

CALIFORNIA COASTAL COMMISSION

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Filed: 7/25/12
180th Day: 1/21/13
Staff: Al Padilla-LB
Staff Report: 10/24/12
Hearing Date: 11/14-16/12

STAFF REPORT: MATERIAL AMENDMENT

**Amendment
Application No.:**

5-07-124-A1

Applicant:

City of Santa Monica

Location:

2030 Barnard Way, Santa Monica

Description of Amendment:

Extend the permit to continue the use of approximately 29,700 square feet of pavement (83 parking spaces) within a 1,319 parking space public beach parking lot with natural turf as a beach parking lot runoff reduction and greening demonstration project. Monitoring wells will continue to be used to gather water quality data. The turf area and adjacent 43,300 square foot area (181 parking spaces) will be used as a public playfield during non-peak beach use days and as parking during peak beach use days.

Staff Recommendation:

Approval with conditions

SUMMARY OF STAFF RECOMMENDATION

The applicant is requesting the authorization to extend the five year term of the original permit to allow the continued use of a portion of a public beach parking lot with natural turf for increased recreational opportunities and for water quality benefits of using turf grass as a biofilter to partially treat runoff before it infiltrates into the sand and out to the ocean. The original permit was granted for a period of five years after which the applicant was required to submit an amendment with parking use data to determine if there were any adverse impacts to public parking. Based on the provided data, there was no adverse impacts to public parking within the lot; the turf area was

available for parking when needed and was used for recreational opportunities throughout the year; and the turf grass improved water quality runoff from the parking lot area.

Staff recommends that the Commission **approve** the proposed permit amendment with a future improvements special condition. As conditioned the project can be found consistent with the access and water quality policies of the Coastal Act. The applicant is in agreement with staff recommendation and the conditions of the permit.

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EXHIBITS

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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.

The project affects the conditions or the original permit. Therefore, pursuant to Section 13166 of the Commission's regulations, the Executive Director is referring this application to the Commission.

I. MOTION AND RESOLUTION:

Motion:

I move that the Commission approve the proposed amendment to Coastal Development Permit No. 5-07-124 pursuant to the staff recommendation.

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

Resolution:

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

This permit is granted subject to the following 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. **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

Add the following condition:

1. No Future Improvements Restriction

A. This permit is only for the development described in coastal development permit amendment No. 5-07-124-A1. Except as provided in Public Resources Code section 30610 and applicable regulations, any future development as defined in PRC section 30106, including, but not limited to, a change in the density or intensity of use land, shall require an amendment to Permit No. 5-07-124-A1 from the California Coastal Commission or shall require an additional coastal development permit from the California Coastal Commission or from the applicable certified local government, unless the Executive Director determines that no amendment or coastal development permit is required.

B. PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant, the City of Santa Monica, shall submit a written agreement in a form and content acceptable to the Executive Director, incorporating all of the above terms of this condition.

Note: Unless specifically altered by this amendment, all conditions imposed on the previously approved permit shall remain in effect (See **Exhibit No. 7**)

IV. FINDINGS AND DECLARATIONS

A. AMENDMENT PROJECT DESCRIPTION

The applicant requests to continue the use of approximately 29,700 square feet (83 spaces) within a public beach parking lot and replace it with natural turf grass for informal recreation purposes and to improve water quality. The turf grass area and adjacent 43,300 square foot area (181 parking spaces) immediately to the east, which will remain paved, will be used as an informal public playfield during non-peak beach use days and as public parking for peak beach use days, on an as needed basis.

The project is the City's demonstration project to reduce storm water and improve water quality of Santa Monica Bay and demonstrate how the "greening" of the beach parking lot can aesthetically enhance the lot and serve as a site for recreational activities during minimal parking demand.

The beach parking lot (Beach Lot 2030) is located west of Barnard Way (first road paralleling the sea) in the southwestern portion of the City of Santa Monica, extending from Hart Avenue to Bay Street (see **Exhibit No. 1 & 2**). The 2030 lot contains a total of 1,319 parking spaces within an approximately 512,612 square foot beach parking lot. The parking lot, as is the adjacent public beach, is owned by the State, and under a lease agreement is managed and maintained by the City. Surrounding uses include the beach and bike path immediately to the west, landscaped beach park to the south, and residential development to the east and across from Barnard Way.

The project closed off the southernmost 73,000 square feet (264 spaces) section of the 2030 lot for approximately 357-361 days per year. The remaining 1,055 parking spaces within the 2030 lot remained available for public parking during normal operating hours.

A special turf system using a fibrous netting system (Netlon) that is embedded into the imported soil would allow periodic vehicular traffic and parking without significant damage to the turf. A parking management plan was implemented by the City to ensure adequate beach parking access during high beach parking demand. The proposed project was funded under the State's 2003 Consolidated Grants Program Coastal Non-Point Source Control and the City obtained a \$700,000 grant to help fund the project.

B. PUBLIC ACCESS AND BEACH PARKING

One of the strongest goals of the Coastal Act is to protect, provide and enhance public access to and along the coast. Restricting the use of public beach parking could have an adverse impact on the public's ability to find parking for beach and recreational use which could lead to reduced public access. Several Coastal Act policies require the Commission to protect beach and recreation access:

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212.5 of the Coastal Act states:

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

Section 30213 of the Coastal Act states in part:

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

Section 30214 of the Coastal Act states:

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

(1) Topographic and geologic site characteristics.

(2) The capacity of the site to sustain use and at what level of intensity.

(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment

thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

In preliminary studies that led to the adoption of the Coastal Act, the Commission and the Legislature reviewed evidence that land uses directly adjacent to the beach were required to be regulated to protect access and recreation opportunities. These sections of the Coastal Act provide that the priority of new development near beach areas shall be given to uses that provide support for beach recreation. Furthermore, the Commission has consistently addressed both public and private parking issues in order to protect the ability of beach visitors who depend on the automobile to access the beach.

The City's LUP states that the Santa Monica State Beach is the most heavily used beach in Los Angeles County and possibly in the State. The City has estimated that over 20 million people visit Santa Monica's beaches annually (City of Santa Monica's 1992 certified Land Use Plan). In 1998, between July and September approximately 7.5 million people came to Santa Monica beaches (County of Los Angeles Fire Department Lifeguard Division).

To support beach visitors, the City provides approximately 5,434 parking spaces within 16 public beach lots and on the Pier (see Parking Overview Map, **Exhibit No. 3**). Of this total approximately 2,486 spaces are located north of and on the Pier. There are ten public beach lots spread out along Palisades Beach Road (Pacific Coast Highway) between the Pier and the City's northern boundary line. The Pier provides 286 spaces on the Pier's deck. From the Pier to the City's southern boundary line, the City provides approximately 2,948 spaces within 5 public beach lots. The largest parking lots are the two southern most lots (2030 Barnard Way and 2600 Barnard Way) located south of Pico Boulevard (South Beach area). These two beach lots provide 2,406 spaces or approximately 81% of the total beachfront parking supply south of the pier.

In addition to the public beach lots, the City also provides public parking along some of the surrounding residential and commercial streets, as well as public parking lots that are located within a block to two blocks from the beach.

Despite the high volume of summer visitors to the beaches of Santa Monica, and the many amenities offered in the South Beach area (south of Pico Boulevard to the City's southern City boundary), such as, landscaped beach park, picnic facilities, children's play area, food concessions, pedestrian promenade, and bike path, the South Beach parking lots are not heavily used. In an attempt to encourage use of the South Beach lots, the City has implemented a number of measures, such as lower parking rates for the south beach lots, use of a summer shuttle bus, short-term parking spaces with hourly rates, and extensive advertising; however, the lots continue to be underutilized throughout the year, including summer weekends.

Visitors generally tend to congregate and use the parking on, and immediately surrounding, the Pier. The parking lots furthest from the Pier, such as the South Beach Lots, which are ½ to ¾ miles from the pier, are lightly used throughout the year.

In 1997 the City had traffic/parking studies prepared for the Pier/ beach area (Pier/Beach Circulation and Access Study, April 29, 1997). The parking study that was prepared for the beach lots included a parking count for Sundays, which are typically Santa Monica's most heavily beach use day. The survey found that:

Nearly all lots were over 90 percent occupied (considered to be effectively fully occupied) at 2:30 PM on Sunday, except for 2030 Barnard Way, which still was not fully occupied (only 68 percent utilized by 2:30 PM). By 4:00 PM the pier lot and 1550 PCH were still fully occupied, while the 2030 Barnard Way lot occupancy remained at 67 percent (also note that at 1:00 PM when the 1550 PCH lot is 83 percent occupied, the Barnard Way lot is 47 percent occupied).

For the area south of the Pier, parking counts show that the parking lots between the Pier and Pico Boulevard are heavily impacted during the summer weekends. The demand varies from a low of 17% to a high of 100% during the summer weekends. However, the two main lots south of Pico Boulevard (2030 Barnard Way and 2600 Barnard Way lots) do not reach capacity and are generally underutilized. In 2006, during the weekend, parking counts for the two lots indicate that the weekend utilization varies from approximately 39-67%. Therefore, during the weekend, out of the 1,319 spaces within the 2030 lot, there are approximately 435 to 805 spaces available during the peak weekend demand.

The parking studies, and past observations by City staff and parking management indicate that the only time the parking lots (2030 and 2600 Barnard Way) reach near capacity is during the major summer holidays (Memorial Day weekend, 4th of July weekend, and Labor Day weekend). The City states that on only six days over the past five years, parking reached a level on a non-holiday weekend that would have necessitated the use of the parking spaces planned for this project. Therefore, restricting the use of 20% (264 out of the 1,319 total spaces) of the 2030 lot during non-holiday periods with the City opening up the project area to parking as demand requires, will not have a significant impact on the public's ability to find and park in the City's south beach parking lots.

However, because of the possibility of unanticipated increases in parking demand, the Commission required, as a special condition, to ensure that continued use of the parking lot as a recreational use will not adversely impact public beach parking due to potential future increase in public beach parking demand, the use of the parking lot for recreational purposes was permitted for five years from the date of Commission approval. At the end of the five years the City was required to submit an amendment to this permit for the continued use. The Commission would consider the continued operation of the lot as a recreational use and impacts to beach parking to determine if the continuation of the recreational use is consistent with the Coastal Act.

The City has operated the "green" parking lot for four summers (2009-2012) since the Commission approved the project in 2007. According to City parking records, the 83 space turf parking area and adjacent 181 paved area were not heavily used because of the available spaces within the 2030 Lot.

As operated as part of the city's parking management plan, the 181 paved area would be opened prior to the turf lot as demand required, then the turf area would be opened if parking demand was high. Based on parking surveys for the 2030 Lot (1,055 spaces), summer weekend demand averaged approximately 870 spaces, or 82%, for a three year period between 2010 and 2012. Parking use in the nearby 2600 Lot, located to the south averaged much less at approximately 320 spaces, 36% of the 880 spaces. During this period, because parking demand did not reach capacity in the remaining spaces of the 2030 Lot, the turf area parking spaces were open only for four summer weekend days in 2009 and 2010 (eight total days including Memorial Day and Labor Day weekends). During the summer of 2011 the turf area was open one day (July 4th) and was not needed during the 2012 summer period (see **Exhibit No. 5 & 6**).

The City has demonstrated that there continues to be adequate parking within the 2030 lot and the City has continued to operate the turf area as supplemental parking during heavy demand, and public beach parking demand has not substantially increased in the beach lot. The City will continue to operate the turf area as parking when demand warrants use of the turf area and will use the lot for recreational activities throughout the year as originally proposed, therefore, based on the parking demand and the City's continued management of the lot, the Commission finds the use of an underutilized portion of the parking lot for recreational use during non-peak beach use days will not have an adverse impact on public beach access and will increase recreational use in the area. As part of the approval the applicant is allowed to continue to operate the lot as originally approved by this permit; however, a future improvements special condition (**Special Condition No. 1**) is being added to ensure that the City is on notice that any change to the operation of the lot will require an amendment to this permit. The Commission, therefore, finds that, only as conditioned, will the proposed project be consistent with Sections 30210, 30211, 30212.5, 30213, and 30214, of the Coastal Act of 1976.

C. WATER QUALITY

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Under the original permit the City removed 29,700 square feet of asphalt from a 512,612 square foot public beach parking lot and replaced it with turf grass to create a permeable surface to allow for the infiltration of urban runoff from a portion of the parking lot as an urban runoff reduction demonstration project. The infiltration and subsurface migration was monitored through monitoring wells placed within the parking lot to gather data to determine the effectiveness of the demonstration project.

The City states in their staff report:

Federal, State and local regulations require the City of Santa Monica to reduce urban runoff pollution from storm drain discharges into the Santa Monica Bay. Recent changes in these regulations and standards have shifted the management strategy for urban runoff control from an end-of-pipe approach to a sustainable watershed approach, where the entire watershed or storm drainage area is evaluated for stormwater management opportunities. The watershed approach is considered a best management practice (BMP) and promotes reduction of runoff volume and prevention of urban runoff pollution as guiding principles...

The proposed turf area will serve as a large biofilter and filter runoff from an approximately 74,100 square foot area (turf grass= 29,700 square feet, and adjacent existing paved area= 43,300 square feet.). Biofilters, also known as vegetated swales and filter strips, are vegetated slopes and channels designed and maintained to transport shallow depths of runoff slowly over vegetation. The movement of runoff through the vegetation provides an opportunity for particulates and pollutants to be filtered and degraded through biological activity.

Major pollutants found in runoff from urban areas include sediment, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogenic bacteria, and viruses. Many of these pollutants enter surface waters via runoff without undergoing treatment. The parking lot's non-porous surface transports sheet runoff collected from the surrounding asphalt surface as well as the adjacent sidewalks and landscaped areas. This surface runoff drains to and infiltrates into the adjacent beach sand, which will eventually migrate to the ocean (Santa Monica Bay). Although the sand itself helps filter some particulate matter, the addition of turf grass will increase filtering and reduce the amount of pollutants from entering the ocean.

The purpose of converting a portion of the parking lot to turf grass was to determine the water quality benefits of using turf grass in parking lots as a biofilter to partially treat runoff before it infiltrates into the sand and out to the ocean. According to the City's report (*Final Contract Agreement Report, Green Beach Urban Runoff, BMP Treatment Demonstration Project for the State Water Resources Control Board*, dated April 7, 2009), the turf system is effective in eliminating gross pollutants and soluble pollutants. The demonstration project had three objectives:

1. Removal of 100% of floatables and solids
2. Removal of 70% of TSS, oil and grease, and other soluble pollutants...
3. Treatment through the primary BMP device (instead of out to the Bay) of all dry weather flows and initial wet weather flows (first flush) up to a designed one cubic foot per second (cfs) flow rate, and treatment of approximately 80% of wet weather through the primary treatment BMP.

The report concludes that all three objectives were met by the project. Because the project met the City's objectives and is shown as a feasible water quality improvement measure the City is requesting to continue the operation of the turf lot to improve water quality in the Santa Monica bay.

As proposed, the project will continue to improve the quality of coastal waters and assist the City in meeting its National Pollution Discharge Elimination System mandates. The Commission, therefore, finds that, as proposed, the project is consistent with Sections 30231 of the Coastal Act.

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 August 1992, the Commission certified, with suggested modifications, the land use plan portion of the City of Santa Monica's Local Coastal Program, excluding the area west of Ocean Avenue and Neilson Way (Beach Overlay District), and the Santa Monica Pier. On September 15, 1992, the City of Santa Monica accepted the LUP with suggested modifications.

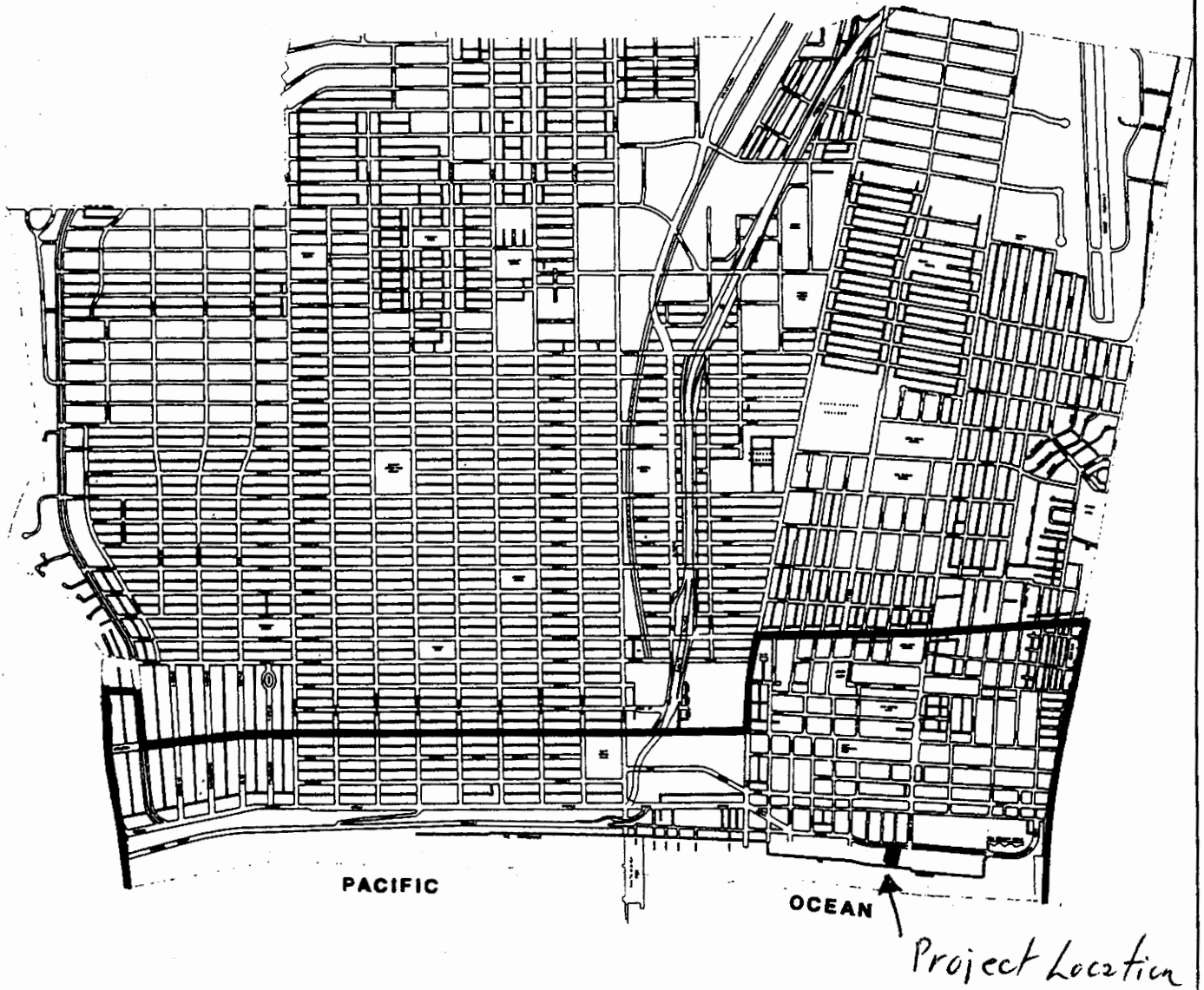
The area within the Beach Overlay District was excluded from certification due to Proposition S discouraging visitor-serving uses along the beach, resulting in an adverse impact on coastal access and recreation. In deferring this area the Commission found that, although Proposition S and its limitations on development were a result of a voters initiative, the policies of the LUP were inadequate to achieve the basic Coastal Act goal of maximizing public access and recreation to the State beach and did not ensure that development would not interfere with the public's right of access to the sea.

The Commission finds it can approve the development as conditioned. As conditioned to limit this permit to five years, require a parking management plan and construction Best Management Practices, the project will not adversely impact coastal resources or access. The Commission, therefore, finds that the project, as conditioned, will be consistent with the Chapter 3 policies of the Coastal Act and will not prejudice the ability of the City to prepare Land Use Plan policies for the Beach Overlay District (deferred area) and a Local Coastal Program implementation program consistent with the policies of Chapter 3 of the Coastal Act as required by Section 30604(a).

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

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

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



MAP 3

Santa Monica Coastal Zone

SANTA MONICA LOCAL COASTAL PROGRAM

Feet
0 2000 Ft



EXHIBIT NO. <i>1</i>
Application Number <i>5-07-124-H1</i>
<i>Santa Monica</i>
<i>Coastal Zone</i>
California Coastal Commission

[illegible]

CITY OF SANTA MONICA
BEACH LOTS
SANTA MONICA
CALIFORNIA

2030 Barnard Way

EXHIBIT NO. 2

Application Number

15-07-124.A1

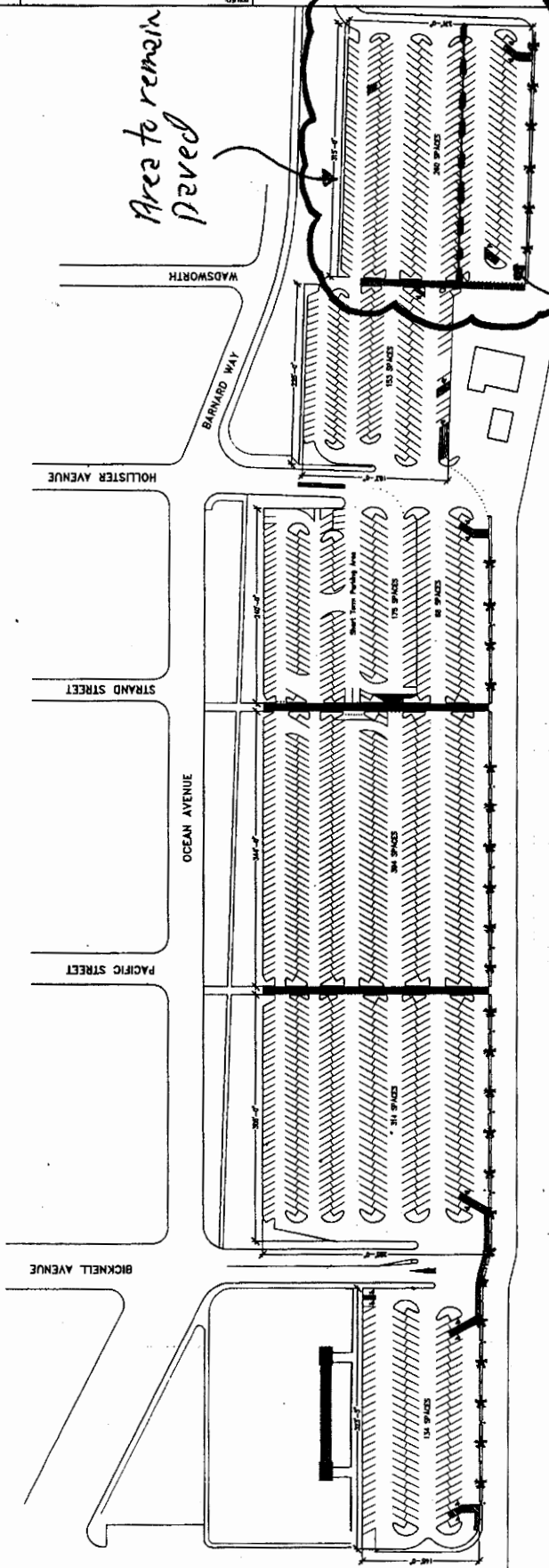
Site Plan

California Coastal Commission

REFER TO

Area to remain
Paved

Area to be replaced
with turf grass



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SANTA MONICA STATE BEACH Map of Locations

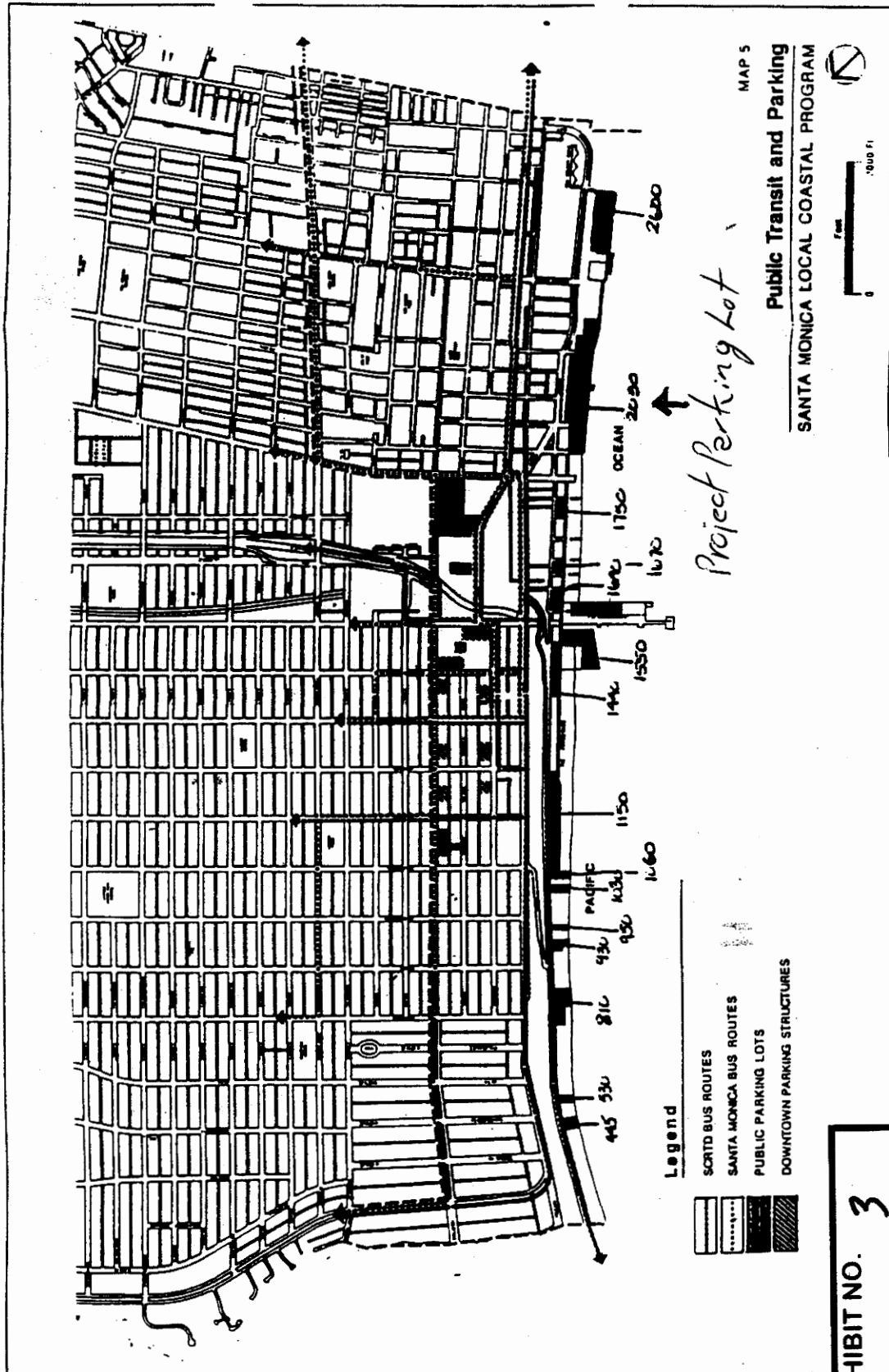


EXHIBIT NO. 3
Application Number
5-07-124-A1
Beach Parking
Lots
California Coastal Commission



EXHIBIT NO.	4
Application Number	5-07-124
	Aerial View
	2030 Lot
California Coastal Commission	

Beach Green



Summary of Beach Green Parking Usage

Asphalt Area

165 spaces

	YR 2009	YR 2010	YR 2011	YR 2012
Spring Break	8	8	8	6
Memorial Day	3	3	3	3
4th of July	2	2	3	1
Summer Weekends	16	13	15	16
Labor Day	3	3	3	3
Film Independent Spirit Awards	1	1	1	1
Total number of days	33	30	33	30

Green Area

75 Spaces

	YR 2009	YR 2010	YR 2011	YR 2012
Spring Break				
Memorial Day	2	2		
4th of July	2	2	1	
Summer Weekends	2	2		
Labor Day	2	2		
Film Independent Spirit Awards				
Total number of days	8	8	1	0

Number of Cars Parked in the Lot

2030 Lot (1496 spaces)

	YR 2009	YR 2010	YR 2011	YR 2012
April	17906	13110	18023	21924
May	22530	21693	17888	21751
July	38805	33874	44670	
August	42382	33152	33763	
September	21231	21639	20126	

2600 Lot (871 spaces)

	YR 2009	YR 2010	YR 2011	YR 2012
April	17750	13095	12962	16786
May	19391	18145	16130	18330
July	32188	27233	24936	
August	31007	27557	26394	
September	23167	19433	16470	

EXHIBIT NO. 5

Application Number

5-07-124-A1

Parking Demand

Green & Asphalt

California Coastal Commission

EXHIBIT NO.

6

1/10

Application Number

5-07-124-A1

Parking Demand

2030/2600 Lot

California Coastal Commission

SANTA MONICA PARKING SURVEY - 2600 & 2030 Barnard Way

Hourly Occupancy and inbound outbound Traffic

Date	Time	2600			2030		
		Parked	Inbound	outbound	Parked	Inbound	outbound
Saturday, June 19, 2010	5:00 AM	0	0	0	0	2	1
Saturday, June 19, 2010	6:00 AM	4	9	5	6	8	2
Saturday, June 19, 2010	7:00 AM	13	21	12	29	41	18
Saturday, June 19, 2010	8:01 AM	37	36	12	75	70	24
Saturday, June 19, 2010	9:00 AM	64	55	28	105	64	34
Saturday, June 19, 2010	10:00 AM	76	38	26	147	89	47
Saturday, June 19, 2010	11:01 AM	116	83	43	217	115	45
Saturday, June 19, 2010	12:00 PM	200	118	34	298	136	55
Saturday, June 19, 2010	1:01 PM	282	142	60	604	365	59
Saturday, June 19, 2010	2:00 PM	385	176	73	818	305	91
Saturday, June 19, 2010	3:00 PM	440	178	123	967	299	150
Saturday, June 19, 2010	4:01 PM	415	125	150	1014	261	214
Saturday, June 19, 2010	5:00 PM	336	86	165	989	209	234
Saturday, June 19, 2010	6:01 PM	256	75	155	894	200	295
Saturday, June 19, 2010	7:00 PM	174	69	151	684	94	304
Saturday, June 19, 2010	8:01 PM	105	66	135	471	91	304
Saturday, June 19, 2010	9:00 PM	12	22	115	124	56	403
Saturday, June 19, 2010	10:00 PM	7	5	10	53	26	97
Saturday, June 19, 2010	11:00 PM	0	2	9	22	10	41
Saturday, June 19, 2010	12:00 AM	0	1	1	7	0	15
Saturday, June 19, 2010	1:00 AM	0	0	0	8	4	3
Saturday, June 19, 2010	2:00 AM	0	0	0	10	2	0
Saturday, June 19, 2010	3:00 AM	0	0	0	7	6	9
Saturday, June 19, 2010	4:00 AM	0	0	0	0	1	1

Date	Time	2600			2030		
		Parked	Inbound	outbound	Parked	Inbound	outbound
Thursday, May 26, 2011	5:00 AM		0	0		1	1
Thursday, May 26, 2011	6:00 AM	0	1	1	12	15	3
Thursday, May 26, 2011	7:00 AM	11	20	9	32	45	25
Thursday, May 26, 2011	8:00 AM	18	22	15	49	42	25
Thursday, May 26, 2011	9:01 AM	34	28	12	80	78	47
Thursday, May 26, 2011	10:00 AM	38	28	24	102	52	30
Thursday, May 26, 2011	11:01 AM	41	19	16	128	69	43
Thursday, May 26, 2011	12:00 PM	59	39	21	145	55	38
Thursday, May 26, 2011	1:00 PM	73	34	20	134	52	63
Thursday, May 26, 2011	2:00 PM	79	25	19	130	40	44
Thursday, May 26, 2011	3:01 PM	86	27	20	119	39	50
Thursday, May 26, 2011	4:00 PM	44	34	76	99	30	50
Thursday, May 26, 2011	5:00 PM	39	29	34	77	17	39
Thursday, May 26, 2011	6:00 PM	41	31	29	64	34	47
Thursday, May 26, 2011	7:01 PM	60	51	32	70	36	30
Thursday, May 26, 2011	8:00 PM	67	30	23	42	24	52
Thursday, May 26, 2011	9:00 PM	20	13	60	9	15	48

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Thursday, May 26, 2011	10:00 PM	0	0	20	4	0	5
Thursday, May 26, 2011	11:00 PM	0	0	0	2	1	3
Thursday, May 26, 2011	12:01 AM	0	0	0	1	0	1
Thursday, May 26, 2011	1:00 AM	0	0	0	1	0	0
Thursday, May 26, 2011	2:00 AM	0	0	0	1	0	0
Thursday, May 26, 2011	3:01 AM	0	0	0	0	0	1
Thursday, May 26, 2011	4:00 AM	0	0	0	1	1	0
Friday, May 27, 2011	5:00 AM	0	0	0	1	1	1
Friday, May 27, 2011	6:00 AM	2	4	2	13	16	4
Friday, May 27, 2011	7:00 AM	11	18	9	27	37	23
Friday, May 27, 2011	8:01 AM	30	31	12	60	60	27
Friday, May 27, 2011	9:00 AM	46	41	25	83	55	32
Friday, May 27, 2011	10:00 AM	54	31	23	97	50	36
Friday, May 27, 2011	11:00 AM	75	62	41	110	53	40
Friday, May 27, 2011	12:00 PM	107	54	22	131	58	37
Friday, May 27, 2011	1:00 PM	139	59	27	163	60	28
Friday, May 27, 2011	2:01 PM	149	60	50	179	55	39
Friday, May 27, 2011	3:00 PM	133	59	75	170	52	61
Friday, May 27, 2011	4:00 PM	87	40	86	149	48	69
Friday, May 27, 2011	5:00 PM	36	48	99	124	23	48
Friday, May 27, 2011	6:00 PM	21	39	54	82	35	77
Friday, May 27, 2011	7:00 PM	14	34	41	65	40	57
Friday, May 27, 2011	8:00 PM	5	23	32	28	21	58
Friday, May 27, 2011	9:00 PM	10	9	4	11	3	20
Friday, May 27, 2011	10:00 PM	9	2	3	6	2	7
Friday, May 27, 2011	11:00 PM	10	1	0	4	1	3
Friday, May 27, 2011	12:01 AM	10	0	0	0	1	5
Friday, May 27, 2011	1:00 AM	10	0	0	0	0	0
Friday, May 27, 2011	2:01 AM	10	0	0	0	0	0
Friday, May 27, 2011	3:00 AM	10	0	0	1	1	0
Friday, May 27, 2011	4:00 AM	11	1	0	1	0	0
Saturday, May 28, 2011	5:00 AM	11	0	0	1	3	3
Saturday, May 28, 2011	6:01 AM	18	7	0	10	11	2
Saturday, May 28, 2011	8:13 AM	79	85	24	75	111	46
Saturday, May 28, 2011	9:00 AM	117	51	13	98	49	26
Saturday, May 28, 2011	10:00 AM	127	59	49	136	80	42
Saturday, May 28, 2011	11:00 AM	179	91	39	204	116	48
Saturday, May 28, 2011	12:00 PM	245	110	44	338	176	42
Saturday, May 28, 2011	1:00 PM	324	124	45	449	159	48
Saturday, May 28, 2011	2:00 PM	406	131	49	581	228	96
Saturday, May 28, 2011	3:00 PM	470	131	67	622	177	136
Saturday, May 28, 2011	4:01 PM	390	122	202	543	150	229
Saturday, May 28, 2011	5:00 PM	215	50	225	404	75	214
Saturday, May 28, 2011	6:01 PM	82	40	173	316	68	156
Saturday, May 28, 2011	7:00 PM	26	32	88	183	38	171
Saturday, May 28, 2011	8:00 PM	6	39	59	79	40	144
Saturday, May 28, 2011	9:00 PM	5	12	13	26	23	76
Saturday, May 28, 2011	10:00 PM	6	3	2	11	6	21
Saturday, May 28, 2011	11:00 PM	6	0	0	4	3	10
Saturday, May 28, 2011	12:01 AM	6	1	1	2	2	4
Saturday, May 28, 2011	1:00 AM	6	0	0	0	1	3
Saturday, May 28, 2011	2:00 AM	6	0	0	0	0	0

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Saturday, May 28, 2011	3:00 AM	6	0	0	0	0	0
Saturday, May 28, 2011	4:00 AM	6	0	0	0	0	0

Date	Time	2600			2030		
		Parked	Inbound	outbound	Parked	Inbound	outbound
Saturday, June 04, 2011	5:00 AM	0	0	0	0	1	1
Saturday, June 04, 2011	6:01 AM	2	2	0	9	16	7
Saturday, June 04, 2011	7:00 AM	14	13	1	34	47	22
Saturday, June 04, 2011	8:00 AM	29	27	12	96	82	20
Saturday, June 04, 2011	9:00 AM	71	54	12	197	134	33
Saturday, June 04, 2011	10:01 AM	106	62	27	223	85	59
Saturday, June 04, 2011	11:00 AM	124	51	33	194	64	93
Saturday, June 04, 2011	12:00 PM	159	62	27	202	71	63
Saturday, June 04, 2011	1:00 PM	196	78	41	232	82	52
Saturday, June 04, 2011	2:00 PM	239	83	40	302	135	65
Saturday, June 04, 2011	3:00 PM	282	93	50	334	101	69
Saturday, June 04, 2011	4:00 PM	215	62	129	322	124	136
Saturday, June 04, 2011	5:01 PM	98	51	168	237	58	143
Saturday, June 04, 2011	6:00 PM	40	26	84	159	29	107
Saturday, June 04, 2011	7:01 PM	12	22	50	102	30	87
Saturday, June 04, 2011	8:00 PM	1	16	27	67	24	59
Saturday, June 04, 2011	9:00 PM	6	5	0	36	9	40
Saturday, June 04, 2011	10:00 PM	6	0	0	19	17	34
Saturday, June 04, 2011	11:00 PM	6	0	0	10	3	12
Saturday, June 04, 2011	12:00 AM	6	0	0	7	0	3
Saturday, June 04, 2011	1:00 AM	6	0	0	6	1	2
Saturday, June 04, 2011	2:01 AM	6	0	0	7	1	0
Saturday, June 04, 2011	3:00 AM	6	0	0	6	1	2
Saturday, June 04, 2011	4:00 AM	6	0	0	6	0	0
Sunday, June 05, 2011	5:00 AM	6	1	1	6	2	2
Sunday, June 05, 2011	6:01 AM	9	3	0	14	14	6
Sunday, June 05, 2011	7:00 AM	20	14	3	27	19	6
Sunday, June 05, 2011	8:00 AM	42	38	16	49	33	11
Sunday, June 05, 2011	9:01 AM	99	72	15	133	95	11
Sunday, June 05, 2011	10:00 AM	168	93	24	172	64	25
Sunday, June 05, 2011	11:01 AM	248	118	38	207	77	42
Sunday, June 05, 2011	12:00 PM	302	132	78	251	85	41
Sunday, June 05, 2011	1:01 PM	307	105	100	339	166	78
Sunday, June 05, 2011	2:00 PM	278	85	114	439	164	64
Sunday, June 05, 2011	3:00 PM	300	95	73	533	197	103
Sunday, June 05, 2011	4:00 PM	215	79	164	549	140	124
Sunday, June 05, 2011	5:00 PM	104	69	180	401	75	223
Sunday, June 05, 2011	6:02 PM	38	36	102	272	55	184
Sunday, June 05, 2011	7:00 PM	8	19	49	136	26	162
Sunday, June 05, 2011	8:00 PM	11	25	22	47	21	110
Sunday, June 05, 2011	9:00 PM	2	6	15	25	10	32
Sunday, June 05, 2011	10:00 PM	2	1	1	15	1	11
Sunday, June 05, 2011	11:01 PM	2	0	0	3	2	14
Sunday, June 05, 2011	12:00 AM	2	0	0	1	1	3
Sunday, June 05, 2011	1:00 AM	2	0	0	1	0	0
Sunday, June 05, 2011	2:00 AM	2	0	0	1	0	0
Sunday, June 05, 2011	3:00 AM	2	0	0	1	0	0

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Sunday, June 05, 2011	4:00 AM	2	0	0	1	0	0
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		2600			2030		
Date	Time	Parked	Inbound	outbound	Parked	Inbound	outbound
Saturday, June 25, 2011	6:00 AM	8	10	2	8	12	4
Saturday, June 25, 2011	7:01 AM	13	13	8	43	46	11
Saturday, June 25, 2011	8:00 AM	40	39	12	107	88	24
Saturday, June 25, 2011	9:00 AM	74	54	20	263	194	38
Saturday, June 25, 2011	10:00 AM	110	66	30	294	77	46
Saturday, June 25, 2011	11:01 AM	150	70	30	327	82	49
Saturday, June 25, 2011	12:01 PM	222	118	46	411	144	60
Saturday, June 25, 2011	1:00 PM	336	163	49	477	191	125
Saturday, June 25, 2011	2:00 PM	459	172	49	585	245	137
Saturday, June 25, 2011	3:00 PM	458	172	173	717	264	132
Saturday, June 25, 2011	4:00 PM	361	126	223	667	178	228
Saturday, June 25, 2011	5:00 PM	198	75	238	537	132	262
Saturday, June 25, 2011	6:01 PM	101	64	161	409	79	207
Saturday, June 25, 2011	7:00 PM	74	45	72	261	61	209
Saturday, June 25, 2011	8:01 PM	42	39	71	143	62	180
Saturday, June 25, 2011	9:00 PM	12	13	43	65	38	116
Saturday, June 25, 2011	10:01 PM	9	4	7	33	12	44
Saturday, June 25, 2011	11:00 PM	9	0	0	13	11	31
Saturday, June 25, 2011	12:01 AM	9	0	0	9	1	5
Saturday, June 25, 2011	1:00 AM	9	0	0	7	1	3
Saturday, June 25, 2011	2:00 AM	9	0	0	8	1	0
Saturday, June 25, 2011	3:01 AM	9	0	0	8	0	0
Saturday, June 25, 2011	4:00 AM	9	0	0	8	1	1

		2600			2030		
Date	Time	Parked	Inbound	outbound	Parked	Inbound	outbound
Saturday, July 02, 2011	5:00 AM	0	1	1	1	5	4
Saturday, July 02, 2011	6:00 AM	5	7	2	5	6	2
Saturday, July 02, 2011	7:01 AM	27	25	3	32	38	11
Saturday, July 02, 2011	8:00 AM	76	57	8	75	81	38
Saturday, July 02, 2011	9:00 AM	118	73	31	153	107	29
Saturday, July 02, 2011	10:00 AM	211	116	23	251	136	38
Saturday, July 02, 2011	11:00 AM	356	183	38	370	177	58
Saturday, July 02, 2011	12:00 PM	524	217	49	546	235	59
Saturday, July 02, 2011	1:00 PM	681	226	69	764	301	83
Saturday, July 02, 2011	2:00 PM	781	250	150	943	332	153
Saturday, July 02, 2011	3:00 PM	761	150	170	1064	277	156
Saturday, July 02, 2011	4:01 PM	718	186	229	1023	187	228
Saturday, July 02, 2011	5:00 PM	604	125	239	932	196	287
Saturday, July 02, 2011	6:01 PM	334	117	387	764	172	340
Saturday, July 02, 2011	7:00 PM	144	58	248	566	84	282
Saturday, July 02, 2011	8:00 PM	43	53	154	319	116	363
Saturday, July 02, 2011	9:00 PM	16	38	65	119	73	273
Saturday, July 02, 2011	10:01 PM	2	11	25	46	28	101
Saturday, July 02, 2011	11:00 PM	3	3	2	21	17	42
Saturday, July 02, 2011	12:01 AM	3	1	1	11	7	17
Saturday, July 02, 2011	1:00 AM	3	1	1	9	2	4
Saturday, July 02, 2011	2:00 AM	3	0	0	9	0	0

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Saturday, July 02, 2011	3:00 AM	3	0	0	8	0	1
Saturday, July 02, 2011	4:00 AM	3	0	0	7	0	1
Sunday, July 03, 2011	5:00 AM	3	1	1	7	3	3
Sunday, July 03, 2011	6:00 AM	6	4	1	10	5	2
Sunday, July 03, 2011	7:01 AM	22	19	3	29	28	9
Sunday, July 03, 2011	8:00 AM	47	34	9	73	62	18
Sunday, July 03, 2011	9:00 AM	118	87	16	205	165	33
Sunday, July 03, 2011	10:00 AM	273	175	20	323	150	32
Sunday, July 03, 2011	11:00 AM	529	304	48	513	252	62
Sunday, July 03, 2011	12:01 PM	759	304	74	771	325	67
Sunday, July 03, 2011	1:00 PM	775	126	110	1000	306	77
Sunday, July 03, 2011	2:01 PM	759	189	205	1077	216	139
Sunday, July 03, 2011	3:00 PM	727	104	136	1106	235	206
Sunday, July 03, 2011	4:00 PM	708	132	151	1166	323	263
Sunday, July 03, 2011	5:01 PM	615	154	247	1069	262	359
Sunday, July 03, 2011	6:00 PM	427	78	266	878	192	383
Sunday, July 03, 2011	7:00 PM	163	62	326	599	128	407
Sunday, July 03, 2011	8:00 PM	28	29	164	370	81	310
Sunday, July 03, 2011	9:01 PM	11	65	82	106	104	368
Sunday, July 03, 2011	10:00 PM	3	6	14	38	18	86
Sunday, July 03, 2011	11:01 PM	3	0	0	2	15	51
Sunday, July 03, 2011	12:00 AM	4	1	0	3	5	4
Sunday, July 03, 2011	1:00 AM	4	0	0	2	0	1
Sunday, July 03, 2011	2:01 AM	4	0	0	2	0	0
Sunday, July 03, 2011	3:00 AM	4	0	0	2	0	0
Sunday, July 03, 2011	4:00 AM	4	0	0	2	1	1
Monday, July 04, 2011	5:00 AM	4	0	0	2	3	3
Monday, July 04, 2011	6:01 AM	10	9	3	9	10	3
Monday, July 04, 2011	7:01 AM	33	25	2	37	36	8
Monday, July 04, 2011	8:00 AM	63	41	11	78	55	14
Monday, July 04, 2011	9:00 AM	113	77	27	167	121	32
Monday, July 04, 2011	10:01 AM	165	92	40	262	121	26
Monday, July 04, 2011	11:00 AM	295	188	58	466	247	43
Monday, July 04, 2011	12:00 PM	492	286	89	741	322	47
Monday, July 04, 2011	1:00 PM	690	255	57	1018	354	77
Monday, July 04, 2011	2:01 PM	772	107	25	1219	319	118
Monday, July 04, 2011	3:00 PM	760	126	138	1076	43	186
Monday, July 04, 2011	4:00 PM	751	126	135	1091	288	273
Monday, July 04, 2011	5:00 PM	711	75	115	1057	208	242
Monday, July 04, 2011	6:01 PM	560	74	225	890	153	320
Monday, July 04, 2011	7:00 PM	287	44	317	630	67	327
Monday, July 04, 2011	8:01 PM	111	48	224	401	89	318
Monday, July 04, 2011	9:00 PM	19	57	149	154	74	321
Monday, July 04, 2011	10:01 PM	8	12	23	67	20	107
Monday, July 04, 2011	11:00 PM	6	4	6	24	2	45
Monday, July 04, 2011	12:00 AM	7	2	1	16	14	22
Monday, July 04, 2011	1:01 AM	7	0	0	10	2	8
Monday, July 04, 2011	2:00 AM	7	0	0	8	0	2
Monday, July 04, 2011	3:00 AM	7	0	0	7	0	1
Monday, July 04, 2011	4:01 AM	7	0	0	6	1	1

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Date	Time	2600			2030		
		Parked	Inbound	outbound	Parked	Inbound	outbound
Monday, September 05, 2011	5:01 AM	1	1	0	3	4	1
Monday, September 05, 2011	6:00 AM	4	3	0	8	6	1
Monday, September 05, 2011	7:00 AM	17	16	3	24	27	11
Monday, September 05, 2011	8:00 AM	32	20	5	58	53	19
Monday, September 05, 2011	9:00 AM	70	47	9	93	64	29
Monday, September 05, 2011	10:00 AM	108	56	18	153	82	22
Monday, September 05, 2011	11:00 AM	208	125	25	227	113	39
Monday, September 05, 2011	12:01 PM	308	133	33	348	166	45
Monday, September 05, 2011	1:00 PM	408	144	44	538	262	72
Monday, September 05, 2011	2:00 PM	546	186	48	772	313	79
Monday, September 05, 2011	3:01 PM	673	195	68	936	309	145
Monday, September 05, 2011	4:00 PM	618	131	186	968	218	186
Monday, September 05, 2011	5:00 PM	455	65	228	825	168	311
Monday, September 05, 2011	6:01 PM	257	42	240	558	50	317
Monday, September 05, 2011	7:00 PM	90	60	227	324	63	297
Monday, September 05, 2011	8:00 PM	3	40	127	121	63	266
Monday, September 05, 2011	9:00 PM	9	19	13	24	36	133
Monday, September 05, 2011	10:00 PM	9	3	3	3	7	28
Monday, September 05, 2011	11:01 PM	0	3	12	4	1	0
Monday, September 05, 2011	12:00 AM	0	0	0	3	1	2
Monday, September 05, 2011	1:00 AM	0	0	0	3	0	0
Monday, September 05, 2011	2:01 AM	0	0	0	3	0	0
Monday, September 05, 2011	3:00 AM	0	0	0	3	0	0
Monday, September 05, 2011	4:00 AM	7	0	0	7	0	0

Date	Time	2600			2030		
		Parked	Inbound	outbound	Parked	Inbound	outbound
Monday, May 28, 2012	5:00 AM	0	1	1	0	0	0
Monday, May 28, 2012	6:01 AM	2	2	0	2	2	0
Monday, May 28, 2012	7:01 AM	16	16	2	16	16	2
Monday, May 28, 2012	8:01 AM	33	28	11	59	48	5
Monday, May 28, 2012	9:01 AM	76	55	12	127	75	7
Monday, May 28, 2012	10:01 AM	168	123	31	248	143	22
Monday, May 28, 2012	11:01 AM	385	254	37	398	194	44
Monday, May 28, 2012	12:01 PM	625	292	52	677	333	54
Monday, May 28, 2012	1:00 PM	745	194	74	926	360	111
Monday, May 28, 2012	2:01 PM	740	89	94	1107	326	145
Monday, May 28, 2012	3:00 PM	733	203	210	1019	80	168
Monday, May 28, 2012	4:00 PM	725	200	208	1052	300	267
Monday, May 28, 2012	5:01 PM	553	159	331	905	162	309
Monday, May 28, 2012	6:01 PM	304	107	356	668	105	342
Monday, May 28, 2012	7:00 PM	86	46	264	458	73	283
Monday, May 28, 2012	8:01 PM	30	44	100	253	67	272
Monday, May 28, 2012	9:01 PM	4	39	65	79	48	222
Monday, May 28, 2012	10:00 PM	5	5	4	21	23	81
Monday, May 28, 2012	11:00 PM	4	3	4	3	9	27
Monday, May 28, 2012	12:01 AM	5	1	0	1	6	8
Monday, May 28, 2012	1:01 AM	5	0	0	1	0	0
Monday, May 28, 2012	2:01 AM	5	0	0	1	0	0
Monday, May 28, 2012	3:00 AM	5	0	0	1	0	0

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Monday, May 28, 2012	4:00 AM	5	0	0	1	0	0
Tuesday, May 29, 2012	5:01 AM	5	0	0	1	1	1
Tuesday, May 29, 2012	6:00 AM	8	3	0	22	23	2
Tuesday, May 29, 2012	7:00 AM	22	14	0	69	53	6
Tuesday, May 29, 2012	8:01 AM	31	21	12	86	33	16
Tuesday, May 29, 2012	9:01 AM	57	38	12	106	40	20
Tuesday, May 29, 2012	10:00 AM	63	22	16	122	34	18
Tuesday, May 29, 2012	11:01 AM	95	45	13	143	46	25
Tuesday, May 29, 2012	12:00 PM	120	49	24	158	42	27
Tuesday, May 29, 2012	1:00 PM	140	44	24	167	37	28
Tuesday, May 29, 2012	2:01 PM	157	46	29	181	60	46
Tuesday, May 29, 2012	3:00 PM	143	41	55	155	28	54
Tuesday, May 29, 2012	4:00 PM	108	33	68	114	30	71
Tuesday, May 29, 2012	5:01 PM	46	33	95	80	22	56
Tuesday, May 29, 2012	6:00 PM	6	32	72	67	31	44
Tuesday, May 29, 2012	7:00 PM	15	39	30	65	34	36
Tuesday, May 29, 2012	8:00 PM	6	23	32	36	20	49
Tuesday, May 29, 2012	9:00 PM	1	0	5	1	9	44
Tuesday, May 29, 2012	10:01 PM	1	1	1	2	1	0
Tuesday, May 29, 2012	11:01 PM	1	0	0	1	1	2
Tuesday, May 29, 2012	12:01 AM	2	1	0	1	0	0
Tuesday, May 29, 2012	1:01 AM	2	0	0	1	0	0
Tuesday, May 29, 2012	2:01 AM	2	0	0	1	0	0
Tuesday, May 29, 2012	3:00 AM	2	0	0	1	0	0
Tuesday, May 29, 2012	4:00 AM	2	0	0	1	0	0
Wednesday, May 30, 2012	5:01 AM	2	0	0	1	0	0
Wednesday, May 30, 2012	6:01 AM	18	21	5	25	27	3
Wednesday, May 30, 2012	7:00 AM	36	25	7	82	63	6
Wednesday, May 30, 2012	8:01 AM	38	30	28	89	37	30
Wednesday, May 30, 2012	9:01 AM	50	35	23	112	46	23
Wednesday, May 30, 2012	10:00 AM	62	31	19	121	34	25
Wednesday, May 30, 2012	11:00 AM	86	44	20	133	33	21
Wednesday, May 30, 2012	12:01 PM	102	36	20	145	47	35
Wednesday, May 30, 2012	1:00 PM	125	46	23	154	43	34
Wednesday, May 30, 2012	2:01 PM	143	39	21	174	56	36
Wednesday, May 30, 2012	3:00 PM	154	33	22	187	53	40
Wednesday, May 30, 2012	4:00 PM	137	40	57	150	23	60
Wednesday, May 30, 2012	5:00 PM	82	39	94	101	32	81
Wednesday, May 30, 2012	6:00 PM	26	42	98	84	31	48
Wednesday, May 30, 2012	7:00 PM	1	43	68	58	35	61
Wednesday, May 30, 2012	8:01 PM	0	32	33	20	19	57
Wednesday, May 30, 2012	9:01 PM	10	17	7	4	9	25
Wednesday, May 30, 2012	10:01 PM	1	4	13	2	2	4
Wednesday, May 30, 2012	11:01 PM	1	0	0	1	0	1
Wednesday, May 30, 2012	12:00 AM	1	0	0	1	0	0
Wednesday, May 30, 2012	1:00 AM	1	0	0	1	0	0
Wednesday, May 30, 2012	2:00 AM	1	0	0	1	0	0
Wednesday, May 30, 2012	3:01 AM	1	0	0	1	0	0
Wednesday, May 30, 2012	4:01 AM	7	0	0	7	0	0

2600

2030

Date	Time
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Parked	Inbound	outbound
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Parked	Inbound	outbound
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Saturday, June 02, 2012	5:00 AM	0	0	0	0	0	0
Saturday, June 02, 2012	6:00 AM	4	7	3	8	12	4
Saturday, June 02, 2012	7:01 AM	10	16	10	35	41	14
Saturday, June 02, 2012	8:01 AM	52	58	16	85	68	18
Saturday, June 02, 2012	9:00 AM	154	132	30	147	81	19
Saturday, June 02, 2012	10:00 AM	368	247	33	202	107	52
Saturday, June 02, 2012	11:01 AM	430	92	30	256	102	48
Saturday, June 02, 2012	12:00 PM	411	78	97	282	89	63
Saturday, June 02, 2012	1:00 PM	390	105	126	315	103	70
Saturday, June 02, 2012	2:01 PM	445	123	68	373	138	80
Saturday, June 02, 2012	3:00 PM	491	93	47	448	171	96
Saturday, June 02, 2012	4:00 PM	424	108	175	493	145	100
Saturday, June 02, 2012	5:00 PM	307	69	186	431	104	166
Saturday, June 02, 2012	6:00 PM	161	42	188	341	84	174
Saturday, June 02, 2012	7:00 PM	64	36	133	216	60	185
Saturday, June 02, 2012	8:00 PM	36	28	56	136	56	136
Saturday, June 02, 2012	9:01 PM	13	13	36	73	53	116
Saturday, June 02, 2012	10:01 PM	7	6	12	36	18	55
Saturday, June 02, 2012	11:01 PM	7	1	1	8	11	39
Saturday, June 02, 2012	12:01 AM	6	0	1	5	5	8
Saturday, June 02, 2012	1:01 AM	6	0	0	1	2	6
Saturday, June 02, 2012	2:01 AM	6	0	0	1	0	0
Saturday, June 02, 2012	3:00 AM	6	0	0	1	0	0
Saturday, June 02, 2012	4:00 AM	6	0	0	1	0	0
Sunday, June 03, 2012	5:01 AM	6	0	0	1	0	0
Sunday, June 03, 2012	6:01 AM	7	1	0	5	5	1
Sunday, June 03, 2012	7:00 AM	15	13	5	22	23	6
Sunday, June 03, 2012	8:00 AM	53	48	10	59	55	18
Sunday, June 03, 2012	9:00 AM	113	78	18	166	137	30
Sunday, June 03, 2012	10:01 AM	185	100	28	217	89	38
Sunday, June 03, 2012	11:01 AM	279	136	42	270	93	40
Sunday, June 03, 2012	12:00 PM	375	174	78	398	166	38
Sunday, June 03, 2012	1:00 PM	441	172	106	493	167	72
Sunday, June 03, 2012	2:00 PM	524	184	101	683	276	86
Sunday, June 03, 2012	3:00 PM	611	169	82	782	239	140
Sunday, June 03, 2012	4:00 PM	655	157	113	836	217	163
Sunday, June 03, 2012	5:01 PM	541	101	215	723	132	245
Sunday, June 03, 2012	6:01 PM	383	70	228	512	96	307
Sunday, June 03, 2012	7:01 PM	224	48	207	337	81	256
Sunday, June 03, 2012	8:00 PM	60	26	190	138	45	244
Sunday, June 03, 2012	9:00 PM	4	19	75	28	38	148
Sunday, June 03, 2012	10:00 PM	5	3	2	11	8	25
Sunday, June 03, 2012	11:00 PM	5	0	0	2	2	11
Sunday, June 03, 2012	12:01 AM	5	1	1	1	0	1
Sunday, June 03, 2012	1:01 AM	5	0	0	1	0	0
Sunday, June 03, 2012	2:01 AM	5	0	0	1	0	0
Sunday, June 03, 2012	3:00 AM	5	0	0	1	0	0
Sunday, June 03, 2012	4:00 AM	5	0	0	1	0	0

2600

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Date	Time	Parked	Inbound	outbound	Parked	Inbound	outbound
Friday, July 06, 2012	5:00 AM	0	2	1	0	0	0

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Friday, July 06, 2012	6:00 AM	21	25	4	0	0	0
Friday, July 06, 2012	7:00 AM	33	19	7	0	0	0
Friday, July 06, 2012	8:00 AM	31	20	22	0	0	0
Friday, July 06, 2012	9:01 AM	62	45	14	0	0	0
Friday, July 06, 2012	10:00 AM	77	38	23	0	0	0
Friday, July 06, 2012	11:00 AM	101	45	21	0	0	0
Friday, July 06, 2012	12:01 PM	158	73	16	0	0	0
Friday, July 06, 2012	1:01 PM	217	93	34	0	0	0
Friday, July 06, 2012	2:00 PM	278	89	28	0	0	0
Friday, July 06, 2012	3:01 PM	317	91	52	0	0	0
Friday, July 06, 2012	4:00 PM	352	102	67	0	0	0
Friday, July 06, 2012	5:00 PM	338	54	68	0	0	0
Friday, July 06, 2012	6:01 PM	325	58	71	0	0	0
Friday, July 06, 2012	7:00 PM	297	38	66	0	0	0
Friday, July 06, 2012	8:01 PM	276	36	57	0	0	0
Friday, July 06, 2012	9:01 PM	286	23	13	0	0	0
Friday, July 06, 2012	10:00 PM	287	1	0	0	0	0
Friday, July 06, 2012	11:00 PM	286	0	1	0	0	0
Friday, July 06, 2012	12:01 AM	286	0	0	0	0	0
Friday, July 06, 2012	1:01 AM	286	0	0	0	0	0
Friday, July 06, 2012	2:01 AM	286	0	0	0	0	0
Friday, July 06, 2012	3:01 AM	286	0	0	0	0	0
Friday, July 06, 2012	4:00 AM	286	0	0	0	0	0
Saturday, July 07, 2012	5:01 AM	286	0	0	0	0	0
Saturday, July 07, 2012	6:01 AM	288	5	3	0	0	0
Saturday, July 07, 2012	7:01 AM	298	14	4	0	0	0
Saturday, July 07, 2012	8:01 AM	322	33	9	0	0	0
Saturday, July 07, 2012	9:01 AM	355	49	16	0	0	0
Saturday, July 07, 2012	10:00 AM	401	65	19	0	0	0
Saturday, July 07, 2012	11:00 AM	454	86	33	0	0	0
Saturday, July 07, 2012	12:01 PM	534	118	38	0	0	0
Saturday, July 07, 2012	1:01 PM	638	157	53	0	0	0
Saturday, July 07, 2012	2:00 PM	745	159	52	0	0	0
Saturday, July 07, 2012	3:00 PM	867	181	59	0	0	0
Saturday, July 07, 2012	4:01 PM	979	191	79	0	0	0
Saturday, July 07, 2012	5:00 PM	1003	128	104	0	0	0
Saturday, July 07, 2012	6:00 PM	935	61	129	0	0	0
Saturday, July 07, 2012	7:01 PM	838	55	152	0	0	0
Saturday, July 07, 2012	8:00 PM	777	38	99	0	0	0
Saturday, July 07, 2012	9:00 PM	746	16	47	0	0	0
Saturday, July 07, 2012	10:01 PM	747	6	5	0	0	0
Saturday, July 07, 2012	11:01 PM	747	0	0	0	0	0
Saturday, July 07, 2012	12:00 AM	747	0	0	0	0	0
Saturday, July 07, 2012	1:00 AM	747	0	0	0	0	0
Saturday, July 07, 2012	2:00 AM	747	0	0	0	0	0
Saturday, July 07, 2012	3:01 AM	747	0	0	0	0	0
Saturday, July 07, 2012	4:01 AM	747	0	0	0	0	0
Sunday, July 08, 2012	5:00 AM	747	0	0	0	0	0
Sunday, July 08, 2012	6:00 AM	750	4	1	0	0	0
Sunday, July 08, 2012	7:00 AM	758	11	3	0	0	0
Sunday, July 08, 2012	8:00 AM	802	55	11	0	0	0
Sunday, July 08, 2012	9:00 AM	845	59	16	0	0	0

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Sunday, July 08, 2012	10:23 AM	969	167	43	0	0	0
Sunday, July 08, 2012	11:00 AM	1061	126	34	0	0	0
Sunday, July 08, 2012	12:00 PM	1242	244	63	0	0	0
Sunday, July 08, 2012	1:01 PM	1395	251	98	0	0	0
Sunday, July 08, 2012	2:00 PM	1504	254	145	0	0	0
Sunday, July 08, 2012	3:01 PM	1675	262	91	0	0	0
Sunday, July 08, 2012	4:01 PM	1785	115	5	0	0	0
Sunday, July 08, 2012	5:00 PM	1939	154	0	0	0	0
Sunday, July 08, 2012	6:01 PM	1979	99	59	0	0	0
Sunday, July 08, 2012	7:00 PM	1891	55	143	0	0	0
Sunday, July 08, 2012	8:00 PM	1827	42	106	0	0	0
Sunday, July 08, 2012	9:01 PM	1804	29	52	0	0	0
Sunday, July 08, 2012	10:01 PM	1805	10	9	0	0	0
Sunday, July 08, 2012	11:00 PM	1803	1	3	0	0	0
Sunday, July 08, 2012	12:00 AM	1803	0	0	0	0	0
Sunday, July 08, 2012	1:00 AM	1803	0	0	0	0	0
Sunday, July 08, 2012	2:00 AM	1803	0	0	0	0	0
Sunday, July 08, 2012	3:01 AM	1803	0	0	0	0	0
Sunday, July 08, 2012	4:01 AM	7	0	0	7	0	0

Date	Time	2600			2030		
		Parked	Inbound	outbound	Parked	Inbound	outbound
Monday, September 03, 2012	5:00 AM	0	1	0	0	2	2
Monday, September 03, 2012	6:01 AM	4	6	2	6	6	0
Monday, September 03, 2012	7:00 AM	17	18	5	13	14	7
Monday, September 03, 2012	8:01 AM	52	52	17	44	49	18
Monday, September 03, 2012	9:01 AM	119	83	16	113	84	15
Monday, September 03, 2012	10:00 AM	265	172	26	227	142	28
Monday, September 03, 2012	11:00 AM	476	268	57	404	221	44
Monday, September 03, 2012	12:00 PM	681	256	51	633	294	65
Monday, September 03, 2012	1:01 PM	747	210	144	837	298	94
Monday, September 03, 2012	2:00 PM	770	134	111	1040	302	99
Monday, September 03, 2012	3:00 PM	796	189	163	1149	317	208
Monday, September 03, 2012	4:00 PM	745	202	253	1012	119	256
Monday, September 03, 2012	5:01 PM	629	112	228	864	163	311
Monday, September 03, 2012	6:01 PM	315	55	369	552	98	410
Monday, September 03, 2012	7:01 PM	17	51	349	285	61	328
Monday, September 03, 2012	8:00 PM	17	80	80	102	60	243
Monday, September 03, 2012	9:00 PM	2	17	32	29	27	100
Monday, September 03, 2012	10:01 PM	1	0	1	11	4	22
Monday, September 03, 2012	11:00 PM	1	2	2	5	2	8
Monday, September 03, 2012	12:00 AM	1	0	0	2	2	5
Monday, September 03, 2012	1:01 AM	1	0	0	2	0	0
Monday, September 03, 2012	2:00 AM	1	0	0	2	0	0
Monday, September 03, 2012	3:01 AM	1	0	0	2	0	0
Monday, September 03, 2012	4:00 AM	1	0	0	3	1	0

EXHIBIT NO. 7

Application Number

5-07-124-1A1

Special Conditions
of Original Permit
California Coastal Commission

4. Assignment. The permit may be assigned to any qualified assignee files with the Commission an affidavit accepting all terms of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions are 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. Term Limit

The term of this permit is limited to a five-year term commencing from the date of Commission approval of this permit. Prior to the end of the five-year term, the applicant may request an amendment to Coastal Development Permit 5-07-124 in order to extend the Commission's approval for an additional term. The Commission will then reexamine the project's effects on coastal resources and public access, to determine whether an extension of the permit term is consistent with the Chapter 3 policies of the Coastal Act.

2. Parking Management

Prior to Issuance of this permit, the applicant shall submit a parking management plan indicating projected days the lot will be open for public parking, hours of operation, measures to be implemented to ensure that the parking is open during those times, parking stall layout and management procedures of the lot. At a minimum, the entire project area shall be open for public parking during Memorial Day and Labor Day weekends, and on the Fourth of July.

3. Storage and Removal of Construction Material and Debris

The permittee shall comply with the following construction-related requirements:

- (a) *No construction materials, debris, or waste shall be placed or stored outside the staging area where it may be subject to wave erosion and dispersion;*
- (b) Any and all debris resulting from construction activities shall be removed from the project site within 24 hours of completion of construction.
- (c) Best Management Practices (BMPs) designed to prevent spillage and/or runoff of construction related materials, sediment or contaminants associated with construction activity, shall be implemented prior to the on-set of such activity. Selected BMPs shall be maintained in a functional condition throughout the duration of the project.
- (d) Construction debris and sediment shall be removed from construction areas each day that construction occurs or placed in covered containers to prevent the accumulation of sediment and other debris which may be discharged into coastal waters.