free six-hour parking spaces a quarter of a mile inland of the beach, 200 short-term commercial spaces (marked by silver two-hour and three-hour meters) in the downtown Pier Avenue commercial district, and 1,100 metered twelve and twenty four-hour spaces along the first street inland of the beach, Hermosa Avenue (yellow meters)⁴. Residents with passes can park at yellow meters for an unlimited time. The street being added to the restricted area, Cypress Avenue, is a residential street located just inland of City Hall, six blocks from the beach, extending between Pier Avenue, a commercial street, and 11th Street, a residential street. For detailed information submitted by the City, see Exhibits 7, 8a, 8 and pages 2, 3, 4, and 9.

In addition, the amendment would reflect operational changes to the system that have occurred since the Commission initially approved the program. The principal clarification that the City seeks in this amendment is that due to the loss of 165 public parking spaces in a commercial parking structure just outside the coastal zone, (Plaza Hermosa), the City can provide close to 400 free remote spaces only on weekends. This is because some of the weekend long-term spaces do double duty serving City Hall and the one-day Farmer's Market during the week. In addition, the location of some long-term parking has changed since the City last contacted the staff. Some spaces have been designated for City vehicle or police use, or restricted to two hours, and are no longer available for long-term use by the general public. Restriping to accommodate handicapped spaces or traffic needs has also reduced the number of spaces available. The City has opted to sponsor a Farmer's Market at the Clark Building on Fridays. This event has resulted in a reduction of remote spaces available to serve beach goers on that day, although some City employee spaces have been used to fill the gap. While the long-term spaces were clearly labeled as providing 12 hours of free parking, there were few signs at community entrances directing visitors to the long-term parking.

Permit History/Area Description

Hermosa Beach is a developed city in the South Bay area of Los Angeles County. The Hermosa Beach Coastal Zone extends approximately eight blocks inland, marked by Ardmore Avenue, a street that is inland of an abandoned light rail right-of-way. The beach is public. Inland of the beach, there is a paved public walkway known as "The Strand." Inland of The Strand, there is a row of houses, backed by an alley (Beach Drive), and then

⁴ Earlier staff reports on this permit and the first amendment, 5-84-236 and 5-84-236A describe these spaces as twenty-four or twelve-hour spaces. City staff has now confirmed that 1,213 of these long-term meters are available on Hermosa Avenue and Herondo Street. They continue to allow 12-24 hour parking. Residents can park at these meters without paying for an unlimited time. They were initially approved at 12 hours.

developed 3,000 sq. ft. lots, that extend inland one block deep. Inland of this, a four-lane collector street, Hermosa Avenue, provides public parking. Most of the coastal zone is developed with duplexes and triplexes on small lots that are served by both walk streets and vehicular streets that run at right angles to the beach. Other collector streets run parallel to Hermosa Avenue, extending from Manhattan Beach on the north to Redondo Beach on the south. These streets each support two lanes of parking. Valley Drive parallels an abandoned railroad right-of-way, "the Greenbelt", on its seaward side. Ardmore Drive, which is the coastal zone boundary, parallels the right-of-way on its inland side. Outside the coastal zone, and one long block inland of Ardmore, highway-oriented commercial properties front Pacific Coast Highway. In the middle of town, Pier Avenue extends from Pacific Coast Highway to the beach, ending at the City Pier.

In 1984, the Commission approved a preferential parking system for the City of Hermosa Beach (5-84-236). The initial program was a continuation of a two-year "trial preferential parking program" in which the Commission allowed the City to create areas where public parking was discouraged and areas where, because of the absence of fees and generous time limits, visitor parking was encouraged (5-82-251). The following is a summary of the terms of each iteration of the preferential parking permit and related permits:

1982: Trial preferential parking program 5-82-251.

Detailed Project description:

"Project includes two major features: a disincentive system to make it hard to park in the 43 acre area near the beach and free remote parking system to replace both the spaces in the residential areas (from one to four blocks from the beach) where visitors would be limited to one-hour parking and areas near the beach where the City plans to place 1300 meters. ...

"The metered areas include the downtown commercial district (200 silver meters restricted to two hours without a permit) and Hermosa Avenue, the first collector inland of the beach, where the City planned to place 1,100 yellow meters. Yellow meters provided 12 hours parking, but nearby residents and employees of beach front businesses could purchase permits to park at those meters. The area from one to four blocks from the beach would be limited to one-hour parking, without a resident permit. Annual permits cost 15 dollars, are available to residents and certified employees. They allow a car to be parked in any zone with no time limit. Visitors could purchase day use permits to allow them to park anywhere."

Exhibits indicated that the project included:

1. 200 remote free spaces --use the free parking lots located at City Hall (50 spaces) and on the Railroad Right of Way (150 spaces) and take the shuttle to the beach.

2. Purchase of a day permit for \$2.00 to allow a visitor to park at any meter or in any zone for no additional fee.
3. Pay at one of the 1,100 yellow meters at \$.50 an hour up to 12 hours (yellow meters were located along Hermosa Avenue, where either day permits or residential permits could be used.)
4. Use the commercial lots at \$0.25 per hour [City had two down town lots totaling about 270 spaces about half a block from the beach]
5. Pay at one of the 200 silver meters; two hour limit \$.0.50 per hour
6. Park where there are no restrictions east of Loma Drive, approximately five blocks from the beach (in residential areas). (Exhibit 16)

Special conditions:

1. Permit would expire in two years from date of approval.
2. City shall submit a sign and public information plan.
3. Demonstrate that the shuttle would be available when the restrictions are enforced.
4. Within thirty days of Commission action, the City shall designate the location of a reservoir of one hundred (100) additional spaces which shall be made available to the satellite parking program by the middle of June 1982. Furthermore, by March 1, 1983, the City shall identify an additional one hundred (100) such spaces which shall be available for the parking program by mid June (June 19) of 1983.

(1984) 5-84-236. "Implementation of preferential parking and remote beach park and ride system."

Findings state: The proposed development is to continue the [1982] program with the same mitigation measures regarding fees, posting of signs, enforcement and remote parking facilities to accommodate an additional 100 cars over and above the previous permit that provided 300 spaces. ... City would raise the day permits to \$5.00, charge a 25 cent fee for the shuttle, the proposed parking program will affect 1300 metered on-street parking spaces and will provide 400 remote parking spaces at seven locations. The meters included 1,100 yellow meters along Hermosa Avenue and 200 silver meters in the downtown. (See Exhibits 5 and 17.)

A letter from the City described the program (Gregory Meyer March 29, 1984):

1. Purchase a day permit
2. Pay the yellow meter at \$.50/hr (12 hour maximum)
3. Use the commercial lots at \$.25 /hr.
4. Park where there are no restrictions east of Loma Drive (approximately five blocks from the beach).
5. Use the free parking lots located at City Hall and on the Railroad Right Of Way and take the shuttle to the beach.

The staff report refers to Exhibit B (see the current Exhibit 5) for a description of the locations and numbers of remote parking spaces. Based on the exhibit, in 1984, the remote spaces were the following:

Location	Number of Spaces
Rotary Club and Valley Park, 2515 Valley Drive	26
Valley Middle School	125
Old recreation building 1035 Valley Drive	22
City Hall front lot	47
City Hall back lot	25
City Hall side lot	25
Railroad right of way (Greenbelt)	119
Clark building	<u>12</u>
1984 Total	401

In 1986, citing the cessation of federal funding, the City asked to remove the jitney bus from the system and the Commission approved the request. (5-82-251A).

In 1989, following a compliance investigation, the City resubmitted their list of available remote spaces to staff. (Exhibits 6,13)

Location	Number of Spaces
Kiwanis Club and Valley Park, 2515 Valley Drive	26
Old recreation building 1035 Valley Drive	22
Railroad right of way (Greenbelt)	119
Clark building 861 Valley Drive	12
Vons shopping center (Plaza Hermosa lower level)	168
Community center	<u>125</u>
1989 Total spaces	472

(1992) Coastal Development Permit 5-92-177. In this related permit, the City requested:

Removal of 59 parking spaces on the Greenbelt, formerly the railroad right of way, reducing parking from 119 spaces to 60; landscape with pocket park and jogging trail. Restripe Bard Street and other City lots to create 53 new parking spaces.

After an initial recommendation requiring replacement of 60 spaces on site, the City returned with an inventory of remote spaces that would more than replace the missing spaces. While some spaces were outside the coastal zone, and some of them supported other recreational uses, the Commission accepted them. In August of 1992, the Commission approved the construction of the park, the removal of the parking spaces and the following inventory:

Location	Number of Spaces
Vons shopping center (Plaza Hermosa lower level)	168
Clark Building 861 Valley Drive, (two lots)	57
Railroad right of way (Hermosa Greenbelt)	78
City Hall front lot	43
Community center	125
Kiwanis Club and Valley Park, 2515 Valley Drive	26
Ardmore and Pier	<u>36</u>
Total 1992 spaces	533

In addition, the City proposed 30 weekend spaces at the City employee parking lot (Mini-storage lot.) No changes to the meter operation were proposed or approved, although the Commission changed the definition of "long term parking" to 6 hours or more to reflect limitations of the City's contract with the owner of the Plaza Hermosa. This change allowed the City to consider the Plaza Hermosa spaces as long-term remote parking spaces. The Commission also added a special condition that stated that if the City were found out of compliance, the preferential parking program would terminate.

(1998) 5-84-236-A-1. In April 1998, in the first amendment to the preferential parking permit, 5-84-236A1, the Commission approved an amendment to the underlying permit. The amendment explicitly addressed two issues: 1) the hours of enforcement of the district, and 2) the installation of meters on upper Pier Avenue. The Commission approved the changes with no special conditions. The following was the request that the City submitted.

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

While the project description did not state how long a person could park at either the yellow or silver meters, both the staff report and exhibits prepared by the applicant indicated that the 1,100 spaces along Hermosa Avenue would allow 12 hour parking, and that some spaces adjacent to Hermosa Avenue would allow 24 hour parking. The City submitted the 1989 map of remote spaces that showed 472 remote spaces and a list of parking provided. The City also provided a map of metered spaces. (See Exhibits 2, 3 12 and 14)

As indicated above, given the somewhat confusing record, the Commission concludes the following:

1. The remote spaces need to be free and open for at least six hours to allow adequate time to walk the 5-6 blocks to and from the beach and enjoy the beach while there.
2. The City is obliged to provide at least 400 remote spaces every day.
3. Hermosa Avenue is supposed to provide 1,100 long-term (6-12hour) meters.
4. As part of the program, residents of the immediate neighborhood could buy a pass that allowed the unlimited parking on these "yellow (long term) meters," and in the residential areas where parking was otherwise limited to one hour.

The Commission required that the City also sell day-passes to the public that allowed them to park in restricted areas. The City still sells these passes at the Department of Public Works, although staff observed no signs indicating that the permits exist. City officials state that out-of-town beach visitors park at the yellow meters on Hermosa Avenue, and now that the parking structure near the beach is complete, in the parking structure.

In an earlier report, staff indicated that some Hermosa Avenue meters were limited to two or three hours. City staff has now re-surveyed its long-term pay spaces. While about 195 spaces along Hermosa Avenue are limited to serve commercial uses,⁵ there are still over 1200 long-term pay spaces located about a block from the beach (Exhibit 18). Staff corroborated that the long-term meters exist.

B. PUBLIC SHORELINE ACCESS

The Coastal Act requires the Commission to protect existing public access and to protect uses that support public beach access and recreation.

Section 30210 Access; recreational opportunities; posting

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.

(Amended by Ch. 1075, Stats. 1978.)

Section 30211 Development not to interfere with access

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 Public facilities; distribution

⁵ Other short-term pay spaces are located in downtown pay lots and along Pier Avenue and other streets immediately adjacent to the downtown Pier Avenue district.

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Section 30223 Upland areas; recreation:

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

The amount of public beach parking is directly related to the amount of public access to beaches in Los Angeles County, and the amount of public use of these beaches. A State Park study published in 1965 identified on-street parking as the principal limitation on public access to publicly owned beaches throughout the County. Since the time the survey was completed, there has been no significant change in the transportation system serving Los Angeles County beach areas.

Beach users from other parts of the City or from cities that are located farther east in the metropolitan area cannot walk to the beach, and generally must rely on automobiles to get to the beach. However, parking for visitors' cars is limited. Hermosa Beach, like other South Bay cities, was subdivided in the early years of the century. The result of the subdivision pattern is dense development with limited on street parking, and high demand from local residents and businesses for the parking that is available. Older structures are deficient in parking, and new development, typically a duplex on a 30' x 90' lot, provides little or no guest parking. Side streets are cut with driveways. In some cases, side streets do not provide parking because they are landscaped as walk streets, providing a pedestrian amenity, but no parking. In the late 1960's, in response to a declining downtown retail center, the City developed three public parking lots about a block from the beach in the "old downtown".

In response to the competition for parking between residents, small business and beach-goers, Hermosa Beach instituted the preferential parking district. The Commission approved the installation of the meters, the imposition of the other restrictions and the creation of this district as a two-year experiment in 1982 (5-82-251). The restrictions were coupled with mitigation that provided an attractive alternative to beach visitors: 1,100 metered long-term beach parking spaces on Hermosa Avenue; and no less than 400 free long-term spaces six to seven blocks from the beach along the railroad right of way. In 1984, the Commission approved a permanent program that incorporated all of the Commission's conditions on the prior action into the project description (5-84-236) - except for the two-year time limit. In 1986, one feature was eliminated from the original program, a shuttle bus that had proved infeasible.

Objectives of the Commission-approved system

As noted above, the preferential/remote system approved by the Commission is not aimed at reducing public parking. Instead, it is intended to redirect the location of public beach parking with a combination of fees, time limits and free parking. The program allows

preferential parking by permit for residents who live within four blocks of the beach, but is also designed to mitigate the exclusionary effects of the system. This system differs from other systems the Commission has denied because the City provides long-term parking meters for beach access near the beach, and free remote parking and because non-residents can park on all streets available to the residents by purchasing day permits. Additionally, 1,100 metered parking spaces located one block inland of the beach allowed ample time (12 hours) to enjoy the beach. The creation of the remote lots was crucial in persuading the Commission to approve the preferential/remote parking system in Coastal Development Permits 5-82-251 and 5-84-236 (City of Hermosa Beach). In addition to no fewer than 400 free, long-term spaces in "remote" lots, the system was described as including "unlimited parking" on the City streets east of Loma Drive. Cypress Avenue is east of Loma Drive.

In making its findings of approval in 5-82-251, the Commission noted, "the cumulative impacts of such restrictions could be the closing of such County-owned public beaches to all but residents." The Commission noted a cumulative parking deficit of 33,340 beach parking spaces in Los Angeles County in 1964, before the seventies building boom replaced many vacant lots with more intensive uses; and it found that without parking available to the general public, it would be theoretically possible to close off the beach to non-residents. The Commission found that the Hermosa Beach plan, as approved and conditioned, was not exclusionary, rather, it redirected tourist parking to several lots which by their location on major beach routes were easy for beach visitors to find. The system relied on financial disincentives to park near the beach, where long-term parking was allowed but could cost two dollars for four hours. At the same time parking in the remote lots was free. Presently, parking prices in the downtown commercial lot or structure, immediately adjacent to the beach, and on the 1,100 yellow meters are set at one dollar an hour. At the time of the initial approval, the City contemplated charging up to 12 dollars a day for use of its downtown lots.

The system relies on easy availability of free parking and clear signage to maintain the level of beach access while restricting certain areas. Signs indicating the location of public parking are posted where Valley Drive, the location of much of the parking, crosses arterials leading from the freeway. The system has not reduced public use of the beach. Recent beach visitor information from the County Department of Beaches and Harbors indicates that two and a half million visitors used the beach at Hermosa Beach last year. While these figures are estimates and do not distinguish between local citizens and visitors from other communities, they suggest that the beach remains heavily used and attracts tourists.

Site visits conducted by staff revealed that a significant number of the parking spaces identified for remote parking were available for shorter intervals than originally proposed, or were reserved for other public purposes and not available as public long-term beach parking. The program was reviewed by the Commission as an integrated system, comprised of a delineation of restricted areas and mitigating free parking areas and a detailed description of the restrictions and prices that would apply. The applicant has requested only one small change to the system, but this change triggered a survey to

determine whether the Coastal Commission approved system continues to operate. Changes identified included a private developer's posting of 168 spaces in one lot for "customer use only," the redirection of 51 spaces for a Farmers' Market on Friday afternoons, conversion of some parking spaces identified in the 1992 related permit (5-92-177) to a recreation facility, reduction in space counts due to identification of handicapped spaces and several other changes that have occurred since the program was initially approved in 1984.

While some parking has been lost, other parking has become available. Since the initial approval of the program, the City has constructed a new 300-space downtown parking structure that presently allows all day parking for one dollar an hour and is located one block from the beach. However, at the time of the construction of the structure, the City characterized its primary purpose as providing parking for downtown visitor-serving development, including bars and restaurants that have been developing near the pier. 100 spaces of the lot are reserved for a hotel, and others have been committed to providing spaces for downtown businesses that lost on-street parking when the City turned lower Pier Avenue into a plaza. Since many of the restaurants operate in the evenings, the downtown facility continues to provide some beach parking. However, in an analogous situation in Santa Monica, increased commercial use of the downtown parking lead to shortening the hours that spaces in the shopping center structure were available, reducing the effectiveness of the structure for beach visitor parking.

As described above, in this present amendment, the City proposes to add the west side, of one (one-block long) residential street, Cypress Avenue, to the preferential parking area and to create 15 new long-term spaces on the Greenbelt, adjacent to Valley Drive near the southern edge of the City. The spaces on Cypress Avenue would be limited to one hour except for residents. The street is six blocks inland of the beach; driveways break up the available parking. The street is not visible from major arterials and is located close to commercial establishments, not the beach. Cypress Avenue is one block from some specialty food stores and a block and a half from City Hall. It is more likely that motorists from outside the neighborhood who park there are drawn to attractions that are closest, which are the commercial establishments and City Hall. Even though the number of beach visitors who park on the block is likely to be small, the City is proposing to amend the system. All parts of the system must function in order for the preferential parking system not to impede public access to the beach. Commercial customers who had been parking on this street could move west or toward the bigger lots on Valley Drive, and displace beach visitors.

The Commission finds that the remote parking system as designed, as conditioned in 1982, and resubmitted by the City as a complete system "incorporating the conditions" and approved by the Commission is consistent with public access to and use of the beach. The Commission has consistently found that if the free remote lots, long term parking on the first road and adequate signage are provided, restriction of public parking in the residential neighborhoods closer to the beach is consistent with Sections 30210, 30211, 30212.5, and 30223 of the Coastal Act that require public access to the beach. Moreover

consistent with Section 30213, the remote parking is provided at an affordable price - free. As long as the system is functioning as designed, and the proposed mitigation is provided, the proposed changes to the restricted area will not reduce access to the beach.

The reduction of the number of free remote spaces during the workweek is the first material change. In the Los Angeles region, with the exception of an anomalous hot day, beach attendance is much higher on holidays and weekends than during the workweek. Earlier efforts to use the City Hall lot had to be abandoned in the 1992 action because the City Hall parking lot is heavily used during the week for City business. The City initially proposed to replace these spaces with spaces in the lower level of the Plaza Hermosa shopping center, but can no longer use that lot. It can however provide 396 spaces on weekends and holidays. The loss of four spaces to re-striping is not significant number.

The conversion of Cypress Avenue to preferential spaces will not reduce beach access because the existing spaces are difficult to find and because the mitigation spaces provide better coastal access parking spaces than the spaces on Cypress Avenue that the City is proposing to restrict. The new spaces along Valley Drive are located closer to the beach than the newly restricted spaces; and, more importantly, they are located on a major arterial. Therefore, the change is consistent with Sections 30210-30223 of the Coastal Act.

C. COMPLIANCE/VIOLATIONS

The materials submitted as part of the application indicate that the City has not continued to provide the number of long-term free remote spaces that it proposed in the past, inconsistent with the permit. When the City and Commission staffs inventoried parking spaces in May and June 2004, the City staff identified 598 public parking spaces that were available to the public for varying lengths of time. The total number of seven-day remote spaces is lower than the City's initial offer, and much lower than the offer made when moving some of the parking lots eastward. While the City had previously identified 472 parking spaces that were available for public use for long-term free parking for seven days a week, as required in the permit, in 2004, City staff could only identify 269 free long term spaces available for no less than 6 hours for 7 days a week and a total of 320 long term spaces available on at least six days a week (including the 269 that are available 7 days per week) (Exhibit 11); 76 spaces were available only on weekends. This is inconsistent with both CDP 5-84-236 as amended and in the Commission's approval of the related CDP 5-92-177 in which "long term" was defined to mean at least 6 hours. (Exhibits 12 and 15).

Following are the changes to the originally approved system:

1. The 168 spaces in Plaza Hermosa identified as long term spaces in 1989, 1992 and 1996 were not available;

2. Seventeen spaces on Eleventh Place near the Community Center had been metered to 2-hour spaces, as had Pier Avenue near the Community Center.
3. Part of the 125-space Community Center lot that had been identified as a major source of remote parking in 1992 and 1998 was developed for other uses.
4. Some spaces at City Hall and in the Greenbelt were reserved for City vehicle storage.
5. Fifty-one spaces along Valley Drive (the Clark Building lots) were used for a Friday farmers' market.
6. Re-striping for safety and handicapped use had slightly reduced the number of parking spaces in several lots, including the Plaza Hermosa lot. See next page)

As the chart below will show, the number of free remote spaces available in the system has dropped to 269 and (396 on the weekends). Except during unusually hot weather, most visitors come on weekends, when the remote system is four spaces short. The Commission can, on the other hand, require changes to the system so that adequate parking remains for the public. (See chart on next page.)

Hermosa Beach Downtown preferential parking inventory – spaces						
Location/ Duration	Seven day; 6-12 hours Free	Six day; 6-12 hours	Weekend only, 6-12 hours	Weekends Total available free long term	Seven day long term pay	2-3 – hour meters
Clark Building lots*		51		51		
Hermosa Greenbelt	78			78		
City Hall front lot			29	29		
City Hall self storage			32	32		
Community center	107			107		
Ardmore & Pier	34			34		
Kiwanis Club	35			35		
Valley Drive West Side	15			15		
City Yard			15	15		
Hermosa Avenue 12-24 hr yellow meters					1,213	
Pier/Hermosa Avenue / lots/ commercial node 2 and 3 hour silver meters**						446
Total	269	51	76	396	1,213	446
	Seven day	Six day	Fri-Sat-SU	Total weekend free parking	Long -term meters	2-3 hour meters

The use of Plaza Hermosa has long been essential in maintaining the adequate number of remote spaces. In 1989, the City offered to incorporate the 168-space Plaza Hermosa parking lot into the system. The City again offered the lot when they proposed to construct park facilities on the former right-of-way (Hermosa Greenbelt) (CDP 5-92-177). In CDP 5-92-177, the Commission agreed to redefine the minimum parking interval for "long term parking" to six hours because the City's agreement with the Plaza Hermosa limited parking to 6-hour periods. However, the City now indicates that the owner does not want to offer parking to the public.

A second, vital part of the beach parking program, were the 1,100 12-24 hour meters along Hermosa Avenue, which stretches from one city boundary to the other. The Commission approved the initial installation of these meters and accepted that a resident with a tag or a visitor with a day-pass could park along Hermosa Avenue without paying as part of the preferential parking system. The City agrees that these spaces are an important component of its beach access system. The City asserts that a field count indicates that 1,213 of these spaces are presently available to the public.

The applicant indicates that it continues to provide 396 long-term free public parking spaces on weekends, fewer than the number of spaces that it previously proposed (400, 533 and 472). It indicates that these spaces are available when the demand is the highest. By approval of this amendment, the Commission concurs with the reduction of the number of remote spaces, and the provision of fewer than 400 spaces during the work week. Day passes are still available at the Police Department; an initial attempt to sell them at booths in Valley Park did not result in the sale of many passes. The price is still five dollars.

To assure that the City continues in compliance after the reduction, Special Condition 2 provides that if the City wishes to change the location, cost or hours of any remote or metered spaces, the change must be reported to the Executive Director to determine where an amendment to the permit is necessary. To assure that the public is informed of alternative parking, staff is recommending in Special Condition 3, that the City prepare an updated signage and public information program. As conditioned, to assure that the underlying project is operating as originally proposed, the project, with the proposed minor change, will be consistent with the Coastal Act. As conditioned, the project will be consistent with the public access sections of the Coastal Act.

Although development has taken place prior to submission of this permit application, consideration of the application by the Commission has been based solely upon the Chapter 3 policies of the Coastal Act. Approval of this permit does not constitute a waiver of any legal action with regard to any alleged violations nor does it constitute an admission as to the legality of any development undertaken on the subject site without a coastal development permit.

While compliance with the suggested special conditions should achieve the Commission's intent in approving the original permit, the amendment, and the related permit, the Commission's enforcement division will evaluate whether further actions to address this matter are necessary.

D. 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 1981, the Commission approved a coastal Land Use Plan for the City of Hermosa Beach. The Land Use Plan included conceptual discussion of a preferential parking program that, similar to the one that was approved, included free long term remote parking as an incentive to avoid parking near in residential neighborhoods, fees for parking nearer the beach, and a preferential system in neighborhoods located from one to four blocks from the beach. The implementation ordinances are not yet certified. The Commission approved the permit for the preferential parking program before certifying the LCP, and will continue to have jurisdiction over the permit. As conditioned, to assure that the proposed development will be carried out as proposed in 1984 and in 1998, and as conditioned in this action to assure that the development will be consistent with the public access policies of the Coastal Act, approval of the amendment to the proposed development will not prejudice the City's ability to prepare a certifiable Local Coastal Program. The Commission, therefore, finds that the proposed project is consistent with the provisions of Section 30604 (a) of the Coastal Act.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

Section 13096 of the California Code of Regulations requires Commission approval of a Coastal Development Permit 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)(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 Commission considered denying the inclusion of Cypress Avenue into the preferential parking program because the City had changed the administration of its project, and had reduced the number of weekday remote spaces. The Commission concludes that this would leave 13 spaces open to the public. Those thirteen spaces are already heavily used by nearby residents, by visitors to City Hall and to nearby commercial establishments and provide relatively little beach parking. In addition, the City is proposing to provide 15 new spaces along Valley Drive at the southern end of the City. These spaces would provide beach and recreation parking that is not available in the southern end of the City and would increase public access consistent with the public access policies of the Coastal Act. Denying the amendment would result in fewer public parking spaces.

The Commission considered approving this amendment without addressing the inconsistencies of the current operation of the preferential parking system with the project that the Commission approved. Without the mitigation measures and features that brought the project into consistency with the Coastal Act, the underlying project is not consistent with the Coastal Act. Even thirteen spaces cannot operate separately from the project as a whole and the mitigation measures devised to bring the project into consistency with the Coastal Act. Moreover, approval without resolving issues that affect the integrity of the system as a whole would result in confusion as to whether the Commission's original conditions and the features of the City's original project were necessary to achieve a balanced system of parking control and provision of public access. Approval of a system without access features would result in an exclusionary system. A preferential parking system that did not replace restricted parking and did not reserve some parking near the beach for the public could reduce the availability of the beach and other day-use facilities to the public. The proposed project as conditioned includes mitigation measures that guarantee that long-term paid parking will be available to the public near the beach and long term free parking will be available in locations that are a reasonable walking distance from the beach.

As conditioned, the proposed permit amendment will not cause any significant adverse impacts on the environment. Therefore, the Commission finds that there are no feasible alternatives or additional mitigation measures available which would substantially lessen any significant adverse impact which the activity would have on the environment, and that the project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

762

SEE 732 MAP

S ANGELES CO.

1

2

3

4

4

5

6

EXHIBIT NO. 1
APPLICATION NO.
S-84-236A2
Location

PACIFIC

OCEAN

HERMOSA BEACH

HERMOSA BEACH PIER

KING HARBOR

KING HARBOR YACHT CLUB

REDONDO BEACH

REDONDO BEACH

REDONDO BEACH PIER

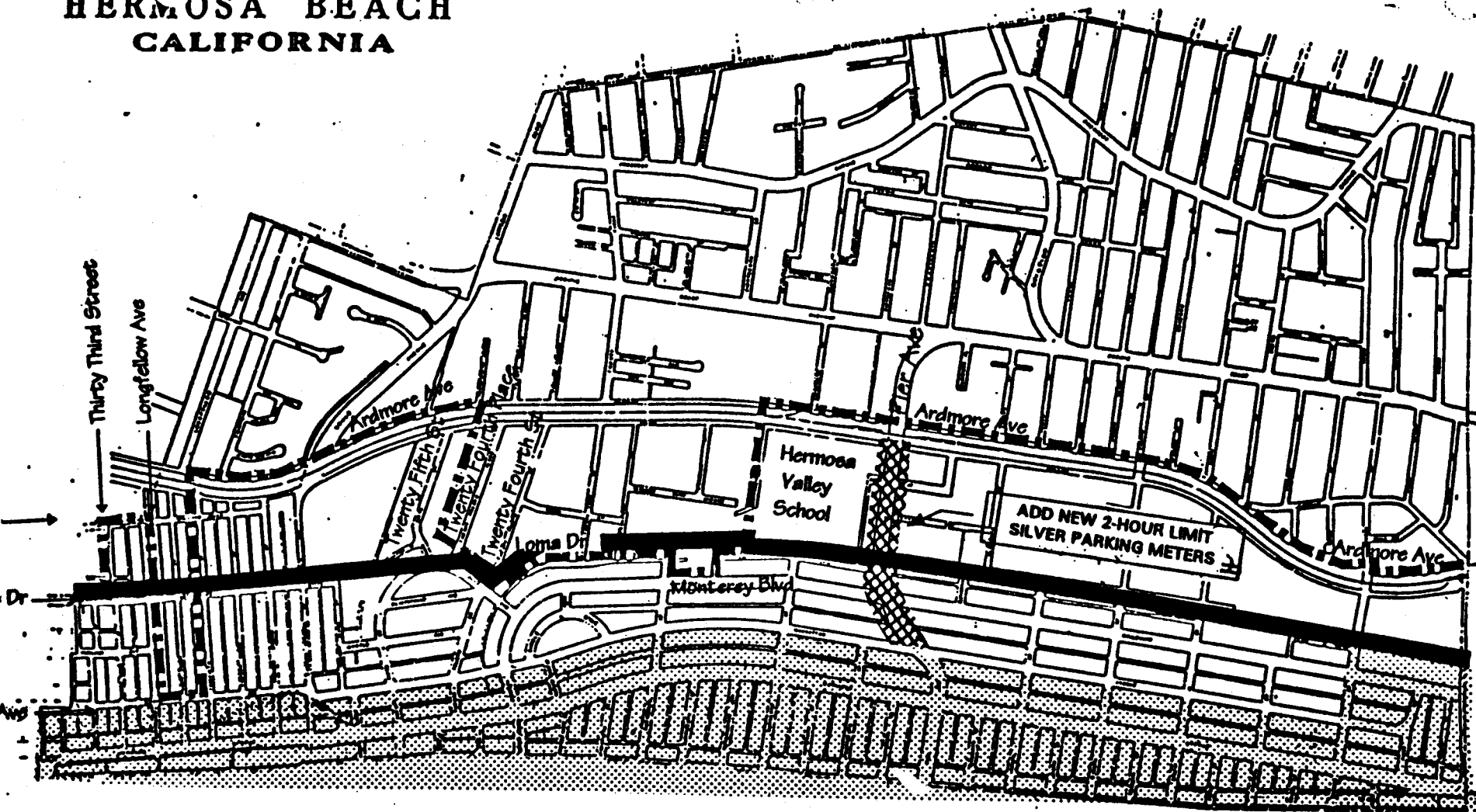
REDONDO

COUNTY

BEACH



CITY OF
HERMOSA BEACH
CALIFORNIA



COASTAL ZONE BOUNDARY

PREFERENTIAL PARKING DISTRICT BOUNDARY

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



CITY OF HERMOSA BEACH
COMMUNITY DEVELOPMENT DEPARTMENT

CALIFORNIA
COASTAL COMMISSION

RECEIVED
NOV 18 1997

(from
5-84-236A)

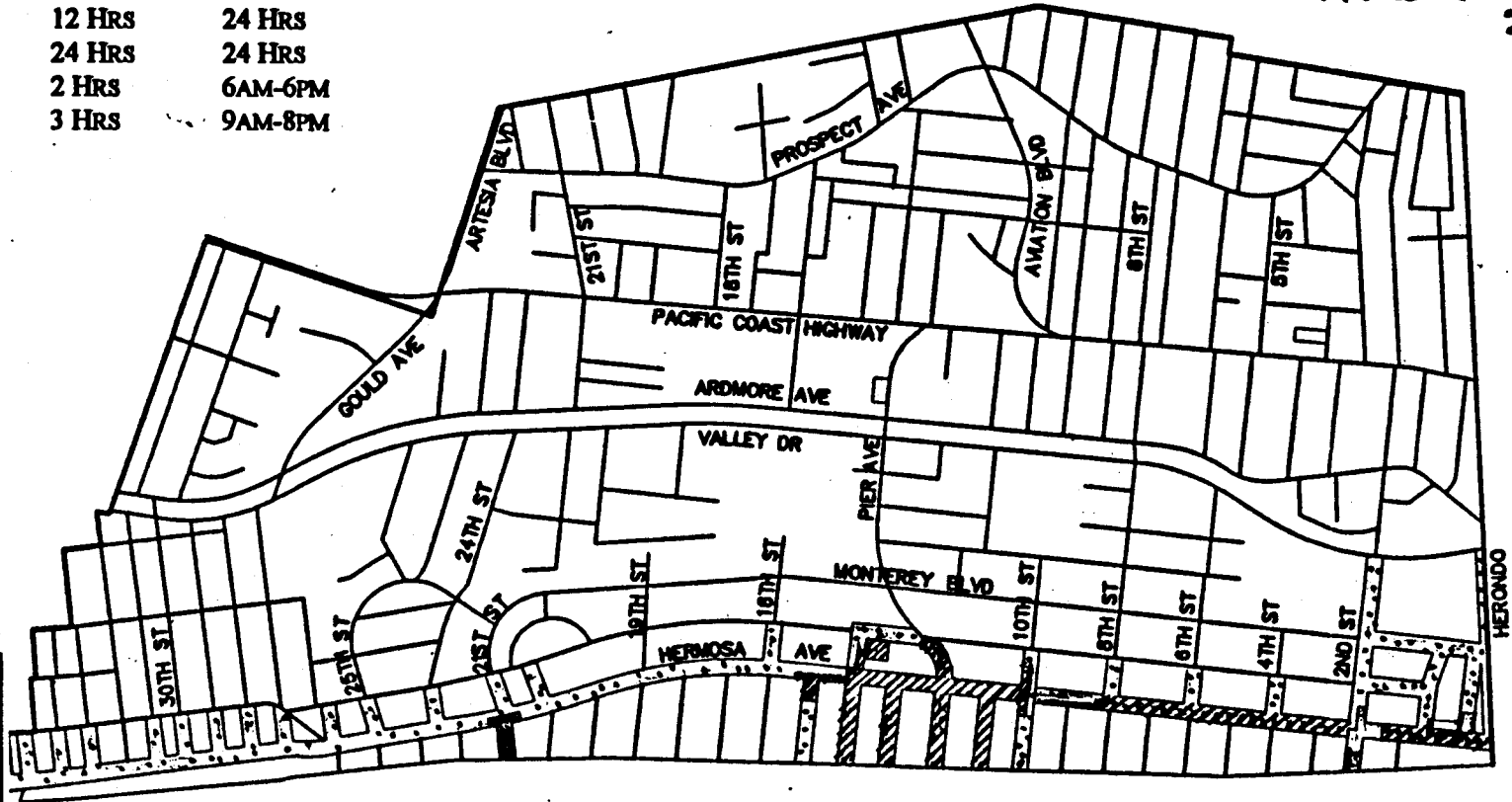
EXHIBIT NO. 2
Application Number 5-84-236A2
Vicinity Map

PARKING METER INVENTORY (COASTAL ZONE)

EXHIBIT NO. 3
APPLICATION NO.
584-236A2
Map from

Howard met 2

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



YELLOW 24-HRS IN MEDIAN

EXHIBIT NO. 2
Application Number 5-84-236A
<i>Meter locations</i>
<i>Hours</i>
California Coastal Commission

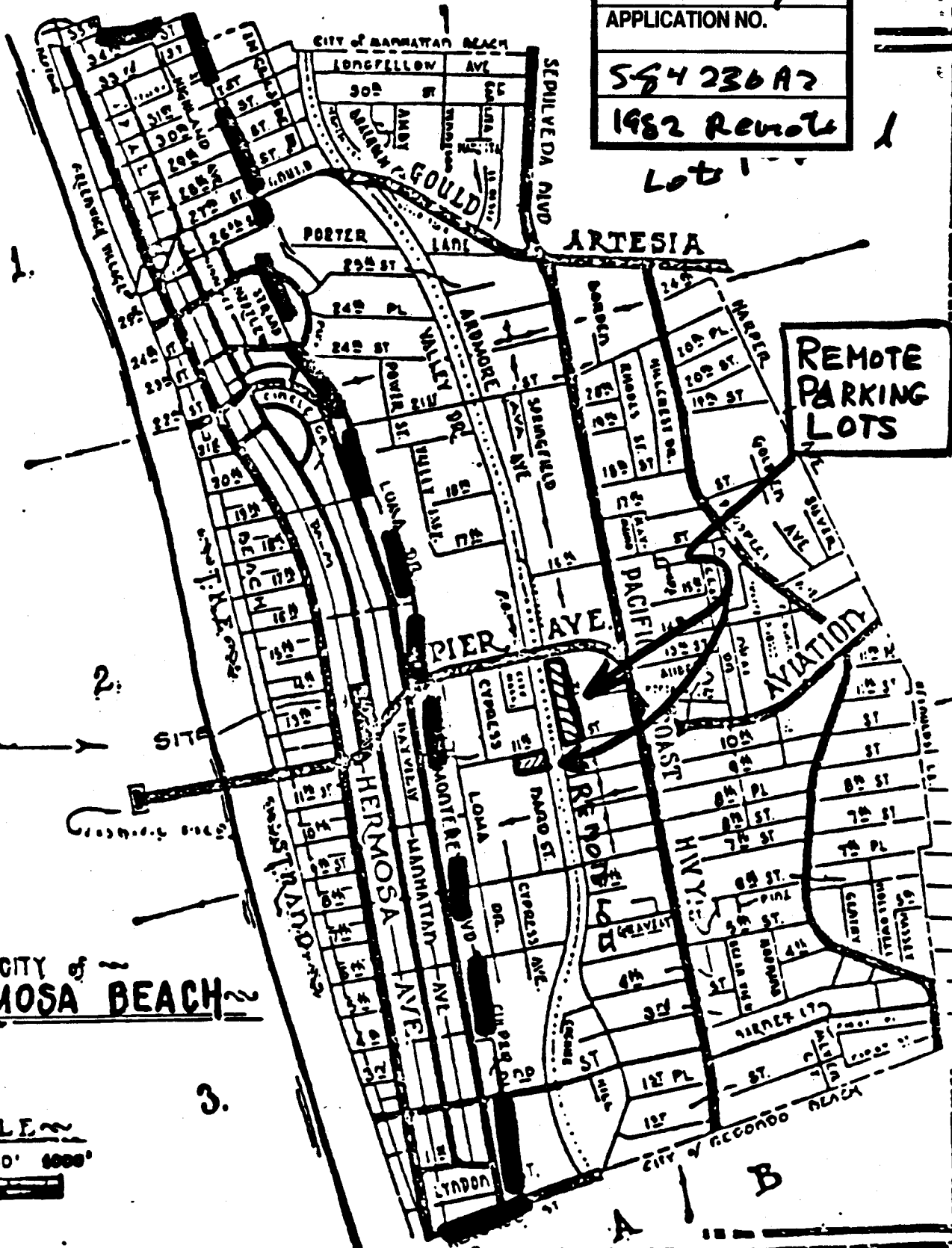
CALIFORNIA
COASTAL COMMISSION

NOV 18 1997

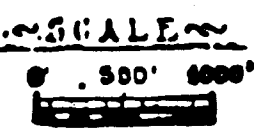
EXHIBIT NO. 4
 APPLICATION NO.
 584 236 A2
 1982 Remote

Lot 1

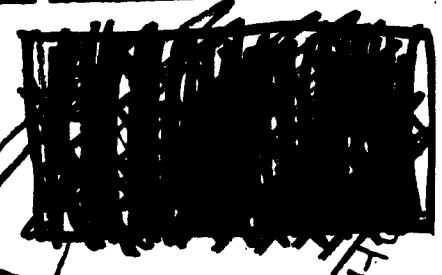
REMOTE
 PARKING
 LOTS



THE CITY OF
 HERMOSA BEACH



preferential
 area



1989

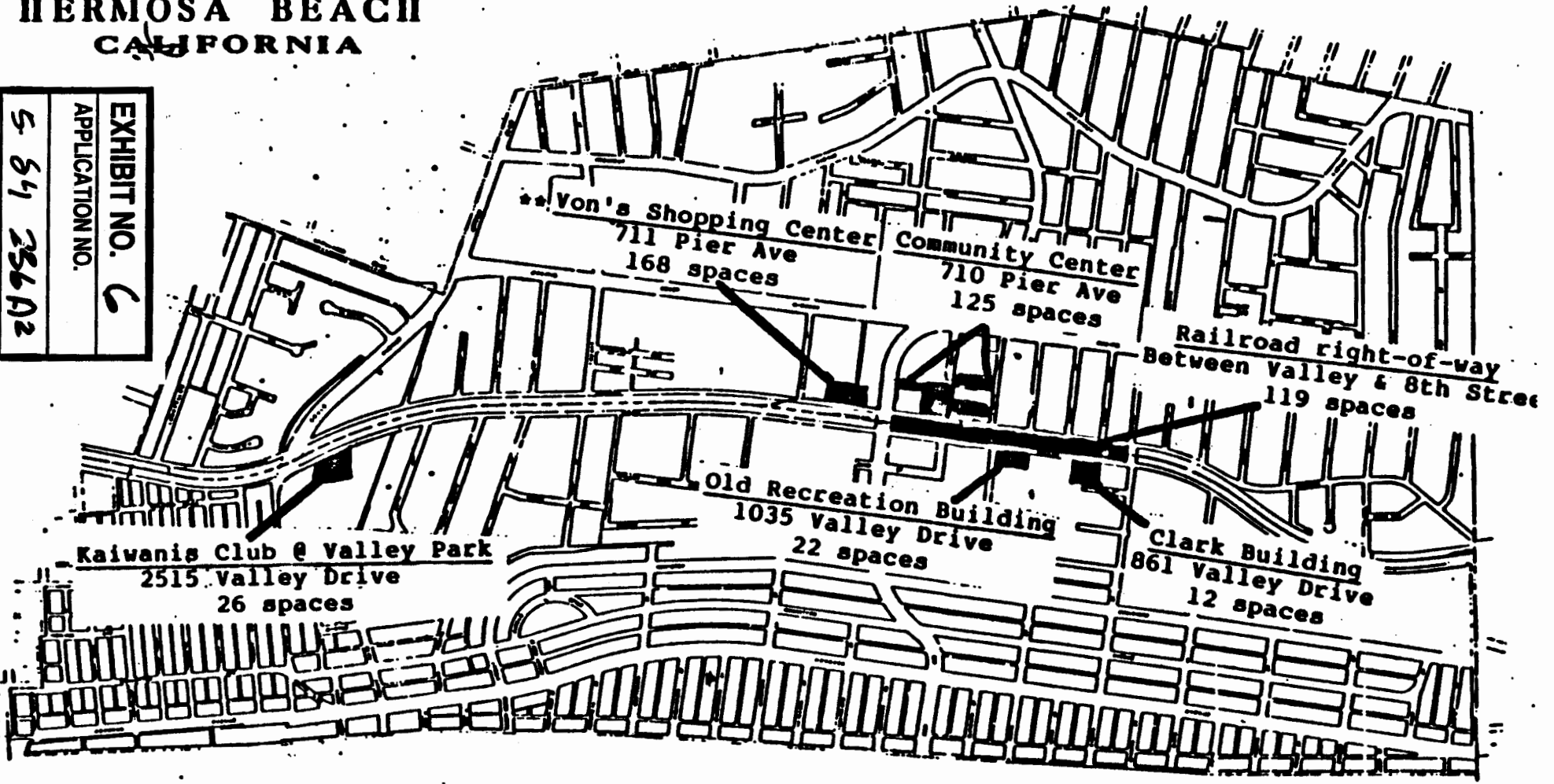
REVISED REMOTE PARKING

1-19-89

OF
HERMOSA BEACH
CALIFORNIA

H

EXHIBIT NO. C
APPLICATION NO.
5 81 286A2
1989 Lot 1



Previous Remote Parking: 401 spaces
 Revised Remote Parking : 472 spaces
 Total Additional Parking: 71 spaces

Publicly Financed Parking.
 to Public (bottom level)



City of Hermosa Beach

Civic Center, 1315 Valley Drive, Hermosa Beach, California 90254-3885

April 12, 2004

RECEIVED
South Coast Region

APR 19 2004

CALIFORNIA
COASTAL COMMISSION

California Coastal Commission
200 Oceangate, Ocean Boulevard
10th Floor, Suite 1000
Long Beach, CA 90802-4302

Attention: Ms. Deborah Lee, South Coast District Director

Subject: Coastal Development Permit Number 5-84-236 – Amendment to Add Cypress Avenue to Preferential Parking District

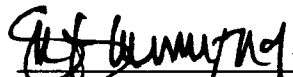
Dear Ms. Lee:

On behalf of the City Council I am attaching a permit application to amend the preferential parking and remote parking program, to expand the preferential parking district to include the west side of Cypress Avenue, between Pier Avenue and 11th Street. The City Council authorized this permit amendment at their meeting of June 25, 2002 by adoption of Resolution 02-6210.

The preferential parking district was approved in 1982 and 1984 and the program has previously been amended in 1992 and 1997. The subject request would add one small block to the un-metered area of the preferential parking district, and would thus limit parking on Cypress Avenue between 10:00 A.M. and 10:00 P.M. to a one-hour limit, except for residential permit holders.

While the proposal will have negligible impacts on coastal access parking, the City has created some additional remote beach access parking in another part of the City that will mitigate the impact of the loss of 13 parking spaces. The City has striped an additional 15 on-street parking spaces along Valley Drive south of Second Street, which is public free parking with no limitations on hours (see attached map).

Sincerely,

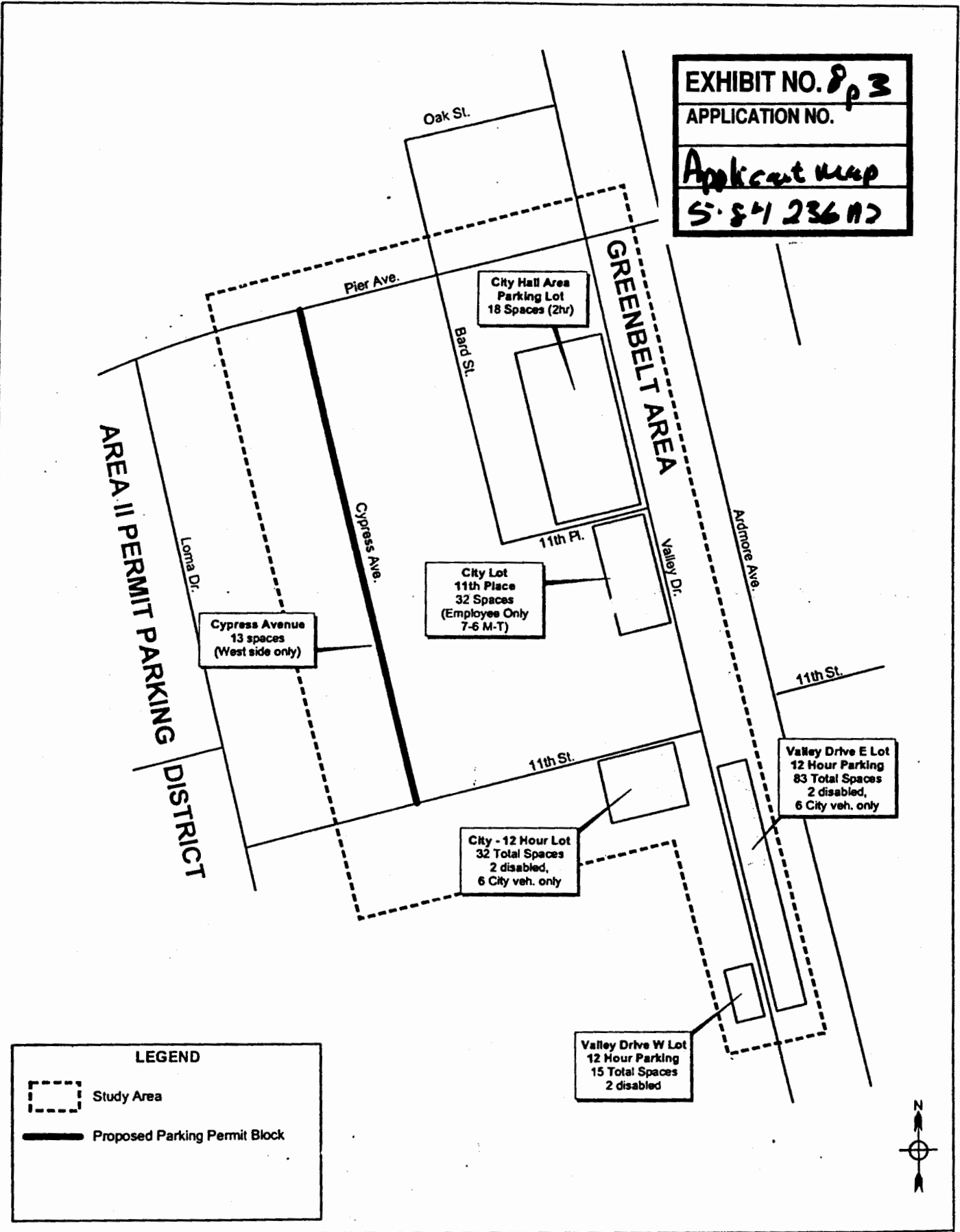

Sol Blumenfeld, Director
Community Development Department

Attachments

EXHIBIT NO. 7
APPLICATION NO.
5-84 236 A2
Applicant's

Letter

EXHIBIT NO. 8 p 3
APPLICATION NO.
Applicant map
S: 841 236 112



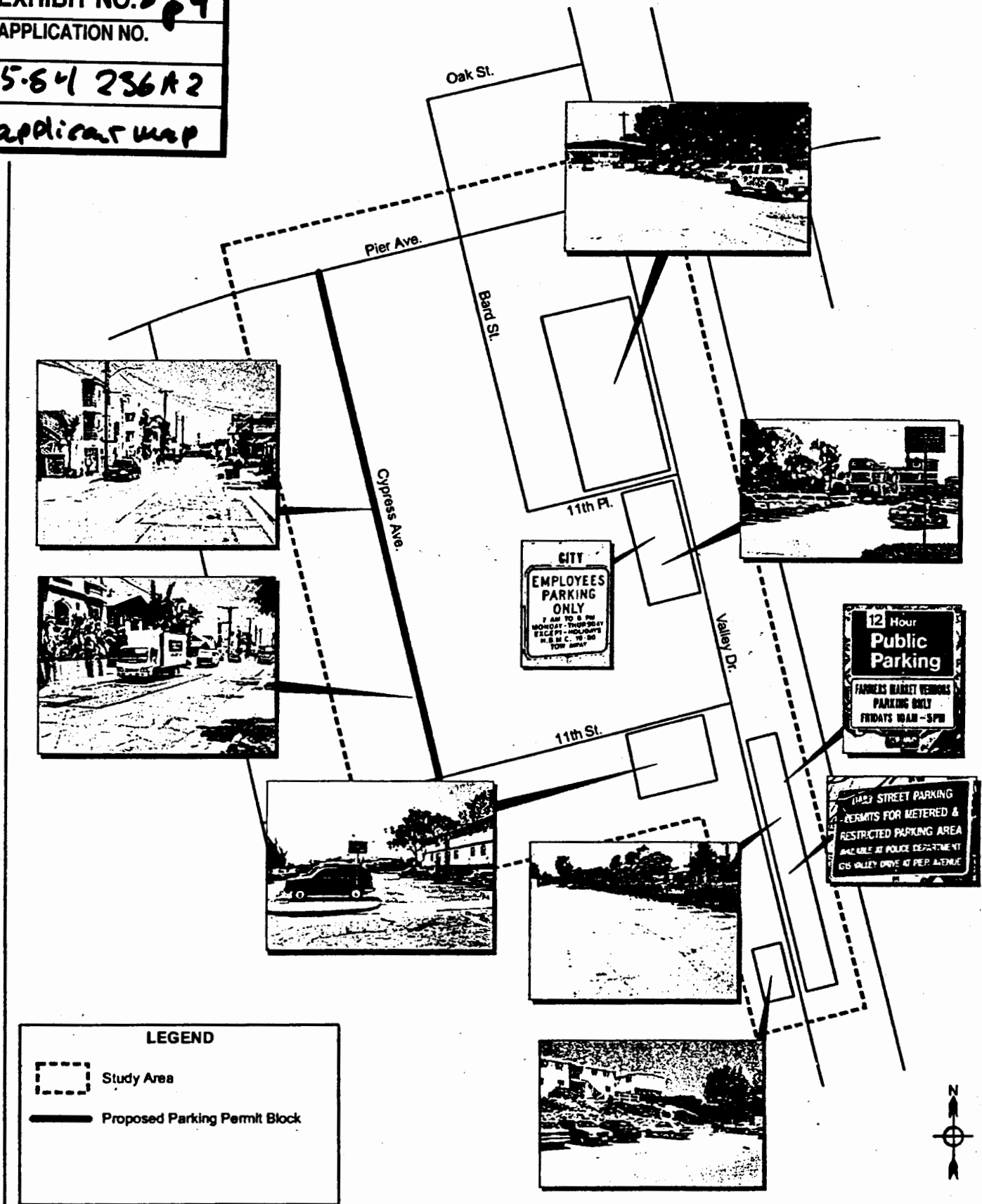
LEGEND

Study Area

Proposed Parking Permit Block



EXHIBIT NO. 584
APPLICATION NO.
5-84 236A2
applicant map



LEGEND

Study Area

Proposed Parking Permit Block



spaces on Cypress Avenue between Pier Avenue and 11th Street. Parking occupancy surveys were conducted at night to determine the demand for parking on this block. The surveys were conducted on June 11, 2002 and June 13, 2002 at 10 PM and on June 15, 2002 at 3 PM. During the two evening surveys, on-street parking was observed at 19 and 21 vehicles respectively.

The number of vehicles observed exceeded the allowable supply because some vehicles were parked illegally on both sides of the street. It should be noted that parking is not permitted on the east side of the street. In addition, vehicles parked off street on private property were not included in the survey. On Saturday, seven vehicles were parked on Cypress Avenue during the survey period.

As shown on Figure 2, within one-quarter mile of Cypress Avenue, there are 168 public parking spaces in both on and off street parking lots. These are summarized as follows:

1. City Hall - 18 2-hour spaces (excluding the library)
2. City Lot at 11th Place (Public Storage property) - 32 spaces
3. City Lot on 11th Street (12 hour parking) - 26 spaces
4. Valley Drive East Lot (quasi on-street) - 77 spaces
5. Valley Drive West Lot (12 Hour parking) - 15 spaces

Parking occupancies were observed at each lot during the midday on Thursday June 13, 2002 and Saturday, June 15, 2002 at 3 PM. (Three PM on Saturday was considered the theoretical peak period for potential beach activity.) Table 1 summarizes this information.

Table 1
Observed Parking Demand

Lot	Spaces	Thursday Demand	Percent Occupied	Saturday Demand	Percent Occupied
City Hall*	18	0	0	0	0
11 th Place (Public Storage)	32	32	100	2	6
City Lot 11 th Street	26	17	65	15	58
Valley Drive East Lot	77	16	21	27	35
Valley Drive West Lot	15	5	33	7	46
Totals	168	70	42	51	30

*Lot Temporarily Closed due to Construction

Parking occupancy or utilization is defined as the percentage of parking spaces that are occupied during a certain hour or period of the day. This parking characteristic is particularly useful to determine the time of day when parking spaces are used most and least efficiently and to determine times when there is opportunity for shared parking among land uses. Parking is generally considered to be at capacity when 85% or more of spaces are occupied. As shown in Table 1, the utilization of the entire supply of parking in the surrounding neighborhood during the average weekday was 70%. The average utilization on Saturday was 30%.

The weekday parking demand in these neighborhood parking lots is generated mostly by City employees, primarily at the 11th Place Lot. However, as the table shows there is sufficient parking supply in the other area lots to handle more parking demand. On Saturday, the demand for parking in the area lots was about 30 percent.

In summary, the Cypress Avenue neighborhood has sufficient parking for weekday and weekend parking demand.

EXHIBIT NO.	9
APPLICATION NO.	
	5-84 236 A2
	900 Pkgs Survey

Pam Emerson

From: Ken Robertson [krobertson@hermosabch.org]
Sent: Thursday, May 13, 2004 4:23 PM
To: Pam Emerson
Cc: Sol Blumenfeld
Subject: parking inventory



Parking.xls

Pam, I've attached the spreadsheet our interns prepared to tabulate the parking. The tabulations are based on what they observed. Note, this does not include the 15 spaces on Valley Drive we are proposing as mitigation. The numbers show that we are pretty close in most parking areas to the 1992 numbers, with the significant exception of the Community Center. The lower number at the community center is due to the new tennis courts that were added to compensate for the skate park which replaced two tennis courts along Pier Avenue.

Please consider the fact that when the 1992 permit (to remove greenbelt parking) was granted, the condition to require 533 spaces (I'm not sure where that came from?) was a substantial increase in remote parking than the original number for the preferential parking program (400). With these observed numbers (507) plus the 15 spaces along Valley Drive we have 522--well in excess of the 400 which was considered adequate with the original preferential parking district permit and is certainly adequate now. Also, as we have discussed, the amount of available beach parking has substantially increased closer to the beach with the construction of the parking structure.

With this information, we believe you should recommend favorably on this request to add Cypress Avenue to the preferential parking district as it only represents 13 on-street parking spaces.

I also have photos of the signing at these various lots, and can provide you further documentation with aerial photos if you need it.

After you review this information, let's talk.

<<Parking.xls>>

Ken Robertson
Senior Planner
City of Hermosa Beach
Community Development Department

EXHIBIT NO. 10
APPLICATION NO.
Supplemental
Info from

applicant

5.84.236A2

5-84-236 A2
 Exhibit 11
 Pl

Land Use Survey (Remote Parking)

Locations:	# Spaces:	
Hermosa Plaza Lower Level (See Picture #1, 2, 3)	165 Total All regular spaces	
Clark Building (Two Lots) (See Picture #4, 5)	51 Total 47 Regular, 4 Disabled	* F
Hermosa Greenbelt (Valley Drive) (See Picture #6, 7, 8)	84 Total 6 City Vehicle Spaces 76 Regular, 2 Disabled	
City Hall Front Lot and Adjacent to Self-storage (See Picture #9, 10, 11, 18, 19)	75 Total 64 Regular, 4 Disabled 5 Public library, 2 Police business	* 36 spaces are 2 hour public parking * 32 spaces are City
Community Center (See Picture #12, 13)	124 Total 117 Regular, 7 Disabled	* 17 Spaces along 11th Place * 107 unlimited parking spaces
Ardmore & Pier (On-Street) (See Picture #14, 15, 16)	34 Total 32 Regular, 2 Disabled	
Kiwanis Club (See Picture #17)	35 Total 33 Regular, 2 Disabled	
Valley Dr. (West side, South of 2nd St.)	15 Total	
City Yard (6th Street W. of Valley Dr.)	15 Total	*

5-84-236A2
Exhibit #
P 2

(See Picture #20)

Total parking space available: 598

f:\B95\cd\internswork\parking

Summary of Parking Survey:

Locations:	Total Spaces:	Currently Available Weekend Long- Term Spaces (available 6 hrs +)
Hermosa Plaza Lower Level:	165	?
Clark Building (Two lots):	51	51
Hermosa Greenbelt (Valley Drive):	84	78
City Hall :	75	68
Community Center:	124	107
Ardmore and Pier (on-street):	34	34
Kiwanis Club:	35	35
Valley Dr. West:	15	15
City Yard (6th Street)	15	15
Total	598	403

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA
245 WEST BROADWAY, SUITE 380
LONG BEACH, CA 90802
(213) 590-5071



1989
update
letter

August 11, 1989

Michael Schubach
Planning Director
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254-3885

EXHIBIT NO. 13
APPLICATION NO.
S. 84 236 A 2
1989 letter to City

Re: City of Hermosa Beach, Remote Parking Revision for Preferential Parking Plan Permit.

Dear Mr. Schubach,

This letter is in response to your request to modify the above parking program originally approved by the Coastal Commission in 1982, again in 1984 and amended in 1986. Your letter also seeks to clarify the required number of remote public parking spaces as approved by the Commission.

The City specifically requests written approval to substitute a total of 248 parking spaces previously provided in three City Hall parking lots, the Rotary Club and the Valley Middle School parking lots for 319 new public parking spaces to be located at the Kaiwanis Club, the Community Center and the lower level of the Von's Shopping Center, as shown on the attached exhibit. The new locations are no more than two-hundred feet from the old locations. Additionally, the 168 spaces at the Von's Shopping Center are publicly-financed parking spaces and permit six hour free public parking.

Your letter further contends that the requested revision does not constitute a permit amendment since the original permit did not include specific locations for the parking spaces, but to only provide them to the satisfaction of the Executive Director. Given the above facts regarding the new parking locations, this letter constitutes approval of the proposed modifications as shown on the attached exhibit entitled, "Revised Remote Parking 1-19-89." This exhibit indicates 471 parking spaces are provided.

The second issue of your letter is an apparently new dispute over the number of parking spaces that were required under the permit. You state, that if the original permit approval is read carefully, it will show that only 200 spaces were required with an additional 100 spaces to be provided at a later date.

The original permit, 5-82-251 was conditionally approved by the Commission on May 18, 1982. The project as proposed by the City included, "the improvement of two parking lots for 150 and 50 cars respectively." The Commission imposed four special conditions on that permit, the fourth one requiring, "one hundred additional parking spaces which shall be made available...by the middle of June, 1982. Furthermore by March 1, 1983, the City shall identify an additional one-hundred such spaces which shall be available for the parking program by mid-June (June 18) of 1983" (emphasis added). A copy of that permit, signed by the City thereby accepting the conditions, is attached. Based on the above, 400 parking spaces were originally required -- 200 proposed by the City (150 and 50) and 200 more as conditioned by the Commission.

However the original permit was valid for only two years and expired in May, 1984. On July 11, 1984 the Commission approved the second permit, 5-84-236 with standard conditions, the preferential parking program as proposed by the City. That approval was basically for the continuation of the earlier approved program but included modifications regarding fees, posting of signs and enforcement.

The findings and declarations adopted by the Commission as part of the May 1, 1984 Staff Report and Recommendation states that 400 remote parking spaces at seven locations were being proposed. A copy of this staff report is also enclosed. On July 23, 1984 we received the signed copy of this second permit including the exhibit showing 401 remote public parking spaces at seven locations (a copy of which is also enclosed).

The May 30, 1986 amendment deleted the beach shuttle from the parking program but did not change the number of remote parking spaces.

I hope this letter clarifies the number of public parking spaces to be provided under the remote parking program. Should you wish to reduce the number of spaces below 400, another amendment must be obtained from the Commission.

If you have any further questions regarding this matter, please feel free to contact me. For assistance regarding any other regulatory or Local Coastal Program planning issues you should contact Jim Ryan, lead planner for Hermosa Beach or Pam Emerson, supervisor for this area.

Sincerely,

Teresa Henry

Teresa Henry
Assistant District Director

15060

EXHIBIT NO. 13p2
APPLICATION NO.
5-84 236A2
1986 Letter

Ju 15b

72

CALIFORNIA COASTAL COMMISSION

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

Filed: 12/30/97
49th Day: 2/17/98
180th Day: 6/28/98
Staff: Padilla-LB *o*
Staff Report: 3/17/98
Hearing Date: 4/7-10/98
Commission Action:



STAFF REPORT: PERMIT AMENDMENT

EXHIBIT NO. <i>1401</i>
APPLICATION NO.
<i>5-84-236A</i>
<i>process report</i>

APPLICATION NO.: 5-84-236A

APPLICANT: City of Hermosa Beach

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

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

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

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

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

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

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

5-84-236A
P 2
Exhibit 14

SUMMARY OF STAFF RECOMMENDATION:

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

The staff recommends that the Commission adopt the following resolution:

I. Approval

The Commission hereby grants a permit for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, is located between the sea and first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

.I. Standard Conditions.

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

III. Special Conditions:

None

IV. Findings and Declarations.**A. Project Description**

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

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

B. Background

Hermosa Beach, like many other beach communities in the Los Angeles area, was subdivided and developed when public transportation was a reality. The lots were laid out for seasonal beach cottages, and the many existing structures were constructed with no parking or inadequate parking. The streets are narrow, the densities high, parking is scarce for residents as well as for visitors.

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

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

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

Exh. 6.1 MAR 4
5-84-236A2

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

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

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

C. Public Access

Section 30213 of the Coastal Act states in part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30252 of the Coastal Act states in part:

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

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

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

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

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

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

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

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

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

S. 84 286A?
Exhibit 14
p 6**D. Local Coastal Program**

(a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3.

On September 1981, the Commission certified, with suggested modifications, the land use plan portion of the Hermosa Beach Local Coastal Program. The certified LUP contains polices to guide the types, locations and intensity of future development in the Hermosa Beach coastal zone. Among these polices are those specified in the preceding section regarding public access. The proposed development is consistent with the policies of the certified LUP. As proposed the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the proposed project will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare a Local Coastal Program implementation program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

E. CEQA

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

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

0484G

CALIFORNIA COASTAL COMMISSION

SOUTH COAST AREA
245 W. BROADWAY, STE. 380
P.O. BOX 1450
LONG BEACH, CA 90802-4416
(310) 590-5071

Page 1 of 4

Date: January 26, 2003

Permit Application No. 5-92-177



5-84 236 13
Exhibit 15
PI

CORRECTED
NOTICE OF INTENT TO ISSUE PERMIT

On August 11, 1992, the California Coastal Commission granted to THE CITY OF HERMOSA BEACH Permit 5-92-177, subject to the attached conditions, for development consisting of:

Removal of 59 parking spaces on the Greenbelt (formerly the railroad Right-of-way); landscape with pocket park and jogging trail; restripe parking spaces in Greenbelt/Valley drive facilities; designate 30 weekend spaces. Project will reduce Greenbelt parking from 119 spaces to 78 spaces and create 53 new long term public parking spaces in central Hermosa Beach.

more specifically described in the application file in the Commission offices.

The development is within the coastal zone in Los Angeles County at Former Railroad Right-of-way; Between Ardmore Avenue and Valley Drive, south of Pier Avenue, , various locations along streets and Highways, City of Hermosa Beach

The actual development permit is being held in the Commission office until fulfillment of the Special Conditions imposed by the Commission. Once these conditions have been fulfilled, the permit will be issued. For your information, all the imposed conditions are attached.

Issued on behalf of the California Coastal Commission on August 11, 1992.

PETER DOUGLAS
Executive Director

By: *Pan*

Title: Supervising Analyst

ACKNOWLEDGMENT:

The undersigned permittee acknowledges receipt of this notice of the California Coastal Commission determination on Permit No. 5-92-177, and fully understands its contents, including all conditions imposed.

_____ Date

_____ Permittee

Please sign and return one copy of this form to the Commission office at the above address.

NOTICE OF INTENT TO ISSUE PERMIT

Page 2 of 4
Permit Application No. 5-92-177

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 on which the Commission voted on the application. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24-hour advance notice.
6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

SPECIAL CONDITIONS:

1. Beach parking at City Hall

Prior to issuance of the permit, the applicant shall adopt a resolution designating 43 spaces in the existing City Hall Parking lot for long-term free parking to serve beach visitors. The applicant may reserve up to five spaces for handicapped and very short term City Hall and Library use. For purposes of this permit, "short-term" shall mean approximately 30 minutes, and "long-term" shall mean six hours or more between daylight and dusk. Pursuant to 5-84-236, all residential streets inland of Loma Drive shall remain as "unlimited free parking".

S. 84. 236 A2
Exhibit 15
P2

NOTICE OF INTENT TO ISSUE PERMIT

2. Remote lot/long term spaces

Consistent with the provisions of coastal development permits 5-84-236 and 5-92-177, the applicant shall provide no fewer than 533 long term free public parking spaces to serve beach-goers and users of public facilities in the Greenbelt area. Such spaces shall include:

Hermosa Plaza lower level:	168	spaces
Clark building (two lots)	57	spaces
Hermosa Greenbelt (Valley Dr.)	78	spaces
City Hall front lot	43	spaces
Community Center	125	spaces
Ardmore and Pier (replace)	36	spaces
Kiwanis Club	26	spaces

Such spaces shall be designated by appropriate signs as required in condition 4 below, and shall provide free public, long-term, daytime parking spaces seven days a week. The Executive Director may approve minor reallocation of these spaces among the parking lots subject to this permit action, as long as the total number of public access spaces remains the same. For purposes of this permit, "long-term" shall mean six hours or more between daylight and dusk. Pursuant to 5-84-236, all residential streets inland of Loma Drive shall remain as "unlimited free parking".

3. Peak use spaces

Prior to issuance of the permit the applicant shall adopt a resolution designating the 30 space City employee parking lot, that is located on Valley Drive and known as the "mini-storage" lot, for long term (no fewer than six hour) public parking on weekends and holidays.

4. Compliance with previous permits--Signs and regulation

Prior to issuance of this permit, the applicant shall submit revised plans showing the locations, size and text of informational signs describing the day-permit and remote lot program. Such signs shall be subject to the review and approval of the Executive Director, and shall include legible lettering consistent with California State street and highway sign standards.

The signs shall be located to direct out-of town visitors to the remote parking lots and day-use permit facilities required by permit 5-84-236 and by this permit. Such signs shall be located on major arterials leading to the beach from inland areas. The signing program shall include but not be limited to:

5-84-236(A)
Exh. b. + 15
P 3

NOTICE OF INTENT TO ISSUE PERMIT

Page 4 of 4
Permit Application No. 5-92-177

a) Identification signs---Each of the long term parking lots identified above shall have a large (6) six square foot identification sign, identifying the lot for long term beach and public facility parking.

b) Highway signs--No fewer than (5) five highway signs shall be placed on or near the intersections of Pacific Coast Highway and the three major arterials leading into the City, directing visitors to the remote lots; signs on arterials shall be approximate 12 square feet in size.

c) Directional street signs-- Hermosa Avenue, Valley Drive, the beach, and Ardmore. Street signs approximately 2 feet by 3 feet in size shall be placed at the intersections of Valley Drive and of Ardmore Drive and major east west arterials, at parking lot turn outs and at the pier head, directing visitors to the remote lots. At least one highway sign, and numerous "parking regulation" type signs, placed where restrictions exist, shall notify the public of the existence of the day permit system.

The applicant shall submit revised plans showing the proposed locations of these signs and the design of these signs. The signs shall be installed no more than 30 days after the after the completion of restriping contemplated in this permit.

5. Permanent improvements--Final Revised park/parking lot plans

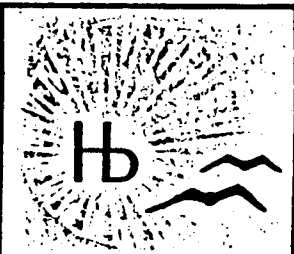
No removal of previous parking or construction of park improvements shall commence until the Executive Director certifies in writing that he has received satisfactory evidence that the City a) is in compliance with the terms of permit 5-84-236, b) has completed the restriping of public parking spaces to create 53 new spaces on existing streets and lots and 18 additional spaces on the Greenbelt, and c) has installed signs required in this permit and in permit 5-84-236.

6. Compliance

All signs, agreements, plans and interim parking shall be provided by the dates set forth in condition 4. If the applicant fails to provide or perform as indicated by the dates set forth, unless an extension of time for good cause is given in writing by the Executive Director, the authorization given in this permit 5-92-177, for the removal of the Greenbelt parking, shall terminate.

5-84-236A-2

Exh. b. d 15 p 4



CITY OF HERMOSA BEACH

CIVIC CENTER HERMOSA BEACH CALIFORNIA 90254
CITY HALL: (213) 376-6984
POLICE AND FIRE DEPARTMENTS: 376-7981

*City's original
Plan*

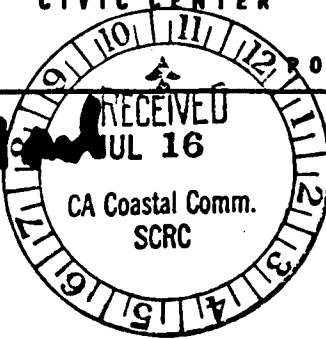


EXHIBIT NO. 16
APPLICATION NO.
5-82-23602
City's plan

May 14,

DR

MAY 15 1984
CALIFORNIA COASTAL COMMISSION

California Coastal Commission
South Coast District
666 E. Ocean Blvd., Suite 3107
Long Beach, California 90801

Re: Permit No. 5-82-251
Parking Program

Honorable Chairman and Members of the California Coastal Commission:

In this letter, the City would like to take the opportunity to address your staff report. The report accurately and succinctly describes the City's program. The City also sees no conflict in interest with the major portion of the recommended conditions as the City is equally concerned as the Commission in the protection of Coastal access. We however should like to make the following points:

- (1) The City operates a nearly identical program as the County of Santa Cruz for which a coastal permit has been issued.
- (2) The Commission has conceptually approved this program as described in the City's Land Use Plan by a unanimous decision in August 1981.
- (3) In addressing the recommended conditions, the City would like to present the following comments with respect to Condition 1. The City ... "shall make long term parking permits available to non-residents and residents on a first come first serve basis."
 - (a) The non-resident is offered long term permits in the form of a day permit. The permit costs \$2.00 and is valid for one full day's parking. If it is not used, it can be used on another day since it is self-validating. There is no limit on the number of permits an individual can buy. For example, if a beachgoer anticipates visiting the beach every

5-92-177 Exhibit H

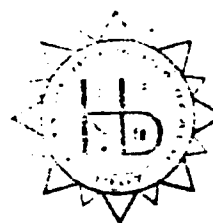


EXHIBIT NO. 16

APPLICATION NO.

5-84236A2

City Plans 2

weekend during the summer, he can purchase the appropriate number of permits at one time or individually. For one month, this would cost \$16.00.

(b) The non-resident has the additional option of unlimited free parking.

(1) East of the area boundaries (approximately 3 blocks from the beach).

(2) At the remote lot using the jitney.

OR

(1) Paid parking at the yellow meters which provides up to 12 hours parking at \$.50 an hour and

(2) The commercial lots at \$.25 an hour but limited to two hour parking.

(c) If the affixed residential parking permits are distributed on a first come, first serve basis, it is possible the program will eliminate any and all parking for those residents without off-street parking. Because the City required no off-street parking until 1957, there are a good number of residents without any off-street parking.

The City suggests that Condition No. 1 be amended to read:

1. Shall make long-term parking permits available to non-residents and residents on a first come, first serve basis. The day permit shall be considered a viable long-term permit.

Conditions 2 - 4 address concerns the City has already voiced in the operation of the program. The City has initiated steps to resolve these and sees no conflict in the conditions.

Another item we would like to transmit to you in this letter are some recent changes made in the parameters of the program by the City Council. The City Council acted at their May 11, 1982 meeting to: (1) Change the fees of the annual permits from \$15.00 and \$17.00 to \$10.00 overall. (2) To enforce the preferential parking program during the summer months only (May 15 - September 15). The yellow meters will be enforced year round. (3) To allow neighborhoods to enter or have the program by a petition of 2/3 of the residents of the neighborhood.


After discussion with the staff, it was suggested that any changes in the boundaries would be properly signed for the public and could be made with the approval of the Executive Director of the Commission. The City would prefer the times and areas of enforcement to be flexible.

5.92.177 Exhibit
14 P.2

California Coastal Commission
May 14, 1982
Page 3

Once again, the City solicits your approval of the project as an innovative solution for all coastal communities and your concurrence with the City's interpretation of the recommended staff Condition No. 1.

Yours truly,



Joan Noon
Acting City Manager

JN/pl

S. 84.286A2
Exh. b. 16
P3

5.92.177
Exhibit 14
P3

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

FILE COPY

FILED: 4/5/84
49th DAY: Waived
180th DAY: 10/2/84
STAFF: Ryan JKR
STAFF REPORT: 7/3/84df
HEARING DATE: 7/11/84

REGULAR CALENDAR

STAFF REPORT AND RECOMMENDATION

Application: 5-84-236
Applicant: City of Hermosa Beach
1315 Valley Drive
HERMOSA BEACH, CA 90254
Description: Implementation of a preferential parking program and a remote beach park-and-ride system
Site: The Strand on the west, Loma/Morningside Drive on the east and the City boundaries on the north and south, Hermosa Beach.
Substantive File Documents:
1. The City of Hermosa Beach Conditionally Certified Land Use Plan (LUP)
2. Previous Coastal Permit 5-82-251
3. Land Use Plan Background Documents

SUMMARY

Staff is recommending approval with no special conditions.

STAFF RECOMMENDATION

The staff recommends the Commission adopt the following resolution:

Approval

The Commission hereby grants a permit for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act, is located between the sea and the first public road nearest the shoreline and is in conformance with the public access and public recreation policies of Chapter 3 of the Coastal Act, and will not have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

5-841



EXHIBIT NO. 12
APPLICATION NO.
5-84 236 A2
1984 Staff

Exh. h. t 17

P 2

S-84 286A2

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

The Commission hereby finds and declares as follows:

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

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

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

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

The Commission's previous conditions were as follows:

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

5-84-236A2

Exh. 417

P 3

5-84-236

Page 3

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

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

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

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

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

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

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

Second, the City would like to charge a 25¢ fare for the shuttle serving the remote parking lots. It is hoped that this small fare will help to recover a portion of the costs of operating the shuttle while at the same time not inhibit ridership. The 25¢ fare seems reasonable in light of the short travel time and distance.

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

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

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

The City is proposing to amend their booth signs to read:

"Beach Visitor Information"
Free Parking and 25¢ Shuttle
9 AM - 5 PM

7 days/week - May 15 to September 15

- (1) Public parking signs will be posted at the remote lots that are not already posted so that people not familiar with the area will be able to easily locate these lots.
- (2) The issue addressed by comment number 2 was in response to a query by a resident. During the winter months (September 15-May 15), the beach shuttle does not operate even though parking permits are still required to park at the yellow meters (if one does not want to pay the meters). The reason for the lack of the shuttle operation is a fraction of the summer seasonal demand. The remote lots remain unused and the shuttle becomes unnecessary as people are able to park within a block of the beach. It would be ludicrous to offer a shuttle service that would be unable to get people any closer to the beach than they already were.

(3) Also, the information booths will have visitor information brochures indicating the location of the lots and the frequency of the shuttle, as well as information on daily permits. The parking information booths will be open 7 days a week from May 15 to September 15 between the hours of 8:15 a.m. and 4:45 p.m.

Daily permits are available at City Hall also.

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

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

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

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

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

The City of Hermosa Beach has historically experienced a shortage of parking due to competing parking demands of beach-goers, customers of commercial establishments, and the surrounding residential uses which range from low to high density. In order to alleviate those parking demands, the City has proposed the subject parking management plan which consists of a parking permit program and a park-and-ride system. According to the City, the program has been "designed to reduce traffic and parking impacts by reallocating the beach visitor demand to an area of the City that can better meet the need. This is done through a permit pricing system and the providing of the alternative of free remote parking and a beach shuttle to transport these visitors to the beach. If the visitor does not want to take advantage of this remote parking, a daily parking permit may be purchased enabling the visitor to park in the impacted area for a certain fee."

The proposed parking program will affect approximately 1300 metered on-street parking spaces and will provide 400 remote parking spaces at seven locations (see Exhibit B). In order to demonstrate the impact on beach access, the Commission conditioned the previous coastal permit requiring the City to maintain beach attendance figures and bus ridership records. Following is a summary of those statistics as submitted by the City:

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

AVERAGE DAILY LIFEGUARD BEACH COUNTS

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

5-84 236 A2
Exhibit 17
6

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

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

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



City of Hermosa Beach

Civic Center, 1315 Valley Drive, Hermosa Beach, California 90254-3884

July 15, 2004

California Coastal Commission
200 Oceangate
Ocean Boulevard, 10th Floor, Suite 1000
Long Beach, CA 90802-4302

5-84-236A2

Exhibit 18

Attention: Pam Emerson

Subject: Preferential Parking District Amendment – No. 5-84-236-A2
Clarification of Parking Duration at Coastal Zone Parking Meters and Remote Lots

Dear Pam:

The following provides clarification on the parking inventory regarding the subject permit amendment. Of the 1100 meters on Hermosa Avenue, the majority are long-term and available for up to 24 hours. Only 157 of the 1100 parking meters are signed for 2 or 3 hour limits in commercial areas along Hermosa Avenue. This condition is reflected on the prior permit amendment (5-84-236-A-1) approved in 1997 (Exhibits 2 and 3 in your report). The distribution of parking meters is summarized as follows:

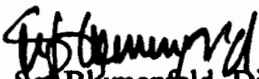
Total Meters 1,665

24 hour :	1,213
3 hour:	246 Commercial Districts (61 Hermosa Avenue)
2 hour:	206 Commercial Districts (96 Hermosa Avenue)

These parking spaces areas are all within 2-3 blocks of the beach. The inventory shows that there is some short-term parking adjacent the commercial areas and a substantial majority of spaces (73%) are metered long term parking spaces. Further, the total number of long-term spaces (1,213) exceeds the 1100 noted in the original permit by 113.

Please let me know if you need any further information or clarification on the matter.

Sincerely,


Sol Blumenfeld, Director
Community Development

P:/CypressParkingDistrict