

CALIFORNIA COASTAL COMMISSION

South Coast District Office
301 E Ocean Blvd., Suite 300
Long Beach, CA 90802-4302
(562) 590-5071



W13a

A-5-LGB-20-0001 (City of Laguna Beach)

JULY 8, 2020

EXHIBITS

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Laguna Beach Metered Parking Areas with Off-Season Parking Lots and Trolley Routes

Parking Lot Rates, Off-Season				
Lot	Number of spaces	Price / Hr	Weekday Flat Rate	Weekend & Eve. Flat Rate
1	26	\$4.00		
2	38	\$3.00		
3	24	\$3.00		
4	18	\$3.00		
5	15	\$3.00		
6	215	\$3.00		
7	31	\$4.00		
8	39	\$4.00		
9	29	\$2.50		
10	63		FREE	FREE
11	46		\$4.00	\$4.00
11E	79			\$4.00
12	79		\$4.00	\$4.00
13	72			\$6.00
14	25			\$4.00
15	200			FREE
16	239		FREE	FREE
20	10		FREE	FREE
21	10	\$2.50		

Metered Parking Rates by Area, Off-Season			
Zone	Number of spaces	Proposed 2020 Off-Season Rates	
A1 Cliff Dr / Heisler Park	135	\$3.50	
A2 Lower Cliff Drive	209	\$2.50	
B Downtown North	226	\$2.50	
C Downtown South	255	\$2.50	
D So. Coast Hwy & side streets	426	\$2.50	
Coast Hwy between Legion & Aster		\$2.50	
DP Laguna Cyn Road at Dog Park (not shown)	30	\$2.50	
E Laguna Cyn and Frontage Roads	282	\$2.50	
Laguna Cyn Road between Forest and Canyon Acres		\$2.50	
F No. Coast Hwy and side streets	238	\$2.50	
Coast Hwy between Legion & Aster		\$2.50	
G Glenneyre Street	136	\$2.50	
H Coast Hwy - Montage Resort	99	\$2.50	
Trolley Routes			

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Exhibit 1

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SOUTH LAGUNA
To Dana Point

Exhibit 1 - Project Location

Parking Meter Zones DP and E.
Lot 16: 1 mile from downtown and Lot 17: 1.3 miles from downtown. Free trolley service.

Parking Lot Rates, Summer Season

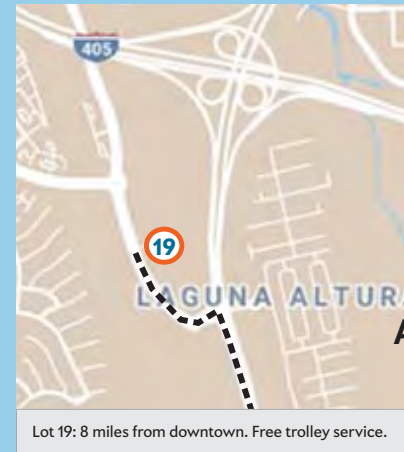
Lot	Number of spaces	Price / Hr	Weekday Flat Rate	Weekend & Eve. Flat Rate
1	26	\$5.60		
2	38	\$5.60		
3	24	\$5.60		
4	18	\$5.60		
5	15	\$5.60		
6	215	\$5.60		
7	31	\$4.00		
8	39	\$4.00		
9	29	\$2.50		
10	63		\$18.75	\$25.00
11	46		\$18.75	\$25.00
11E	79			\$25.00
12	79		\$18.75	\$25.00
13	72		\$6.25	\$6.25
14	25		\$6.25	\$6.25
15	200			FREE
16	239		\$7.00	\$10.00
17	154			\$6.25
19	100+			FREE
20	10		FREE	FREE
21	10	\$5.60		

Metered Parking Rates By Area, Summer Season

Zone	Number of spaces	Proposed 2020 Summer Rates
A1 Cliff Dr / Heisler Park	135	\$3.50
A2 Lower Cliff Drive	209	\$2.50
B Downtown North	226	\$5.60
C Downtown South	255	\$5.60
D So. Coast Hwy & side streets	426	\$2.50
Coast Hwy between Legion & Aster		\$5.60
DP Laguna Cyn Road at Dog Park	30	\$2.50
E Laguna Cyn and Frontage Roads	282	\$2.50
Laguna Cyn Road between Forest and Canyon Acres		\$5.60
F No. Coast Hwy and side streets	238	\$2.50
Coast Hwy between Legion & Aster		\$5.60
G Glenneyre Street	136	\$2.50
H Coast Hwy - Montage Resort	99	\$2.50
Trolley Routes		



Laguna Beach Metered Parking Areas with Summer Parking Lots and Trolley Routes



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To Dana Point

Exhibit 1 - Project Location



Detailed View of Laguna Beach Downtown Metered
Parking Areas, Parking Lots and Trolley Routes



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Exhibit 2
City Resolution for Local CDP No. 19-5154

RECORDING REQUESTED BY
CITY OF LAGUNA BEACH
AND WHEN RECORDED MAIL TO:

CITY CLERK
CITY OF LAGUNA BEACH
505 FOREST AVENUE
LAGUNA BEACH, CA 92651

(Fee Exempt per Govt. Code 27383)

THIS SPACE RESERVED FOR RECORDING

RESOLUTION NO. 19-5154

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF LAGUNA BEACH
APPROVING COASTAL DEVELOPMENT PERMIT 19-5154
FOR CITYWIDE PARKING RATE STRUCTURE**

WHEREAS, an application has been filed by the City of Laguna Beach requesting a Coastal Development Permit in accordance with the provisions of Municipal Code Section 25.05.050 to establish a multi-year, multi-phase parking rate structure for all public parking meters and lots/structures located citywide for summer and non-summer months. A Coastal Development Permit is required because the project is considered “development” for the purposes of the Coastal Act, which would result in a change in access to state waters; and

WHEREAS, the City of Laguna Beach has authorized in writing the submittal of the application for a Coastal Development Permit; and

WHEREAS, the Planning Commission of the City of Laguna Beach, acting in accordance with the provisions of Municipal Code Section 25.05.050, conducted a legally noticed public hearing regarding this proposal on December 4, 2019; and

WHEREAS, the Planning Commission carefully considered the oral and documentary evidence and arguments presented at the hearing; and

WHEREAS, the proposed project is exempt from the provisions of the California Environmental Quality Act in accordance with State CEQA Guideline Section 15273(a) (Rates, Tolls, Fares and Charges) under the statutory exemption because the proposed project consists

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Exhibit 2

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Exhibit 2

City Resolution for Local CDP No. 19-5154

Coastal Development Permit 19-5154
December 4, 2019
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of establishing a multi-year, multi-phase parking rate structure by the City for the purpose of meeting operating expenses and obtaining funds for capital projects, necessary to maintain service within existing service areas. The project would also assist in achieving a consistent optimal parking occupancy rate of 85 percent across all locations and time periods, thereby reducing congestion in the Downtown and beach areas citywide. The project would not have a negative effect on biologically sensitive resources, and there is no evidence of any unusual environmental circumstances that might give rise to a reasonable possibility that the project will have a significant effect on the environment; and

WHEREAS, the Planning Commission has made the following Coastal Development Permit 19-5154 findings:

1. The project is in conformity with all the applicable provisions of the General Plan, including the certified Local Coastal Program and any applicable specific plans, including the goals and policies of the Downtown Specific Plan. The project is consistent with Land Use Element policies 4.2, 4.3, 8.4, 8.6 and 8.9 and Transportation, Circulation and Growth Management Element policies 6D, 6G, 6I, 6J, and 6L. Coastal access is enhanced by the City's efforts, such as the provision of free trolleys, use of peripheral parking lots, free parking, wayfinding signage, and the several other accomplishments outlined in the City's PMP Update Report. The project does not adversely affect existing public access to the coast and beach, but instead increases access by providing various options for parking by location type and cost, with the additional benefit of providing free alternative modes of transportation that serves the local population as well as visitors to the City and coast.
2. The proposed project is in conformity with the City's Certified Local Coastal Program and with the public access and public recreation policies of Chapter 3 of the Coastal Act in that the

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proposed parking rate structure would continue to provide funds that will be used to enhance beach recreational access improvements and parking management in the City. Funds from the project will be used for the following that would enhance beach access: 1) Maintain and augment free city wide trolley services; 2) Maintain and procure additional peripheral parking locations with free trolley access; and 3) Maintain and augment the City Smart Parking program which offers real time parking availability through a free mobile app and provides robust parking data management system. As such, the project enhances public recreational access opportunities, including low/no-cost access, associated with facility and beach use citywide.

3. The proposed project qualifies for a Statutory Exemption, in accordance with Section 15273(a) (Rates, Tolls, Fares, and Charges) because the project consists of establishing a multi-year, multi-phase parking rate structure to meet operating expenses and obtain funds for capital projects, necessary to maintain service within existing service areas. The project would also assist in achieving a consistent optimal parking occupancy rate of 85 percent across all locations and time periods, thereby reducing congestion in the Downtown and beach areas citywide. Therefore, the project is not anticipated to have any significant adverse impacts on the environment within the meaning of the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED that Coastal Development Permit 19-5154 is hereby granted to the following extent:

Approval to allow the establishment of a multi-year, multi-phase parking rate structure for all public parking meters and lots/structures located citywide for summer and non-summer months as outlined in Attachment A.

NOW THEREFORE BE IT RESOLVED that the above decision was approved and rendered on December 4, 2019 (the "Effective Date").

Exhibit 2
City Resolution for Local CDP No. 19-5154

Coastal Development Permit 19-5154
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ADOPTED this 4th day of December, 2019.

AYES: Commissioner(s)

NOES: Commissioner(s)

ABSENT: Commissioner(s)

ATTEST:

Ken Sadler, Chairperson
Planning Commission
City of Laguna Beach, California

Jim Pechous, Acting Director
Community Development
City of Laguna Beach, California

Exhibit 2

City Resolution for Local CDP No. 19-5154

COASTAL DEVELOPMENT PERMIT 19-5154 ATTACHMENT A

The following Citywide parking rate structure shall be effective as of January 1, 2020:

Non-Summer Months: Citywide, immediate increase of \$1.00 for all meters and lots/structures (excluding Lot 15 and with exceptions to Lot 7 and Lot 8). No increase for the following two years, and then increase of up to 25 percent annually, not to exceed 50 percent in a rolling three-year period.

Summer Months: All downtown meters and metered lots, immediate increase of 25 percent, up to a maximum of 25 percent increase annually, not to exceed 50% in a rolling three-year period. Non-downtown meters and lots/structures will stay at the same non-summer rate.

Exceptions: Treasure Island Surface Lot and the Treasure Island Garage, year-round rates should be \$4.00/hour; and Act V Parking Lot rates should be \$10.00 all day on the weekends and \$7.00 all day on the weekdays during summer months. (Refer to Table 2)

Tables 2 and 3 on the following pages outline the proposed 2020 off-street and on-street parking rates, respectively.

Exhibit 2

City Resolution for Local CDP No. 19-5154

Coastal Development Permit 19-5154

Attachment A

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Table 2. Proposed 2020 Off-Street Parking Rates

	Non-Summer Months	Summer Months (Mid-June to Early September)
Lot	Current 2019 to Proposed 2020 rate	Current 2019 to Proposed 2020 rate
Broadway Lot	\$3.00 to \$4.00 / hr.	\$4.50 to 5.60 / hr.
Peppertree Lot	\$2.00 to \$3.00 / hr.	\$4.50 to 5.60 / hr.
Ocean Avenue Lot A	\$2.00 to \$3.00 / hr.	\$4.50 to 5.60 / hr.
Ocean Avenue Lot B	\$2.00 to \$3.00 / hr.	\$4.50 to 5.60 / hr.
Mermaid Lot	\$2.00 to \$3.00 / hr.	\$4.50 to 5.60 / hr.
Glenneyre Structure	\$2.00 to \$3.00 / hr.	\$4.50 to 5.60 / hr.
Treasure Island Surface Lot	\$1.50 to \$4.00 / hr.	\$1.50 to \$4.00 / hr.
Treasure Island Garage	\$1.50 to \$4.00 / hr.	\$1.50 to \$4.00 / hr.
Fred Lang Park Lot	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.
Laguna Canyon Road Lot	Free parking until the opening of the summer	\$20.00 to \$25.00 all day on evenings, weekends, and holidays (\$15.00 to \$18.75 all other times)
Forest-Laguna Canyon Lot	\$3.00 to \$4.00 per day	\$20.00 to \$25.00 all day on evenings, weekends, and holidays (\$15.00 to \$18.75 all other times)
Lumberyard Lot	\$55.00 per month (no change) or \$3.00 to \$4.00 per day	\$20.00 to \$25.00 all day on evenings, weekends, and holidays (\$15.00 to \$18.75 all other times)
Laguna Beach Community and Susi Q Center	\$5.00 to \$6.00 after 5:00 p.m. on Fridays, all day Saturday and Sunday	\$5.00 to \$6.25 after 5:00 p.m. Monday to Friday, all day Saturday and Sunday
Hagan Place Structure	\$65.00 per month (no change) or \$3.00 to \$4.00 / hr. after 5:00 p.m. on Monday to Friday, all day Saturday and Sunday	\$5.00 to \$6.25 after 5:00 p.m. Monday to Friday, all day Saturday and Sunday
Summer Breeze Lot	Public parking not available in Non- summer months	Free parking
Act V Parking Lot	Free Monday to Friday, Saturday 9:30 a.m. – 8:00 p.m., Sunday 11:00 a.m. – 6:00 p.m.	\$7.00 all day Monday to Friday, \$10.00 all day on weekends and holidays (no change)
Laguna College of Art + Design	Public parking not available in non- summer months	Saturday and Sunday only; \$5.00 to \$6.25 all day
Mission Hospital Lot	Free after 5:00 p.m. Monday to Friday, all day Saturday and Sunday	Free after 5:00 p.m. Monday to Friday, all day Saturday and Sunday, (no change)
Seacove Lot	Free parking	Free parking
Legion Lot	\$1.50 to \$2.50 / hr.	\$4.50 to \$5.60 / hr.

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Exhibit 2**City Resolution for Local CDP No. 19-5154**

Coastal Development Permit 19-5154

Attachment A

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Table 3. Proposed 2020 On-Street Metered Parking Rates

	Non-Summer Months	Summer Months (Mid-June to Early September)
Meter Zone	Current 2019 to Proposed 2020 rate	Current 2019 to Proposed 2020 rate
A1 (Cliff drive - Heisler Park)	\$2.50 to \$3.50 / hr.	\$2.50 to \$3.50 / hr.
A2 (Lower Cliff Dr.)	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.
B (Downtown North)	\$2.50 / hr.	\$4.50 to \$5.60 / hr.
C (Downtown South)	\$2.50 / hr.	\$4.50 to \$5.60 / hr.
D (SCH & intersecting side streets) (Coast Hwy between Legion St and Aster is \$5.60 during summer)	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.
DP (Laguna Canyon Rd. at "Dog Park")	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.
E (Laguna Canyon Rd. and Frontage Rd.) (LCR between Forest and Canyon Acres is \$5.60 during summer)	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.
F (NCH & intersecting side streets) (Coast Hwy between Legion and Aster is \$5.60 during summer)	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.
G (Glenneyre Street)	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.
H (Coast Hwy - Montage Resort Area)	\$1.50 to \$2.50 / hr.	\$1.50 to \$2.50 / hr.

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Exhibit 3 - Appeal

STATE OF CALIFORNIA -- THE RESOURCES AGENCY

GAVIN NEWSOM, Governor

CALIFORNIA COASTAL COMMISSION
SOUTH COAST DISTRICT OFFICE
301 E. OCEAN BLVD., SUITE 300
LONG BEACH, CA 90802



VOICE (562) 590-5071 FAX (562) 590-5084

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior to Completing This Form.

SECTION I. Appellant(s)

Name: Mark & Sharon Fudge

Mailing Address: P.O. Box 130

City: Laguna Beach CA 92652

Phone: 949-481-1100

SECTION II. Decision Being Appealed

1. Name of local/port government: City of Laguna Beach

2. Brief description of development being appealed:

Proposed Citywide Parking Rate Structure changes including an immediate increase of \$1/hour for all meters and lots. No increase the following two years, and then an increase of 25% annually, not to exceed 50% in a rolling three year period for non-summer months.

All downtown meters and metered lots to have an immediate increase of 25%, up to a maximum of 25% increase annually, not to exceed 50% in a rolling three year period for summer months. No increase for summer months (over non-summer months) at non-downtown meters and lots.

3. Development's location (street address, assessor's parcel no., cross street, etc.):

Citywide

4. Description of decision being appealed (check one):

X Approval; no special conditions

Approval with special conditions:

Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO: A-5-LGB-20-0001

DATE FILED: 08 JAN 2020

DISTRICT: 5

Exhibit 3 - Appeal

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

5. Decision being appealed was made by (check one):

Planning Director/Zoning Administrator

City Council/Board of Supervisors

X Planning Commission

Other - Design Review Board

6. Date of local government's decision: December 4, 2019

7. Local government's file number (if any): CDP 19-5154

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

City of Laguna Beach, Public Works Department
300 Forest Avenue
Laguna Beach, CA 92651

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

Mark and Sharon Fudge
P.O. Box 130
Laguna Beach, CA
92652-0130

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

Exhibit 3 - Appeal

• Standing for the appeal

We have standing to make this timely appeal as we attended the Planning Commission's public hearing on December 4, 2019, as well as the City's Council's public hearing on November 19, 2019 and made comments relating to the project.

• Grounds for the appeal

One of the most important goals of the Coastal Act is to provide and protect public access to the shoreline and to protect, provide, and encourage the creation of lower cost visitor serving recreational opportunities to and along the coast. This goal is codified specifically in Sections 30001.5(c), 30210, 30211, 30212.5, and 30213 and reflected in the City's LCP's Technical Appendix and Land Use Element. We do not believe the City's approval of the parking rate increases adequately maximizes public access to and along the coast, nor does it adequately balance that access with protection of the residential neighborhoods or Coastal resources as required by the certified LCP.

Despite the notation of the City Council to staff (on November 19, 2019) to be sensitive to the spillover effect of the rate hikes to neighborhoods, and what impacts they would have and to develop mitigation efforts, no such mitigations were suggested by staff or considered by the Planning Commission. Therefore, no conditions were imposed on the CDP. (December 4, 2019 staff report page 4 - **Exhibit 1**)(Resolution - **Exhibit 1**)

• Project Description and Location

The project involves a Citywide change to parking rates. It's intent is to establish a multi-year, multi-phase parking rate structure for all public parking meters and lots/structures located citywide on a year round basis (summer and non-summer months).

• Background

According to the Agenda Bill provided to the City Council for the November 19, 2019 hearing (**Exhibit 2**), the current Parking Management Program (PMP) developed in 2013¹ has been 90% implemented over the last five years (2014-2019) without effectively reducing congestion levels in the Downtown Specific Plan (DSP) area. The action plan strategies implemented included parking technology upgrades, improved signage, real-time parking availability, public outreach and marketing, improving walkability, and the development and operation of a comprehensive trolley program to promote the use of alternate means of transportation. Despite these efforts, which also included a hike in parking rates from (less than) \$2.00/hour to \$4.50/hour, there has not been a reduction to congestion (in the DSP) nor a reduction to the parking occupancy rates - which are running at 97-100% during peak times (Summer) - to the goal of 85% occupancy.

Despite the failure of the parking strategies previously enacted to reach the 85% goal, the only change requested to the PMP is to again raise rates throughout the City. It appears that the only positive effect this rate hike will have is to initially increase annual revenues for the City to the tune of \$3,000,000. The use of those extra parking revenues will not be limited to mitigating parking and/or traffic related impacts - they are also being proposed to be used for the City's Wildfire Mitigation and Fire Safety

¹ The 2013 program never obtained a CDP as required by the City's certified LCP - Land Use Element Policies 4.2.5 and 4.3.5 - and thus has been the beneficiary of (perhaps) millions of dollars of un-permitted rate hikes. It is also unclear whether or not the parking meters/pay stations themselves throughout the City are Pre-Coastal or permitted. We have been unable to find any evidence of prior CDPs (**Exhibit 5**). We ask that this be reviewed if a de novo hearing occurs.

Exhibit 3 - Appeal

efforts where there is no nexus evident. Conversely, the funds are NOT being considered for use to mitigate for impacts of visitors on our Coastal resources as allowed by the LCP.

The potential negative effects are related to impacts to residential neighborhoods ("spillover") and a possible decrease in public access to the beach for those who can simply not afford \$5.60/hour to park or may not be interested in peripheral lots because they just want to use the beach for a quick walk or to watch the sunset. Not everyone who visits the beach is staying for an entire day thereby needing an all day parking option which entails then using a trolley to transport themselves (and gear) back and forth to said lot.

Concurrent with the City's approval of the rate hikes, there are efforts to adopt a new Downtown Specific Plan (DSP) which contemplates **a reduction in parking requirements for new development** (based on figures that state there is **an excess** of parking available downtown).² Additionally, presented to the City Council in December was a 'Downtown Implementation Action Plan' which includes a reduction of 11 - 22 parking spaces in the Downtown area.³ This is after the loss of 13 parking spaces for the recently remodeled Pageant of the Masters facility, a proposed project at Main Beach/Pacific Coast Highway (resulting in a loss of eight spaces)⁴, and the loss of 3-4 parking spaces at the ACT V parking lot for the new Marine Safety Building. There is also a purported loss of parking at the newly designed Village Entrance (over 100 spaces according to some calculations). There has been no study of the cumulative effects of the loss of all of these spaces already gone nor the effects of what will happen if the new DSP is passed. It makes no sense to raise these parking rates until the DSP and other plans have all been reviewed comprehensively and cumulatively. Traffic studies need to be updated for the entire City to accurately reflect the potential effects of raising rates and the effects of encouraging people to use satellite lots. Traffic patterns have already been negatively affected.

Changes to the LBMC have also been recently submitted to the CCC (LCPA 18-1938) that have changed the definition of 'intensification of use' which is used by the City to determine parking requirements. These most recent changes appear to have been driven by the requests of "Visit Laguna Beach" in an effort to ease development standards for commercial properties throughout the City. We had spoken to how these changes may dramatically affect the quality of life for Laguna Beach residents. The LCPA has not yet been scheduled for a hearing before the Coastal Commissioners.⁵

• Appeal

1. The City's approval failed to consider **Goal 1 of the LUE** which requires the City to recognize the magnitude of the threat that climate change poses.

The City can move toward sustainability and a reduction of greenhouse gas emissions by the way it manages traffic and mobility yet there were NO traffic studies done to review what will happen when these rates are increased as proposed. Will there be more circulation? Further reaching circulation? More movement of cars into neighborhoods in search of free parking?

² See December 17, 2019 Agenda Bill No. 15 (LCPA 19-4482) excerpts - **Exhibit 4**.

³ See December 3, 2019 Downtown Implementation Action Plan excerpts - **Exhibit 3**.

⁴ Open Space/Conservation Element Policy 11F - *Widening of Pacific Coast Highway by construction of additional lanes or removal of parking on the highway shall not be permitted. Minor improvements which result in minor alignment modifications or loss of on-street parking may be allowed provided that when such parking is removed it shall be replaced on a one for one basis within the Central Business District (which is the area covered by the Laguna Beach Downtown Specific Plan) or Commercial/Tourist Corridor as demarcated on the Land Use Plan Map.* It is possible that the City could replace these spaces if the Ocean Avenue One-Way Conversion is approved, but that is uncertain at this time.

⁵ A one year time extension was granted at the November 2019 hearing (Item W20a).

Exhibit 3 - Appeal

- LUE Policy 1.1 Reduce greenhouse gas (GHG) emissions 80% below 1990 levels by 2050.
- LUE Action 1.1.6 Evaluate and consider eliminating or significantly reducing the cost of parking permits for fuel-efficient or alternative-fuel vehicles.
- LUE Action 1.1.8 Continue to offer incentives to businesses that encourage employees to use buses, bikes, and carpools (or vanpool) to commute to work. Facilitate telecommuting and/or allow employees to work extended hours for fewer days per week.
- LUE Action 1.1.10 Coordinate with surrounding cities and governmental agencies to maximize the use of public transportation including buses and metro link.

2. The City's approval failed to consider Goal 2 of the LUE which is to preserve, enhance and respect the unique character and identity of Laguna's residential neighborhoods.

- LUE Policy 2.3 Preserve and enhance the qualities that contribute to the character of the residential community, including quiet neighborhoods, pedestrian use of streets, and appropriate levels of illumination and nighttime activity and seek to mitigate the effects of high-volume thru-traffic.
- LUE Action 2.3.4 Investigate streetscape improvements, street design, and regulations that will help reduce the speed and negative impacts of traffic on residential streets.
- LUE Action 2.3.5 Modify the Corridor Progression Traffic Analysis Model thresholds to accurately reflect the unique nature of the City's residential streets.

3. The City's approval failed to adequately consider Goal 4 of the LUE which is to maximize protection of the community's coastal and other natural resources.

- LUE Action 4.1.3 Evaluate and, if appropriate, establish a fair-share impact fee for land uses and development benefiting from visitor activity for the purpose of offsetting costs related to the Coastal Resources Protection Program.

According to the Agenda Bill (11/19/19) the revenues from these increased parking fees will be used by the City to continue to implement its parking management strategies by: 1) funding the comprehensive trolley services; 2) acquisition and construction of parking facilities and programs; 3) provision of peripheral parking lots, and; 4) marketing programs to encourage use of alternative modes of transportation and carpooling. The Bill then goes on to say that the revenues could also provide funding for; 5) the renovation and rehabilitation of downtown streets ⁶... as well as for: 6) the City's Wildfire Mitigation and Fire Safety efforts. There is no mention of using any of the revenues to establish a fair-share impact fee to offset costs related to the protection of Coastal Resources. This lack of evaluation is in conflict with LUE Action 4.1.3 and presents a Substantial Issue of nonconformity with the certified LCP.

- LUE Policy 4.2 Promote policies to accommodate visitors, reduce conflicts between visitor-serving uses/infrastructure and residents, and reduce impacts on the City's natural resources.

Although directed by the City Council, the staff and Planning Commission failed to develop mitigation efforts for the impacts of the parking rate increases to residential neighborhoods. This is also out of conformance with the LCP's mandate to reduce conflicts between visitor serving uses/infrastructure and residents. This presents a Substantial Issue of nonconformity with the certified LCP and should be reviewed during a de novo hearing of the application.

⁶ This work on downtown streets is part of the Downtown Implementation Action Plan presented to the Council on December 3, 2019 (Exhibit) which contemplates the removal of 11 to 22 parking spaces throughout the downtown area.

Exhibit 3 - Appeal

- LUE Action 4.2.5 Plan and develop a peripheral parking program to increase mass transit access to Laguna Beach's visitor-serving beaches and other amenities. The peripheral parking program shall include an investigation of the concept of shared parking, such as the use of public parking lots and underutilized private parking lots that could serve as peripheral parking locations. The implementation of such a program would require a coastal development permit. (Same as 8.4.7)
- LUE Action 4.3.5 Maintain a range of parking fees at public beaches and parks, in order to maximize public access and recreation opportunities. Change to existing time limits or hours of operation and substantial changes to parking fees which have the potential to change the intensity of public use of the beach or public access to the ocean shall require a Coastal Development Permit.

The peripheral parking program was developed in 2013 but was never issued a CDP as required according to our research.⁷ The application for the subject permit does not incorporate a request to grant a CDP for the peripheral parking program. Therefore the 2013 program is being allowed to continue being implemented in violation of LUE Action 4.2.5. This presents a Substantial Issue of nonconformity with the certified LCP and should be reviewed in a de novo hearing.

It is not evident that the current program maintains a range of parking fees at public beaches and parks. There are no specific public beach parking lots in the City⁸ as all public lots are located to encourage shared-uses (hotels, shopping, restaurants, art events, resident-serving, etc.) With the proposed rate hike, beachgoers - as well as all visitors - will avoid parking meters when possible and parking and traffic will spill over into residential neighborhoods. The City's action did not take into account any effects on these residential neighborhoods therefore it did not reduce conflicts between visitor-serving uses and residents. This presents a Substantial Issue of nonconformity with the certified LCP.

4. The City's action does not promote compatibility among land uses in the community as directed by **Goal 5 of the Land Use Element**. The intent of this goal specifically mentions 'spillover parking' and the negative impacts to adjacent residential neighborhoods.

- LUE Policy 5.4 Preserve and maintain the residential character and livability of neighborhoods adjacent to commercial district and/or individual businesses by regulating and minimizing impacts from commercial activities, including but not necessarily limited to deliveries amplified music, light trespass, alcohol-related impacts, and employee or valet parking. Establishment of any new preferential parking districts in the coastal zone shall be prohibited.

The topic of employee or valet parking programs was not considered by the City. As above, related to visitor's seeking out of lower-priced parking options in residential neighborhoods, the same applies to employees of businesses (especially along Pacific Coast Highway and downtown). LUE Action 1.1.8 (above) would allow the City to offer incentives to businesses that offer their employees options for parking alternatives, but was not considered in light of the proposed rate hike. This presents a Substantial Issue of nonconformity with the certified LCP and should be reviewed in a de novo hearing of the application.

⁷ We have also been unable to find evidence of certification or completion of LCP-A 13-701.

⁸ Aliso Creek Beach is the only specific beach parking lot in the City. It is operated by the County of Orange, not by the City. Parking rates at the Aliso Creek Beach are \$1 per hour during the off-season. Summer rates are not available at this time. Also, annual parking passes can be used at this location which greatly reduces the daily/hourly cost for those pass holders.

Exhibit 3 - Appeal

5. The City's action did not consider **GOAL 8 of the LUE** - Minimize the impact of the automobile on the character of Laguna Beach and emphasize a pedestrian-oriented environment, safe sidewalks, landscaped buffer zones, and alternate means of transportation.

- LUE Policy 8.2 Maintain a pedestrian-oriented community while facilitating the movement of traffic in a safe and uncontested manner.
- LUE Action 8.2.2 Expand the Corridor Progression Traffic Analysis Model to the entire City and use delay thresholds to determine significance.
- LUE Action 8.4.7 Plan and develop a peripheral parking program to increase mass transit access to Laguna Beach's visitor-serving beaches and other amenities. The peripheral parking program shall include an investigation of the concept of share parking, such as the use of public parking lots and underutilized private parking lots that could serve as peripheral parking locations. The implementation of such a program would require a coastal development permit. (Same as 4.2.5)
- LUE Action 8.4.8 Encourage all employers to provide incentives for transit ridership (e.g. subsidies for transit use, shuttles to transit stations), ridesharing, vanpools, and other transportation demand policies designed to reduce vehicle miles traveled. Such measures shall be required in association with non-residential projects approved with a reduction in the standard parking requirements and/or resulting in a loss of on-site parking regardless of the size of the development or number of employees.
- LUE Policy 8.7 Promote the use of fuel-efficient or alternative-fuel vehicles.
- LUE Action 8.7.1 Create a pilot program whereby a portion of the on-street public parking spaces in the Downtown Specific Plan area are converted to compact or subcompact-size parking spaces, while maintaining the peripheral parking lots for large-size vehicles.
- LUE Action 8.7.2 Evaluate the feasibility of establishing a variable parking fee program for the Downtown Specific Plan area, with premium rates for the downtown area and low-cost parking in perimeter locations. With new technologies, the rate structure could be variable by time of day, day of week, or season.
- LUE Action 8.8.2 Develop a comprehensive traffic management/parking program that will include all commercial areas in the City. Such a strategy shall encourage peripheral and shared parking. Implementation of a plan shall be in conformance with the Downtown Specific Plan.
- LUE Policy 8.9 Continue to manage and enforce a comprehensive parking program for the summer festival season.

6. The City's approval did not consider **Goal 11 of the LUE** which is to proactively participate in the planning activities of regional and adjacent jurisdictions.

- LUE Policy 11.3 Work with adjacent jurisdictions to resolve regionally based problems such as water quality, runoff and flooding, air space, and transportation/traffic congestion issues and to establish regional responses to open-space conservation and wilderness area access.

There is no evidence in the record that the City has worked with adjacent jurisdictions to resolve transportation/traffic congestion issues related to the proposed increase in parking rates. There is no evidence provided as to how long the Summer Breeze parking lot (which is located in Irvine) will be available. Despite the flow of traffic through other jurisdictions and into the City, there is nothing in the record to reflect any efforts to work with these jurisdictions.

Exhibit 3 - Appeal

jurisdictions to reduce our traffic and parking problems. Also, the City failed to review their parking rates as compared to nearby areas. Are these higher rates in line with other Orange County beaches? Will they hamper or enhance the beach experience?

7. The City's approval did not consider the Technical Appendix.

This document was created in August of 1984 and has never been updated. Until recently, the City denied that it was even a part of the LCP - but it is. The facts and figures reflect a period of time when visitors were coming to Laguna Beach at a rate of approximately 3 Million per year. More recent data shows that that figure has more than doubled. Yet, traffic and circulation studies have not been updated comprehensively. The document states that the 'city's parking dilemma is primarily a seasonal one.' This is no longer the case as many of our non-summer weekends also experience a 100% occupancy of parking spaces.

The 'competing uses' of parking spaces include residents, local shoppers, employees, recreationalists, festival goers, and beachgoers. In 1976 a comprehensive parking survey was conducted in the Central Business District. The study concluded that there was a deficiency of 1,208 parking spaces. In 1976 (and 1984 for that matter) the City boundaries did not include the areas of South Laguna and Laguna Canyon (both were annexed subsequently).

The City's current approval of CDP 19-5154 made no reference to the Technical Appendix and did not contain a study of what effects these rate hikes will have on parking in South Laguna (specifically) where many of the streets are held privately and do not provide parking for beachgoers. The rate increase will push people into the neighborhoods and stretch them out further along the Coast Highway creating a dangerous environment for pedestrians as there are very few sidewalks in South Laguna and people will have to walk greater distances if avoiding parking meters. The Mission Hospital parking lot (which is free after 5:00pm and on weekends only) does not provide a solution for most of the summer (the weekdays).

8. The Transportation, Circulation and Growth Management Element of the General Plan (which is not a part of the certified LCP, but with which the CDP must still comply pursuant to **LBMC 25.07.012(G)(1)) contains the following policies which were not followed by the City's approval:**

- *1A Continue to investigate new techniques which promote the balancing of principles that roads are not just for cars; that residents have a right to the best quality of life which include the least noise possible, the least pollution possible, the safest environment possible and an environment which fosters a rich community life.*
- *2D Monitor the activities of adjoining jurisdictions to determine the impacts proposed development will have on traffic flow in Laguna Beach. Work with adjacent cities to ensure that the traffic resulting from development projects in these cities does not adversely impact the City of Laguna Beach. Actively oppose the creation of new arterials linking surrounding communities with Laguna Beach.*
- *3B Encourage street design and traffic levels that are sympathetic to the health, safety and social needs of individual neighborhoods.*
- *3C Compile updated level of traffic data utilizing traffic models developed specifically for the City of Laguna Beach residential neighborhood environment.*

Exhibit 3 - Appeal

- 4B Establish level of traffic thresholds and appropriate mitigation measures for neighborhood streets.
- 4D Develop a traffic impact mitigation program for transportation improvements within the City's boundaries.
- 6B Review the City's Parking Ordinance regularly to determine if requirements respond appropriately to parking demand, while balancing other General Plan objectives.
- 6G To enhance and increase public access, pursue funding for planning and development of a peripheral parking program for parking, increased access to the beaches and transit opportunities. Specifically, study the Pacific Coast Highway corridor, Laguna Canyon Road, El Moro School and the downtown area for parking and transit opportunities, including appropriate locations for parking structures.
- 6M Investigate the feasibility of a parking mitigation fee program as part of a comprehensive parking management plan to be imposed on businesses located in the CBD. Ensure that proceeds from the program are used to construct peripheral parking structures and connecting tram service.
- 8A Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.

Because the traffic impacts were not adequately reviewed, the City's approval does not contain substantial evidence to support their finding of consistency with the General Plan.

9. The City did not consider Environmental Justice in their approval of the parking rate increases. Although EJ is not yet a part of the City's certified LCP, the agency could and should have conditioned the project to ensure that the free parking areas are advertised in languages other than English and in publications circulated outside of the Coastal Zone.

• Conclusion

We ask that the Commission find that this appeal presents a 'Substantial Issue' of nonconformity with the certified LCP and reviews the application at a de novo hearing.

Thank you for your consideration.

Exhibits:

1. Materials related to Planning Commission hearing - December 4, 2019 ⁹
2. Materials related to City Council hearing - November 19, 2019
3. Materials related to Downtown Specific Plan Update - December 17, 2019
4. Materials related to Downtown Action Plan Concept Discussion - December 3, 2019
5. Chart of previous approvals without CDPs

⁹ Including unconditioned Resolution. Minutes are not yet available but will be forwarded when produced.

Exhibit 3 - Appeal

STATE OF CALIFORNIA – THE RESOURCES
AGENCY

GAVIN NEWSOM, Governor

CALIFORNIA COASTAL
COMMISSION SOUTH COAST DISTRICT
OFFICE
301 E. OCEAN BLVD., SUITE 300
LONG BEACH, CA 90802



VOICE (562) 590-5071 FAX (562) 590-5084

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

Mark Fudge
Sharon Fudge

Signature of Appellant(s) or Authorized Agent

Date: January 8, 2019

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby authorize _____

To act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date: _____

Exhibit 4 - City's 2019 Parking Occupancy Data

Appendix A. Sensor Occupancy Data (July 2019 – August 2019)

	Zone B	Zone B2	Zone B3	Zone C	Zone C1	Zone C2	Zone C3	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 9	Lot 10	Lot 11	Lot 12	Lot 13
July																		
WEEKDAY																		
8 AM	52%	63%	30%	32%	43%	29%	30%	40%	52%	33%	28%	30%	9%	59%	28%	34%	44%	85%
9 AM	65%	73%	52%	48%	54%	51%	43%	50%	74%	46%	42%	56%	13%	62%	28%	34%	54%	95%
10 AM	75%	80%	73%	64%	63%	78%	56%	66%	88%	66%	59%	78%	22%	53%	31%	39%	64%	97%
11 AM	81%	85%	83%	78%	72%	91%	74%	87%	91%	83%	79%	92%	38%	53%	36%	49%	76%	98%
12 PM	83%	87%	87%	86%	81%	94%	86%	93%	92%	93%	94%	94%	61%	60%	43%	64%	87%	98%
1 PM	83%	87%	87%	87%	87%	94%	88%	94%	93%	93%	96%	94%	76%	74%	48%	80%	90%	100%
2 PM	80%	84%	85%	85%	85%	92%	85%	92%	89%	92%	93%	92%	75%	83%	54%	85%	90%	100%
3 PM	76%	78%	82%	81%	78%	89%	81%	90%	83%	88%	89%	90%	66%	83%	57%	87%	89%	100%
4 PM	72%	74%	79%	77%	69%	88%	77%	90%	77%	87%	86%	90%	64%	74%	66%	92%	93%	99%
5 PM	73%	75%	79%	74%	72%	89%	74%	88%	70%	84%	82%	85%	67%	64%	81%	95%	94%	37%
6 PM	79%	81%	86%	80%	85%	92%	79%	88%	75%	84%	88%	91%	75%	48%	89%	97%	97%	48%
7 PM	82%	83%	91%	84%	91%	93%	84%	88%	78%	86%	89%	94%	80%	39%	93%	97%	97%	55%
8 PM	79%	81%	87%	79%	86%	89%	78%	78%	72%	78%	79%	85%	73%	22%	91%	96%	96%	54%
9 PM	65%	67%	70%	62%	72%	71%	59%	55%	56%	63%	74%	66%	52%	11%	86%	91%	90%	48%
WEEKEND																		
8 AM	58%	67%	40%	36%	39%	45%	33%	50%	43%	42%	50%	24%	13%	31%	22%	41%	43%	12%
9 AM	74%	81%	65%	55%	50%	75%	51%	69%	73%	58%	79%	45%	21%	41%	25%	52%	46%	25%
10 AM	82%	86%	83%	81%	73%	92%	85%	86%	87%	86%	91%	72%	39%	46%	35%	67%	52%	37%
11 AM	84%	88%	88%	87%	85%	94%	91%	92%	93%	92%	95%	90%	68%	69%	64%	82%	66%	50%
12 PM	86%	89%	91%	91%	87%	95%	94%	93%	95%	94%	96%	90%	91%	85%	88%	89%	65%	67%
1 PM	86%	89%	93%	93%	93%	95%	95%	94%	94%	94%	95%	93%	95%	91%	95%	94%	69%	80%
2 PM	86%	88%	92%	92%	93%	95%	94%	96%	95%	93%	97%	94%	96%	95%	95%	95%	93%	86%
3 PM	84%	86%	91%	90%	89%	93%	93%	96%	94%	94%	96%	94%	96%	95%	94%	93%	96%	86%
4 PM	83%	86%	90%	90%	90%	94%	93%	94%	94%	93%	95%	94%	94%	95%	95%	95%	97%	82%
5 PM	85%	87%	92%	90%	92%	93%	92%	95%	93%	92%	94%	94%	94%	89%	97%	95%	98%	87%

Exhibit 4 - City's 2019 Parking Occupancy Data

	Zone B	Zone B2	Zone B3	Zone C	Zone C1	Zone C2	Zone C3	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 9	Lot 10	Lot 11	Lot 12	Lot 13
6 PM	86%	88%	95%	90%	93%	94%	91%	94%	95%	93%	97%	95%	96%	78%	98%	96%	99%	90%
7 PM	87%	88%	96%	89%	93%	92%	92%	89%	92%	92%	95%	96%	94%	64%	97%	96%	99%	90%
8 PM	81%	82%	92%	82%	87%	88%	82%	77%	78%	84%	85%	91%	83%	41%	95%	92%	95%	81%
9 PM	65%	65%	77%	68%	73%	77%	65%	57%	57%	68%	74%	73%	63%	20%	84%	85%	88%	70%
August																		
WEEKDAY																		
8 AM	52%	64%	29%	32%	43%	29%	28%	27%	55%	35%	30%	34%	11%	62%	31%	36%	47%	83%
9 AM	66%	74%	54%	46%	57%	47%	41%	35%	77%	50%	44%	55%	15%	63%	32%	36%	57%	100%
10 AM	76%	81%	75%	62%	68%	76%	53%	50%	91%	65%	61%	76%	22%	48%	36%	40%	68%	100%
11 AM	82%	86%	85%	77%	77%	92%	71%	76%	92%	84%	77%	88%	36%	46%	42%	48%	77%	100%
12 PM	84%	88%	89%	84%	85%	94%	81%	87%	93%	94%	91%	92%	58%	56%	49%	64%	86%	100%
1 PM	83%	86%	88%	84%	86%	93%	80%	90%	94%	91%	95%	92%	68%	68%	56%	79%	90%	100%
2 PM	79%	82%	85%	81%	82%	92%	78%	87%	88%	88%	91%	90%	66%	73%	58%	85%	90%	100%
3 PM	75%	77%	81%	78%	74%	89%	74%	85%	80%	84%	86%	87%	60%	74%	62%	87%	89%	100%
4 PM	73%	75%	79%	75%	70%	87%	71%	83%	76%	82%	85%	85%	59%	64%	73%	94%	93%	99%
5 PM	76%	78%	82%	73%	76%	87%	70%	77%	77%	81%	83%	79%	64%	51%	90%	97%	96%	39%
6 PM	80%	82%	87%	80%	91%	92%	78%	75%	81%	82%	84%	90%	71%	33%	96%	96%	96%	57%
7 PM	83%	86%	90%	82%	91%	92%	81%	81%	81%	85%	89%	92%	77%	29%	95%	95%	94%	64%
8 PM	78%	79%	86%	75%	83%	85%	74%	65%	71%	76%	83%	85%	71%	18%	94%	94%	93%	58%
9 PM	63%	64%	69%	59%	70%	69%	55%	44%	54%	66%	76%	70%	54%	12%	82%	80%	79%	48%
WEEKEND																		
8 AM	57%	64%	44%	36%	39%	45%	31%	41%	44%	38%	53%	25%	13%	35%	26%	46%	46%	14%
9 AM	71%	75%	70%	56%	51%	75%	50%	53%	72%	57%	69%	39%	20%	42%	29%	54%	48%	27%
10 AM	80%	85%	81%	78%	67%	92%	78%	77%	88%	76%	84%	77%	38%	39%	37%	70%	53%	43%
11 AM	84%	88%	88%	86%	76%	94%	88%	90%	90%	92%	93%	92%	67%	64%	59%	88%	62%	53%
12 PM	85%	88%	90%	90%	86%	94%	94%	91%	92%	94%	95%	94%	91%	91%	83%	95%	62%	59%
1 PM	85%	88%	91%	93%	94%	94%	94%	92%	94%	94%	95%	93%	95%	96%	87%	96%	68%	74%
2 PM	85%	88%	90%	92%	92%	94%	94%	94%	92%	94%	95%	93%	95%	97%	87%	95%	92%	82%

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Exhibit 4

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Exhibit 4 - City's 2019 Parking Occupancy Data

	Zone B	Zone B2	Zone B3	Zone C	Zone C1	Zone C2	Zone C3	Lot 1	Lot 2	Lot 3	Lot 4	Lot 5	Lot 6	Lot 9	Lot 10	Lot 11	Lot 12	Lot 13
3 PM	83%	85%	88%	90%	88%	93%	91%	94%	91%	92%	94%	94%	94%	96%	83%	89%	93%	85%
4 PM	81%	84%	89%	88%	87%	93%	88%	93%	88%	90%	91%	92%	92%	95%	82%	92%	91%	85%
5 PM	83%	85%	90%	89%	90%	93%	87%	90%	89%	88%	90%	92%	92%	91%	86%	93%	91%	86%
6 PM	85%	87%	93%	91%	93%	93%	91%	92%	92%	90%	93%	96%	94%	83%	88%	92%	91%	88%
7 PM	84%	86%	92%	89%	92%	92%	89%	90%	91%	88%	91%	94%	94%	73%	88%	90%	89%	88%
8 PM	78%	79%	88%	80%	86%	83%	80%	75%	80%	73%	78%	86%	84%	33%	84%	86%	86%	81%
9 PM	65%	65%	73%	65%	70%	71%	62%	53%	59%	62%	73%	67%	64%	15%	75%	79%	78%	71%

Exhibit 5 - City's Parking Rate Comparison Chart

OFF-SEASON PARKING RATES

City	Parking Lot Hourly Rate (Pay Station)	Parking Lot Hourly Rate (Average)	Hourly Meter Rate (Streets)	Hourly Meter Rate (Average)	Number of Visitors
Laguna Beach	FREE - \$3.00	\$1.50	\$1.50 - \$2.50	\$2.00	High
Newport Beach	\$0.80 - \$2.30	\$1.57	\$0.90 - \$1.75	\$1.28	Medium
Huntington Beach	\$1.00 - \$2.00	\$1.50	\$1.50	\$1.50	Medium
Santa Monica	FREE - \$3.40	\$2.07	\$1.50 - \$2.50	\$2.00	High
Manhattan Beach*	\$1.50 - \$2.00	\$1.75	\$1.75	\$1.75	Medium
San Francisco	\$2.00 - \$7.00	\$3.87	N/A**	N/A**	High
Los Angeles	FREE- \$4.50	\$1.35	\$0.50 - \$4.00	\$2.03	Medium

SUMMER PARKING RATES

City	Parking Lot Hourly Rate (Pay Station)	Parking Lot Hourly Rate (Average)	Hourly Meter Rate (Streets)	Hourly Meter Rate (Average)	Number of Visitors
Laguna Beach	FREE - \$4.50	\$1.75	\$1.00 - \$4.50	\$2.83	High
Newport Beach	\$1.60 - \$2.30	\$1.95	\$0.90 - \$1.75	\$1.28	Medium
Huntington Beach	\$2.00	\$2.00	\$1.50	\$1.50	Medium
Santa Monica	FREE - \$3.75	\$1.87	\$1.50 - \$2.50	\$2.00	High
Manhattan Beach*	\$1.50 - \$2.00	\$1.75	\$1.75	\$1.75	Medium
San Francisco	\$2.00 - \$7.00	\$3.87	N/A**	N/A**	High
Los Angeles	FREE - \$4.50	\$1.35	\$0.50 - \$4.00	\$2.03	Medium

* Manhattan Beach Parking Lots don't use pay stations. They use parking meters

***Parking Meters in San Francisco use dynamic Demand-Responsive Parking Pricing