APPENDIX "B"

PARKING

APPENDIX B

COASTAL PARKING

Parking Inventory

Available parking has historically been a problem in Hermosa Beach, both during the summer "beach" season and off-season. Narrow streets, high density, few garages and "bootleg" units make it difficult for residents, their guests, shoppers and beach users to find available parking. The coastal area has been reflective of a high vehicle ownership and of multiple single adult occupancy of living units. On-street parking within the area, as a result, is constantly in demand by residents and exhibit severe parking conflicts during the summer months.

On-site parking spaces within Areas 1 and 2 of the Coastal Zone exhibit the most severe "off-season" parking deficit. Twenty to twenty-five percent of the residential units do not have an on-site parking space available to them. On a lot-by-lot basis, Areas 1 and 2 exhibit a 1066 space deficit in available on-site parking. This deficit, calculated on just a one space per unit ratio, would increase greatly if the 1972 parking requirement of two spaces per one dwelling unit ratio were utilized. It is therefore reasonable to assume that deficit on-site parking is greater than the 1066 figure and actually may approach a figure around 6000 (if calculated using the current 2 to 1 parking ratio). Deficit parking areas, Figure II, illustrate that only 3 small blocks exhibit a 1 to 1 parking ratio within the first 7 blocks from the beach. Most blocks have a parking deficit which ranges from 16% to 40%. The most severely impacted residential areas are located near the Pier Avenue/Hermosa Avenue commercial district, the Greenwich Village commercial area, the north end of Hermosa Avenue and the 1600 block of Loma Drive. These areas are characterized with older living units built with no on-site parking.

Surveys undertaken by City staff and the Urban Institute estimate on-street legal parking spaces within Areas 1 and 2 number approximately 3400. These spaces, see Figure III, range from unmetered, yellow metered (permit and coin only) and silver metered (coin only) spaces. Public and private parking lots provide an additional 480 spaces of which 250 are City or Vehicle Parking District controlled. The Vehicle Parking District (VPD), located roughly between 11th Street and 14th Street from Palm Drive to the Strand, was established in 1961 to provide parking for the downtown commercial area. Financing for the VPD was established through a bond issue which is paid off by meter and lot charges within the district. Approximately 20 merchants participate within VPD through parking validation to their shoppers. The VPD utilizes and maintains 163 silver meters and 2 parking lots within Area 1. Within the VPD, meter rates and lot charges vary slightly from $0.25/hr. to $0.50/hr.

In addition to coin-operated meters and parking lots, the City also provides permit parking for residents and non-residents. Permit holders, for an annual fee of $15.00, have a right to park at the 1035 yellow meter parking spaces for up to 72 hours without additional

FIGURE II

RESIDENTIAL PARKING DEFICIT

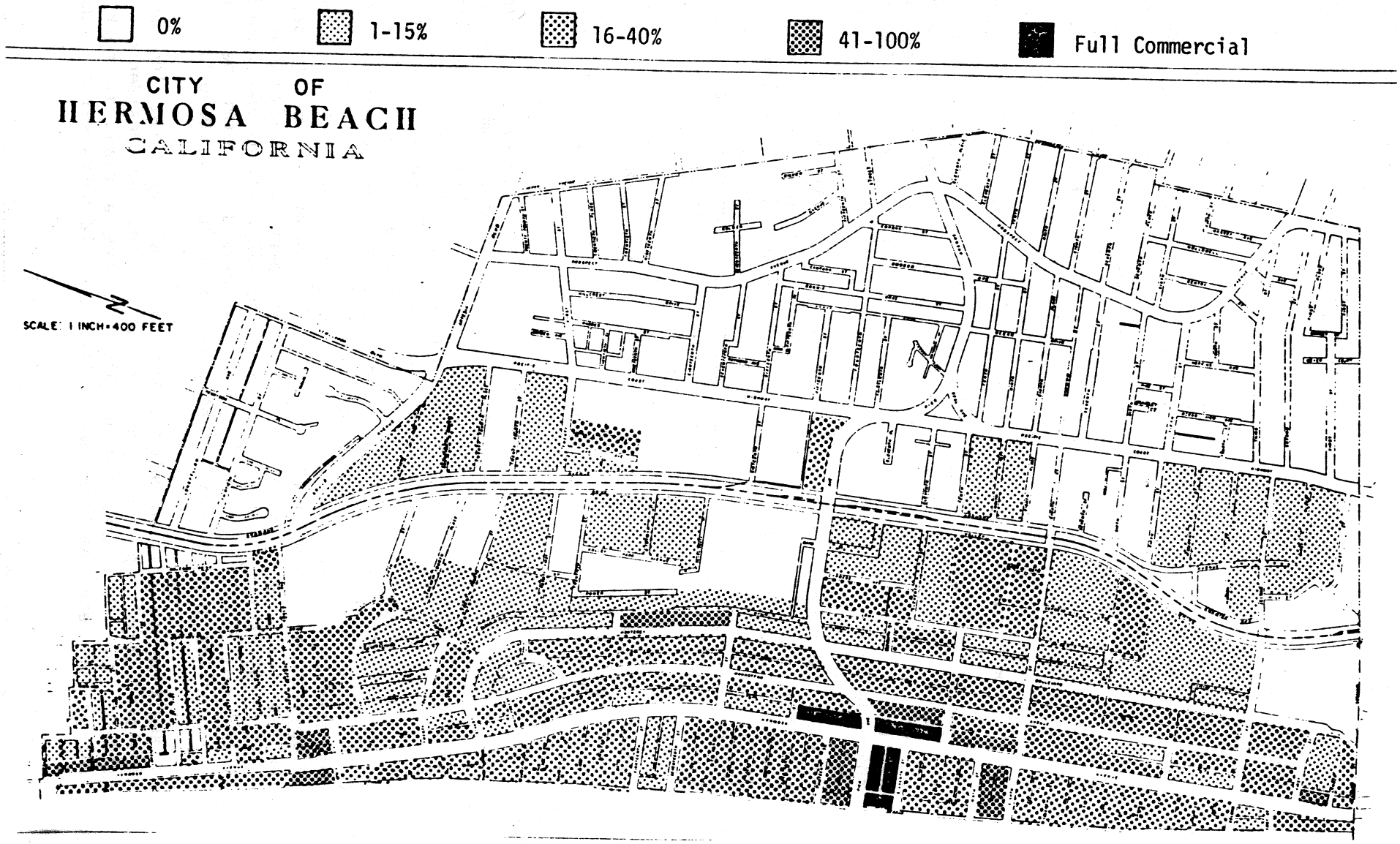
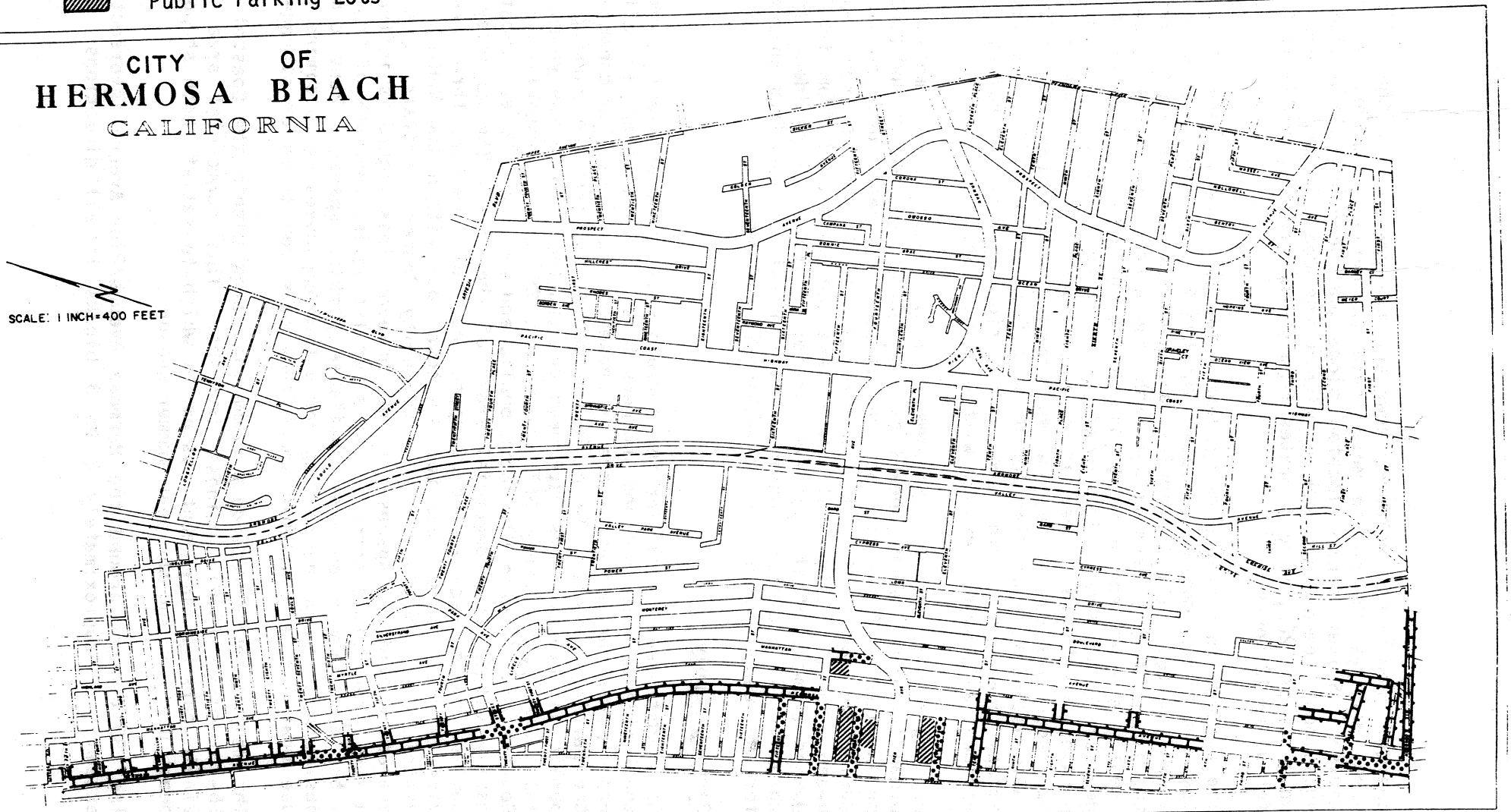


FIGURE III

METER AND PARKING LOT AREAS

Yellow (Resident Permit & Coin Operated)
Silver (Coin Operated)
Public Parking Lots



charge. Non-permit holders, however, may park within the yellow meter areas and pay the posted meter rate (primarily $0.50/hr. for up to 12 hours). Silver meters located along and near Hermosa Avenue provide additional commercial parking within the Coastal Zone. These meters, which number 206, vary in rates from a penny for 24 minutes to $0.25/hr. for up to 12 hours.

The minimum on-street parking demand for the Coastal Zone occurs during the off-season months (October through April). Off-season demand, as shown in Figure IV, is heaviest along the major north-south streets near the beach, namely Hermosa and Manhattan Avenues and Monterey Boulevard. Evening and weekend periods provide the greatest residential and residential-guest demand for on-street parking. Insufficient off-street parking within this area is a major source of this demand. Vehicle ownership for the area, as estimated in the Urban Institute report "Alternative Parking Plan for Hermosa Beach" (July 1978), is 95 percent among those of driving age. This figure yields approximately 5,000 residentially owned vehicles within coastal Areas 1 and 2.

Parking demand during the summer "beach" season, as estimated from the Urban Institute report, peaks at 3900 spaces on weekends and 2900 spaces on weekdays. These figures, calculated from beach user surveys taken during the summer of 1978, include both residential and non-residential beach users. Residential users were not separated from the parking demand segment of the surveys and non-coastal area resident demand is unknown. In addition, commercial area parking demand from shoppers both for the "beach" season and off-season is unknown.

Parking Supply

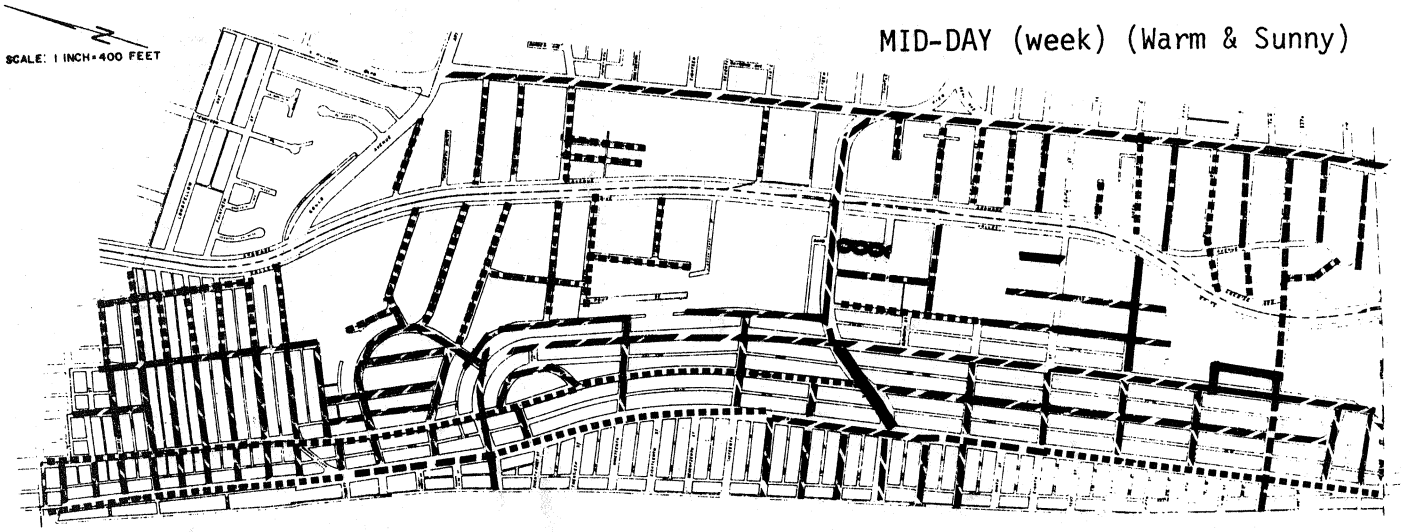
As illustrated in the Parking Inventory section, available parking for the residents, visitors and shoppers is scarce. On-street and off-street residential parking areas are at present insufficient to capably handle the parking demands. To relieve some of the existing parking demand, public and private lots have been constructed through the years. These lots add approximately 367 spaces and 86 spaces respectively to the Coastal Zone (Figure V). Both public and private lots are located primarily within the commercial areas of the City. The majority of the public lots average around 20 spaces per lot; however, three areas provide over 90 spaces--the two downtown lots within the Vehicle Parking District and the Pier Avenue Community Center. Private lots on the average provide 13 spaces per lot; however, this figure is influenced by a few large retail centers. On a per lot basis, over 40% of the private lots have only 5 or less available parking spaces. Many commercial businesses provide no parking for either employees or customers and some use what little available space they have for trash or storage areas.

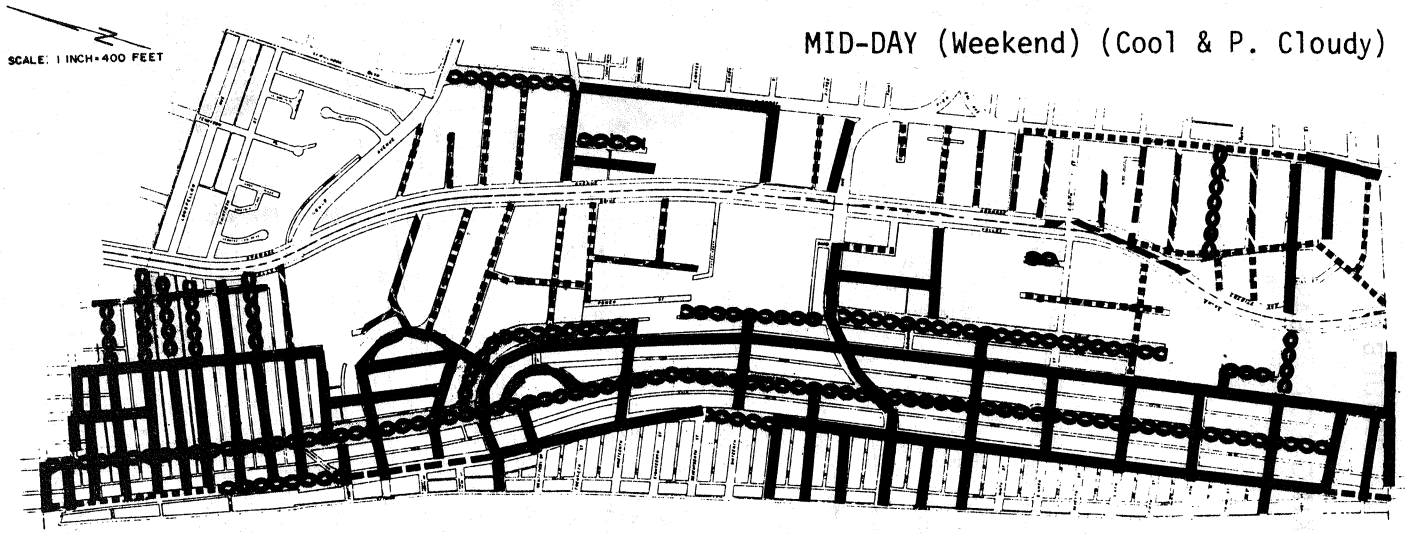
The major parking-dependent commercial area within the Coastal Zone is the downtown (CBD) business district. This commercial area lacks a viable parking management system in which to satisfy both shoppers and beach users during the peak summer season.

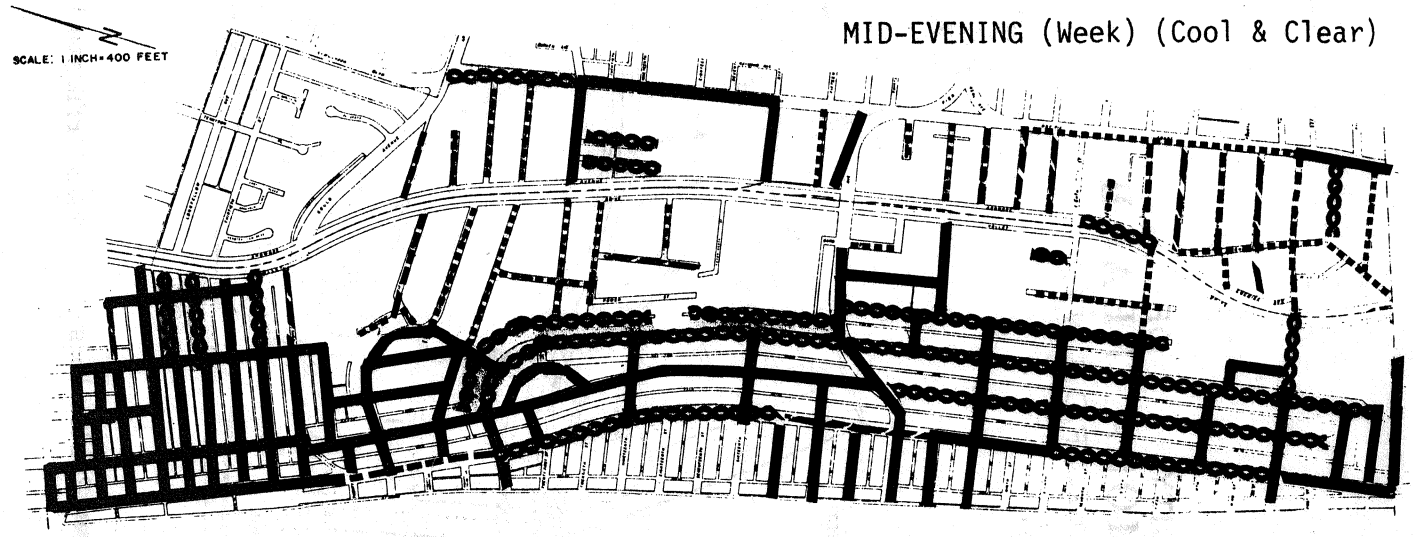
The CBD centers around the Hermosa Aveune/Pier Avenue intersection and extends for approximately 2 to 3 blocks in all directions. The CBD

FIGURE IV

STREET PARKING UTILIZATION



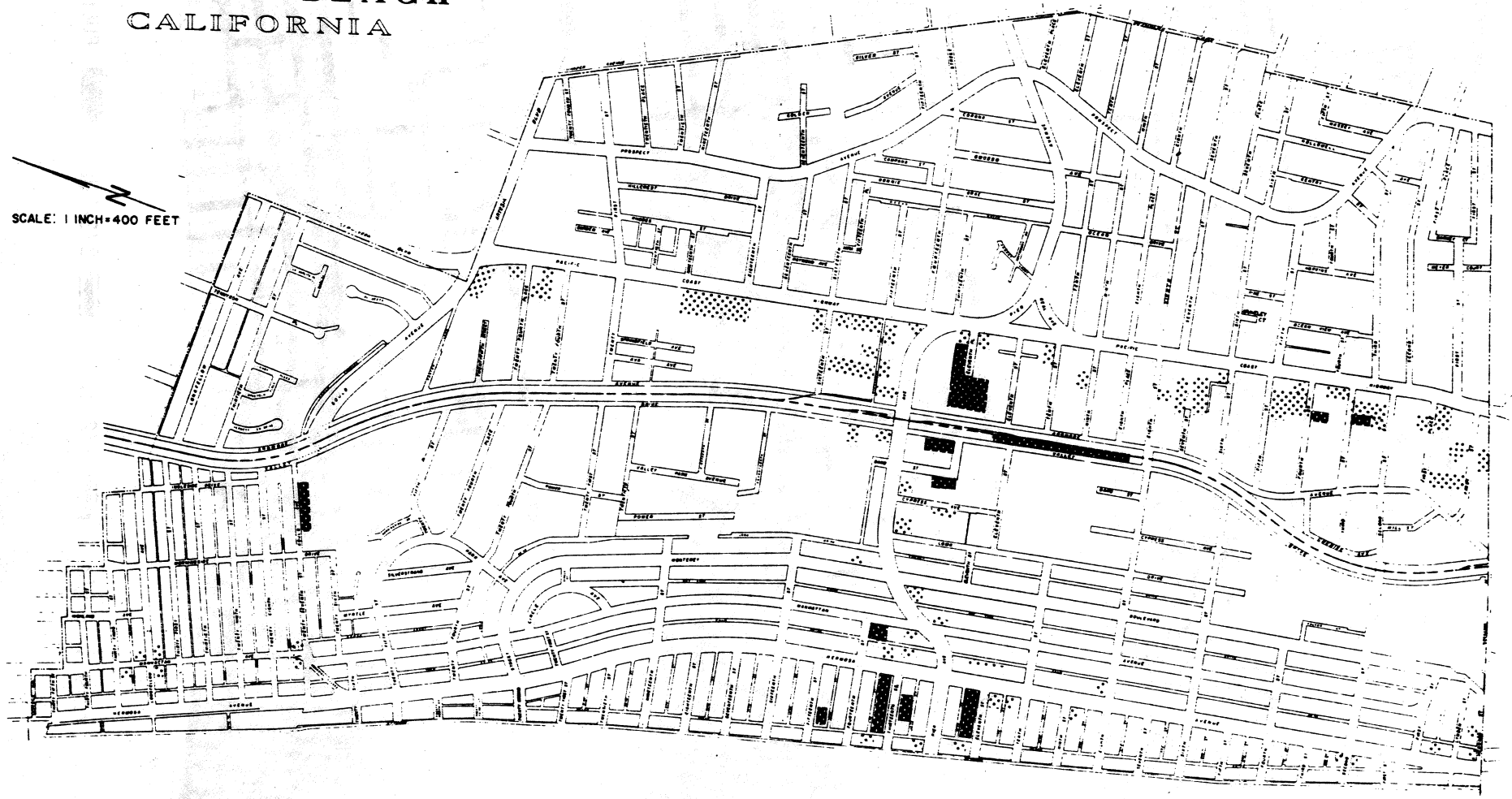




0-1/3 1/3-1/2 1/2-2/3 2/3-FULL FULL

FIGURE V

PARKING LOT AREAS



displays a mixture and concentration of commercial activities. Primary activities include retail (clothing stores), restaurants and office uses. The concentration of activities in the CBD both encourages and benefits pedestrian-oriented shopping.

Parking within the CBD is mostly provided through public on-street parking and parking lots. The Vehicle Parking District (VPD) maintains approximately 163 street meter parking spaces and three parking lots (220 spaces) within the CBD. Income from the lots and meters is collected by the VPD to amortise the cost of providing the parking spaces.

Parking supply for the commercial uses within the CBD is sufficient during most of the year. Parking conflicts occur only during the heavy beach use period in the summer, on holidays, and weekends. Vehicle space turnover is the major problem for CBD-bound shoppers during the peak periods. Beach users tend to hold available parking spaces for longer periods of time (5-6 hours) and eliminate parking spaces for the short term (1-2 hours) shopper user.

Street congestion during the peak beach season is very critical within the CBD. Cueing for parking spaces, cruising the streets, and an increase in pedestrian cross traffic result in increases in traffic accidents and air pollution. During this period, Hermosa and Pier Avenues increase in vehicle traffic by 70% and 30%, respectively. Traffic along Hermosa Avenue at Second Street more than doubles during the summer months. Pedestrian traffic increases approximately 5 to 10 times in the area with increases to a greater extent along both Pier Avenue and Second Street.

Other than the City lots, the only parking for the beach goers is on the street along Hermosa Avenue or within the residential neighborhoods east of Hermosa Avenue. These residential areas, with only a 3000+ on-street parking space inventory, already have a heavy parking demand from the high residential density, large number of cars per household, and limited garage space in the area. During the summer months, the parking situation results in beach goers, shoppers, and residents competing for the over-taxed parking spaces. The available parking on these streets during non-peak periods is presently not sufficient for the residents, yet alone for beach visitors.

Projected Parking Demand

Parking demand within the Coastal Zone is the result of combined residential, commercial and beach user parking. The residential parking demand and, to some extent, commercial demand is consistent throughout the year. Significant seasonal fluctuations, however, do exist as a result of beach user demands. As Table I illustrates, beach user parking demand during an average July weekend day is two-thirds the total demand for residential parking. Beach user demand unfortunately is primarily located within walking distance from Areas 1 and 2. This area coincides with the CBD parking demand and the worst residential parking deficit of the City.

TABLE I

EXISTING PARKING DEMAND*

	RESIDENTIAL		COMMERCIAL		NON-COASTAL BEACH USERS[3]	
	Off-Street[1]	On-Street[2]	Off-Street	On-Street	Off-Street	On-Street
AREA 1	1707	1147	N/A	N/A	N/A	N/A
AREA 2	2794	1588	N/A	N/A	N/A	N/A
AREA 3	2242	678	N/A	N/A	N/A	N/A
Total	6743	3413	N/A	N/A	1650	5525

* Demand figured on peak periods (Summer weekend day)

1. Actual available off-street parking from October, 1978 100% survey in Coastal Zone.
2. Overflow of residential demand (# of estimated vehicles minus off-street spaces.)
3. Information calculated from Beach Survey conducted August, 1978, and July weekend day average. (January figures are 197 and 659 parking demand for beach users), assumed 3 people/car.

TABLE II

POTENTIAL ADDITIONAL RESIDENTIAL UNITS WITHIN THE COASTAL ZONE

	EXISTING UNITS*	ADDITIONAL UNITS**	% CHANGE
AREA I	1934	107	+5.5
AREA 2	2855	172	+6.0
AREA 3	1541	375	+24.3
Total	6330	654	+10.3

* Figures were generated by a 100% survey of units in the Coastal Zone conducted by Hermosa Beach City staff.

** Calculated using the existing zone requirements covering the Coastal Zone.

As other coastal communities within the State, Hermosa Beach does not reflect the average population or vehicle composition of inland cities. Housing information, which will be discussed in more detail in a later section, reveals that Hermosa Beach has many single adults living in the Coastal Zone. Many households have more than one wage earner and most adults in the City have at least one vehicle. The average number of vehicles per household within the coastal area is estimated to be 1.6. This figure, although at first may seem low, does reflect the significantly high numbers of one adult households in the City. Vehicle generation figures also reveal that the average vehicles per adult is approximately 1.3 and that the average number of vehicles per single residential unit (i.e. one bedroom) is 2.0.

Residential demand is expected to continue at a high level within the Coastal Zone of the City. At present, the Coastal Zone is limited in size and amount of available land for new housing construction. Approximately 98% of the Coastal Zone is developed in some manner and almost 90% of the area is fully developed under the present zoning requirements.

Maximum development in the coastal area will allow up to 654 additional residential units. Of these units, 172 are possible on lots which are presently vacant, the remaining potential are on lots which are developed with less than the maximum number of units. On-site parking for the potential units under the present 2 spaces per 1 unit zoning requirement is 1308. However, full development within the Coastal Zone is and will be primarily dependent on real estate economics. Full development in any area is rarely achieved due to an increase in land and development cost relative to possible economic return.

Determining the number of future parking spaces which will be needed for residents in the Coastal Zone is difficult to establish. Figure VI shows a straight line projection of additional residential units through 1995. This straight line projection assumes that limited residential construction will continue until the Coastal Zone is developed to its maximum. Although maximum development is unlikely to occur over this time period, development will remain or increase slightly over the recent 5 year trend of 50 units per year. This trend should continue through the next five to seven years or until most of the vacant and more profitable undeveloped parcels are built up. After the vacant parcels have been developed, new construction will slow as the cost of acquisition and reconstruction will not be equitable to the market or may only be affordable to a limited and saturated market.

To predicting future residential parking spaces needed from new construction, five assumptions need to be taken into account. They are:

- that all new construction will continue to average 2 bedrooms per unit;
- that the 1.29 vehicles per adult ratio will continue in the future;
- that the 1.16 persons per bedroom ratio will continue;
- that the percent of children (under 18) within the coastal area will remain at 23.5 percent; and
- that residential construction remains at its present rate of approximately 50 units/year.

FIGURE VI
HOUSING UNITS: 1970 - 2000
GROWTH RATE AND PROJECTIONS

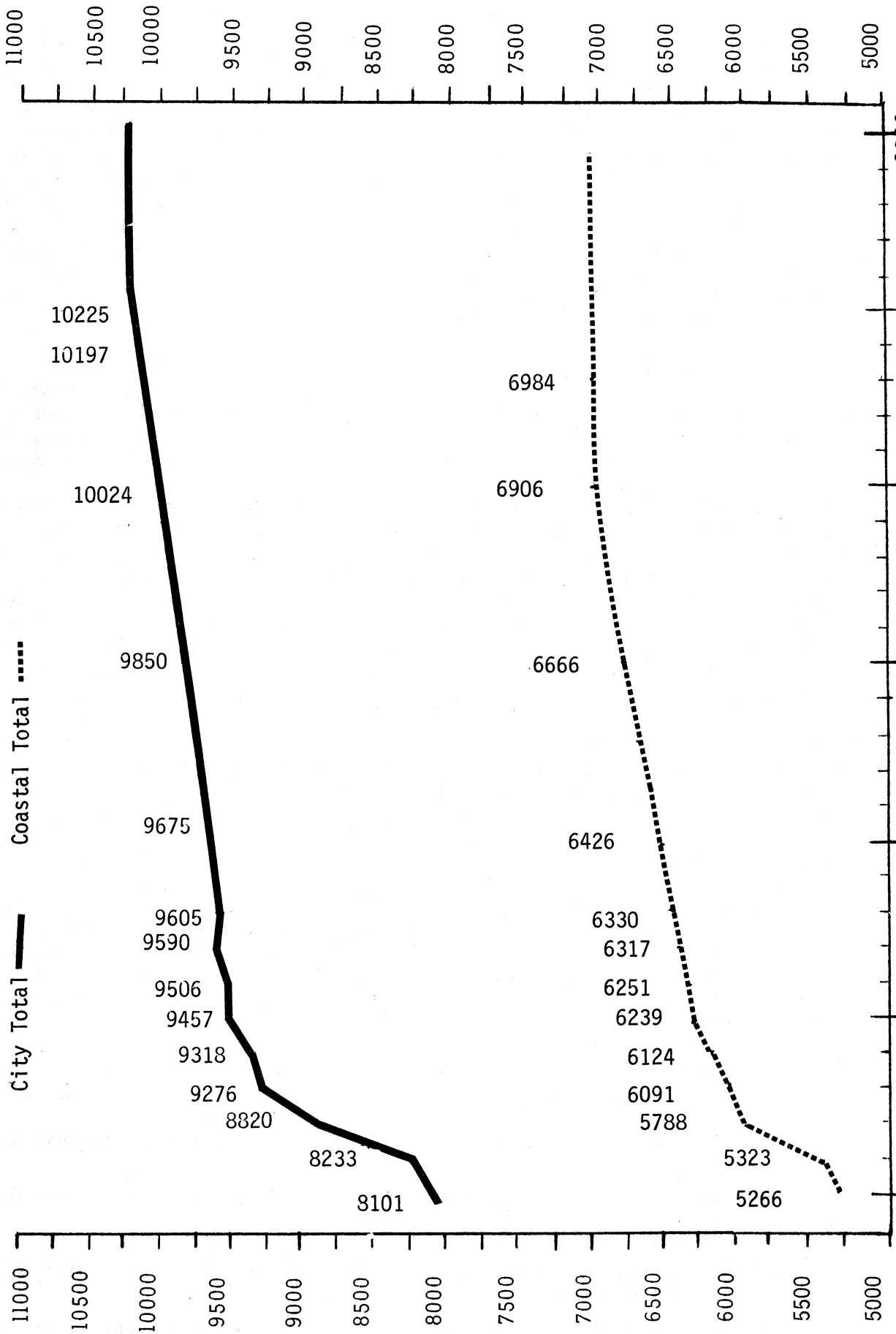
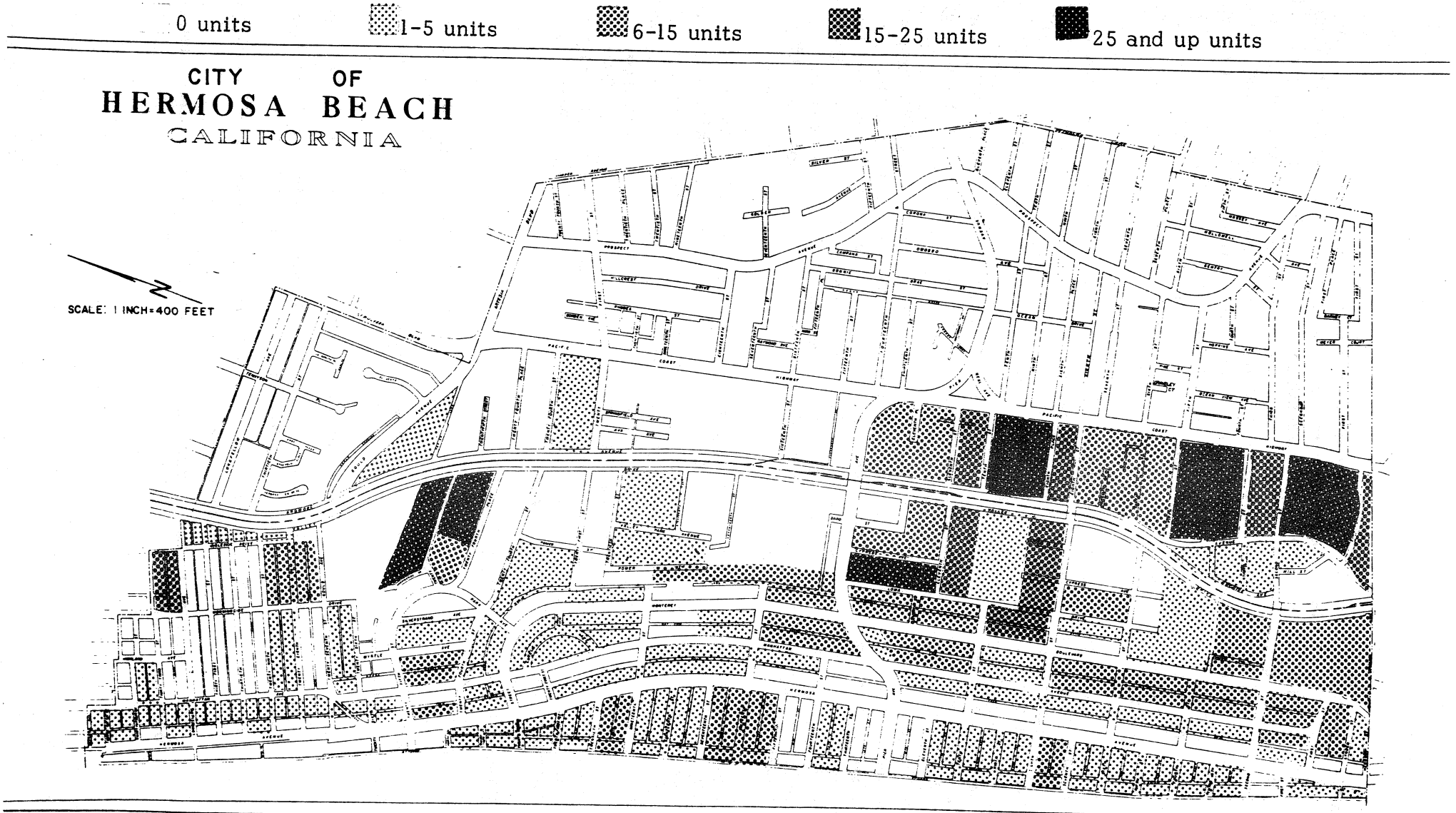


FIGURE VII

POTENTIAL ADDITIONAL UNITS PER ZONING REQUIREMENTS



Under these assumptions, the vehicle generation from new housing construction calculates out to 256 new vehicle spaces needed in 1980, 897 vehicle spaces by 1985, 1497 vehicle spaces by 1990. As Table III illustrates, the potential demand will be greater than the amount of new parking spaces mandated by the Zoning Code. The present conditions are only marginally able to meet present residential demands. As residential construction continues under the present zoning restriction, they will not improve. The parking supply in Areas 1 and 2 of the Coastal Zone will remain fully utilized and the present surplus of parking supply in Area 3 will diminish.

Beach usage has shown tremendous increases in the past few years. July beach use statistics, as an example, show that in 1974 the estimated beach attendance was 814,000 while in 1978 it had increased to 1,281,355. Although this increase calculates out to a 14% increase per year, there are many factors involved which make beach use projections unreliable. Weather conditions, and holiday vacation placement are major elements which can alter attendance figures. For example, a sunny warm 4th of July brings well over 100,000 people to the beach and if that day is part of a three or four day weekend, it may correlate to over 400,000 people. Rough estimates from the Los Angeles County Department of Beaches show that summer month attendance has not increased significantly over the past five years, but that Spring, Fall and Winter use has increased. Off-season use is attributed to increased local resident use of the beach. During the Fall months local residents compose 30-50% of the beach users during the week and a lesser percentage on weekends.

Future beach attendance parking demand is not expected to significantly increase under the present conditions. The limited parking and housing availability within the coastal area presently limit peak season attendance. If the parking conflicts between local residents and non-resident beach users continue, beach attendance will at most increase relative to the population within the South Bay Region of Los Angeles County. Seventy percent of the City's beach users are from the South Bay region and according to population projections from SCAG, this area will increase at a rate of only 2 to 4 percent per year.

Comparison of Demand & Supply

Table IV illustrates a correlation between the existing parking demands for residential, commercial and non-coastal area beach users and the existing parking supply. Various assumptions were made to complete the Table, they are:

- that the beach user demand is for an all day period (5 to 6 hours);
- that City Hall and the Pier Avenue Community Center lots will not be used by either residents, shoppers, or beach users;
- that 1/3 of the total residential parking demands will not exist during the weekend day; and
- that the commercial demand will equal 2/3 of the actual commercial parking supply.

TABLE III

NEW RESIDENTIAL CONSTRUCTION - PARKING DEMAND

	NEW UNITS	MANDATED PARKING*	ACTUAL DEMAND	DEFICIT
1980	112	243	256	-13
1985	392	849	897	-48
1990	654	1417	1497	-80

* Required parking is 2 spaces per unit plus 1 additional guest space per every three units

TABLE IV

EXISTING DEMAND VERSUS SUPPLY

	DEMAND		SUPPLY			DEFICIT (-)/SURPLUS (+)	
	100%	MODIFIED[d]	OFF-STREET	ON-STREET	PUBLIC LOT	100% DEMAND	MODIFIED
Residential							
Area 1	2854	1903	1707	1548	-	+ 401	+ 1352
Area 2	4382	2923	2794	1698	-	+ 110	+ 1569
Area 3	3065	2054	2242	815	-	- 8	+ 1003
Commercial[e]							
Area 1	549	368	146	163	240		+ 181
Area 2	202	135	109	74	19		+ 67
Area 3	251	168	86	253	35		+ 123
Beach Users[b]							
Area 1	3812	3812	-	-	-	- 3812	- 2279[c]
Area 2	1602	1602	-	-	-	- 1602	+ 34[c]
Area 3	111	111	-	-	77	- 34	+ 1015[c]
	19,828	13,076	7,084	4,551	371	- 4,945	- 1,070[c]

A. Additional City Hall lots and Pier Avenue Community Center lots not included (197 spaces).
B. Beach user demand from Beach Survey, August 1978.
C. Deficit after beach users have filled in Residential and Commercial vacant spaces.
D. Modified demand reflecting 2/3 Residential demand and Commercial demand at 67%.
E. Commercial demand assumed at 67 percent of available space.

The results of the comparison reflect basically what residents in the Coastal Zone have known for years. Beach user demand more than satisfies any available parking space within the first four blocks of the beach. What is surprising, however, is that a large portion is forced to either park further from the beach or park illegally. According to the Beach Survey conducted in August, 1978, 98% of the beach users park within four blocks of the beach. Under this assumption, many are either parking illegally or a significant percentage of beach user parking spaces turn over during the day. On the average, 400+ parking citations are given during peak summer weekends. Illegal parking does constitute a major problem within the Coastal Zone.

Commercial parking spaces, primarly due to their small number, tend to be overpowered by the beach user demand. Cost and time limit restrictions may deter some beach users; however, a $10 parking fine is not much more than paying at a meter or a pay lot. The major trade-off for parking spaces exist between beach users and residents. As residential on-street parking spaces free-up, they tend to be taken by beach users and held for the duration of the visitors stay. Over the years, this has irritated many residents, especially when 20 to 25 percent of the residents do not have adequate off-street parking available to them.

New housing construction within the Coastal zone, especially within Areas 1 and 2, is not expected to lessen the residential parking demand. If the vehicle ratios per bedroom continue in the future, the parking deficits in these areas will not diminish. New residential construction should not be allowed to eliminate any existing parking spaces unless they are replaced.

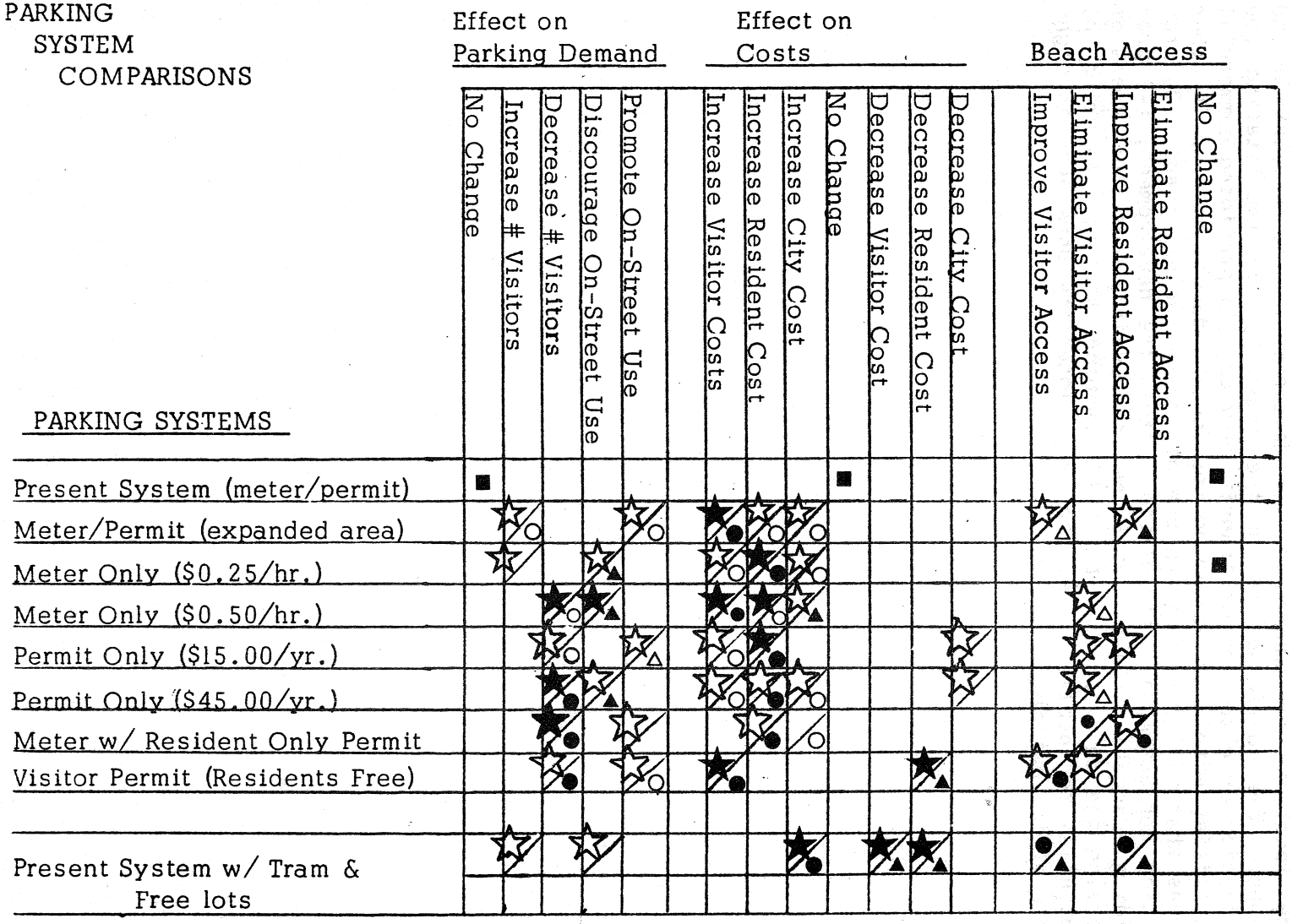
Existing Parking Goals and Objectives

Goals and objectives from the City's Parking Element (adopted 1972) are:

- to provide adequate residential parking.
- to provide easy access to work-related parking for merchants and their employees.
- to find adequate parking space for both the visitor and shoppers in Hermosa Beach.
- to enforce the existing laws concerning the use of garages for vehicles instead of storage or extra rooms.
- to maximize the safety and accessibility of parking while minimizing noise, traffic congestion and negative visual impacts.
- to provide equitable distribution and allocation of parking resources.

TABLE V

PARKING SYSTEM COMPARISONS



★ Direct Impact ☆ Indirect Impact

● Substantial Change O Minor Change

▲ Beneficial Change △ No Beneficial Change

Goals and Objectives of the Coastal Act

. 30212.5
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, of overcrowding or overuse by the public of any single area.

. 30252
The location and amount of new development should maintain and enhance the public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing non-automobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transporation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings.