



**AGENDA**  
CITY OF SEASIDE  
TRAFFIC  
ADVISORY COMMITTEE

REGULAR MEETING  
City Hall Conference Room  
440 Harcourt Avenue  
Tuesday, October 15, 2019  
5:00 PM

---

**1. CALL TO ORDER**

**TRAFFIC ADVISORY COMMITTEE**

|                  |                                     |
|------------------|-------------------------------------|
| David R. Pacheco | Committee Member                    |
| Abdul Pridgen    | Police Chief                        |
| Brian Dempsey    | Fire Chief                          |
| Rick Medina      | Senior Planner                      |
| Rick Riedl       | City Engineer/Public Works Director |

**2. REVIEW OF AGENDA**

*If there are any items that arose after the 72-hour posting deadline, this is the point in the meeting where a vote may be taken to add the item to the agenda. (A 2/3-majority vote is required).*

**3. PUBLIC COMMENT**

*Members of the public wishing to address the Advisory Body on matters within the jurisdiction of the City of Seaside, but not on this agenda, including Presentations and Consent Calendar items, may do so during the Public Comment period for up to three minutes. Public Comments on specific agenda items are heard under that item. For the public record, please state your name.*

**4. APPROVAL OF MINUTES**

**A. APPROVE MINUTES FROM THE SEPTEMBER 17, 2019 MEETING**

**5. BUSINESS ITEMS**

**A. CONSIDER A LOADING ZONE ON PHOENIX AVENUE FOR UNIVERSITY PLAZA LOCATED AT 1760 FREMONT BLVD.**

**RECOMMENDATION:** The purpose of this item is to have the Traffic Advisory Committee consider approval of loading zone on Phoenix Avenue for the businesses within the University Plaza Shopping Center located at 1760 Fremont Blvd.

**B. CONSIDER INSTALLATION OF 40 FEET OF RED CURB ON LA SALLE AVENUE AT THE INTERSECTION OF DEL MONTE AVENUE**

**RECOMMENDATION:** The purpose of this item is to have the Traffic Advisory Committee (TAC) consider installation of red curb on La Salle Avenue at the intersection of Del Monte Avenue.

**C. CONSIDER 2 HOUR PARKING ALONG SIDE STREETS NORTH AND SOUTH OF WEST BROADWAY**

**RECOMMENDATION:** The purpose of this item is to have the Traffic Advisory Committee consider and approve the installation of 2 hour parking signs along Contra Costa, Hillsdale, Alhambra, and Calaveras Streets north and south of West Broadway Avenue to the Alley.

**D. RECEIVE AND PROVIDE INPUT ON THE DRAFT SAFE ROUTES TO SCHOOL PLAN PRESENTED BY ECOLOGY ACTION**

**RECOMMENDATION:**

Review and provide comments on the following elements of the draft Safe Routes to Schools Plan;

- 1) Draft community goals for collision reduction and student mode shift;  
and
- 2) Project recommendations for 10 Seaside schools

**E. CONSIDER AD HOC COMMITTEE'S RECOMMENDATIONS TO THE DRAFT RESIDENTIAL PARKING PERMIT TRIAL PROGRAM**

**RECOMMENDATION:** The purpose of this item is to have the Traffic Advisory Committee review the Ad Hoc Committee's recommendations to the Draft Residential Parking Permit Trial Program and provide direction to staff.

**6. STAFF COMMUNICATION**

**7. ADJOURNMENT**

Next Regularly Scheduled Meeting:  
November 19, 2019  
Seaside City Hall  
5:00 PM

---

The City of Seaside is committed to providing accessible facilities and accommodating people with disabilities in all of its services programs and activities. If special considerations are needed by any person to fully participate in this meeting, contact the City Clerk at 899-6707 no fewer than two business days prior to the meeting to allow reasonable arrangements. The City Council chamber is equipped with a portable microphone and assisted listening devices are available at all meetings. City Council Meetings that are held in the City Council Chambers are broadcast live to all Seaside residents on Comcast Channel 25 and U-verse Channel 99. Live streamed meeting videos as well as videos of past meetings are available on the City's website at: <http://www.ci.seaside.ca.us/129/City-Council-Committee-Agendas>

Agenda-related writings or documents provided during public meetings are available for public inspection during the meeting or from the office of the City Clerk. This agenda is posted in compliance with California Government Code Section 54954.2(a) or Section 54956.

**CITY OF SEASIDE  
TRAFFIC ADVISORY COMMITTEE  
MEETING MINUTES  
September 17, 2019**

**1. CALL TO ORDER – 5:06 p.m.**

**ROLL CALL**

Roll call was taken with the following members in attendance:

Dave Pacheco X Rick Riedl X Rick Medina X Abdul Pridgen X  
Brian Dempsey X

Staff: Scott Ottmar, Misty Bradshaw, Jasmine Dolan

**2. REVIEW OF AGENDA –**

**3. PUBLIC COMMENT –**

**4. APPROVAL OF MINUTES**

A. Approval of the July 9, 2019 Special Meeting Minutes  
Dempsey/Medina M/S/P

**5. BUSINESS ITEMS**

A. Consider installation of “No Parking” sign and pavement marking behind 640 Lopez Avenue.

Ms. Bradshaw presented the staff report.

Ridel/Dempsey M/S/P to approve the staff recommendation to put in a 25’ long red curb at 1123 Teresa Street.

B. Consider parking designations and curb markings to the east 40’ and west 25’ of Luzern Street.

Ms. Bradshaw presented the staff report.

Pacheco/Medina M/S/P to install 15’ of red curb on both sides of Luzern Street.

C. Review traffic calming measures on Plumas Avenue at various locations between Noche Buena Street and Highland Street.

Ms. Bradshaw presented the staff report.

Pridgen/Dempsey M/S/P to leave the previously installed speed humps and remove the unapproved channelizers.

Abstained: Pacheco/Riedl

**6. STAFF COMMUNICATION**

Pacheco requested that 2 hour parking on side streets be added to a future agenda.

**7. ADJOURNMENT**

Pridgen/Dempsey M/S/P- The meeting was adjourned at 5:52 p.m.

Respectfully submitted:

---

Jasmine Dolan

ITEMS SUBMITTED AT  
9/17/2019

Traffic Advisory  
Committee Meeting

Dear City of Seaside Traffic Advisory Committee members,

**REQUEST TO TABLE OR EXTEND BUSINESS ITEM "A" TO NEXT TAC MEETING**

Because the attorney representing the owners of 1192 Theresa Street is unable to attend tonight's (Sept. 17, 2019) Traffic Advisory Committee (TAC) meeting, it is hereby requested that the TAC's hearing and recommendation regarding AGENDA BUSINESS ITEM "A" (to consider installation of a No Parking sign and Pavement Markings behind 640 Lopez Avenue) be tabled or extended until the Committee's next meeting at which time the attorney for 9211 Theresa Street will be able to appear.

**WRITTEN ITEMS FOR TRAFFIC ADVISORY COMMITTEE'S REVIEW**

Due to time limits which may be placed on speakers during the Committee's meeting, in order to convey many but not necessarily all questions and concerns by the owners of 1192 Theresa Street, the following written items are hereby submitted to the Committee for its consideration:

**LEGAL DOCUMENTS ALLOWING THERESA STREET GARAGE & DRIVEWAY?**

With regard to the dead-end part of Theresa Street where a backyard garage driveway behind the home on 640 Lopez Avenue empties onto Theresa Street:

Do legitimate City permits or other legitimate permissions or waivers or such exist which allowed construction of a garage and/or a driveway which empties onto the dead end portion of Theresa Street and, if so, can the City provide evidence of those documents?

**QUESTIONS, CONCERNS RE' CREATING "NO PARKING" ZONE ON THERESA STREET**

If, indeed, the above permits, etc., exist, with regard to the dead-end part of Theresa Street where a backyard garage driveway behind the home on 640 Lopez Avenue empties onto Theresa Street:

What constitutes the legal terminus (or boundary) of that garage's driveway where it meets Theresa Street AND where, exactly, would a no-parking-zone be posted or marked if the City were to do that? In other words:

Where does the 640 Lopez Avenue backyard garage's driveway legally and specifically meet Theresa Street?

Where does Theresa Street's pavement actually meet the garage's driveway?

Where does this garage-driveway and the dead end part of Theresa Street actually join or meet?

Is this boundary--or line of demarcation--noted on any city map, plat or other legitimate document?

If so, would it be assumed that the city would begin it's no-parking-zone measurement, or measurements, from this line of demarcation? Or would there be some other line or point from which any measurements would begin?

If so, what is the MINIMUM number of feet--or MINIMUM space or distance--from this line of

**demarcation out onto Theresa Street that would constitute MINIMUM space or distance for "driveway access" behind the 640 Lopez Avenue garage that faces Theresa Street?**

**If the city decides to place a "NO PARKING" sign and/or "pavement marking" for a no-parking-zone in front of that garage's driveway, can it be assumed that the MINIMUM amount of space—or distance—would be used so as not to deny the owners of 1192 Theresa Street the opportunity to 1.) park a car or a motorcycle on Theresa Street next to the corner of their front yard fence or to 2.) open their front yard fence (which faces Theresa Street) in order to create an accessible parking area on their front property if they so wished to do that?**

**In other words, if the City were to extend or lengthen a no-parking-zone beyond the minimum amount of space, a posted "NO PARKING" sign (and possible pavement marking) could prevent the owners of 1192 Theresa Street from using the interior front of their property for purposes of parking access and egress.**

# Red Curb Zone Request

## Luzern & Hilby

Christian Mendelsohn

1217 Luzern st.



Ave

Vallejo St

Vallejo St

Luzern St

Luzern St

25'

Hilby Ave

40'





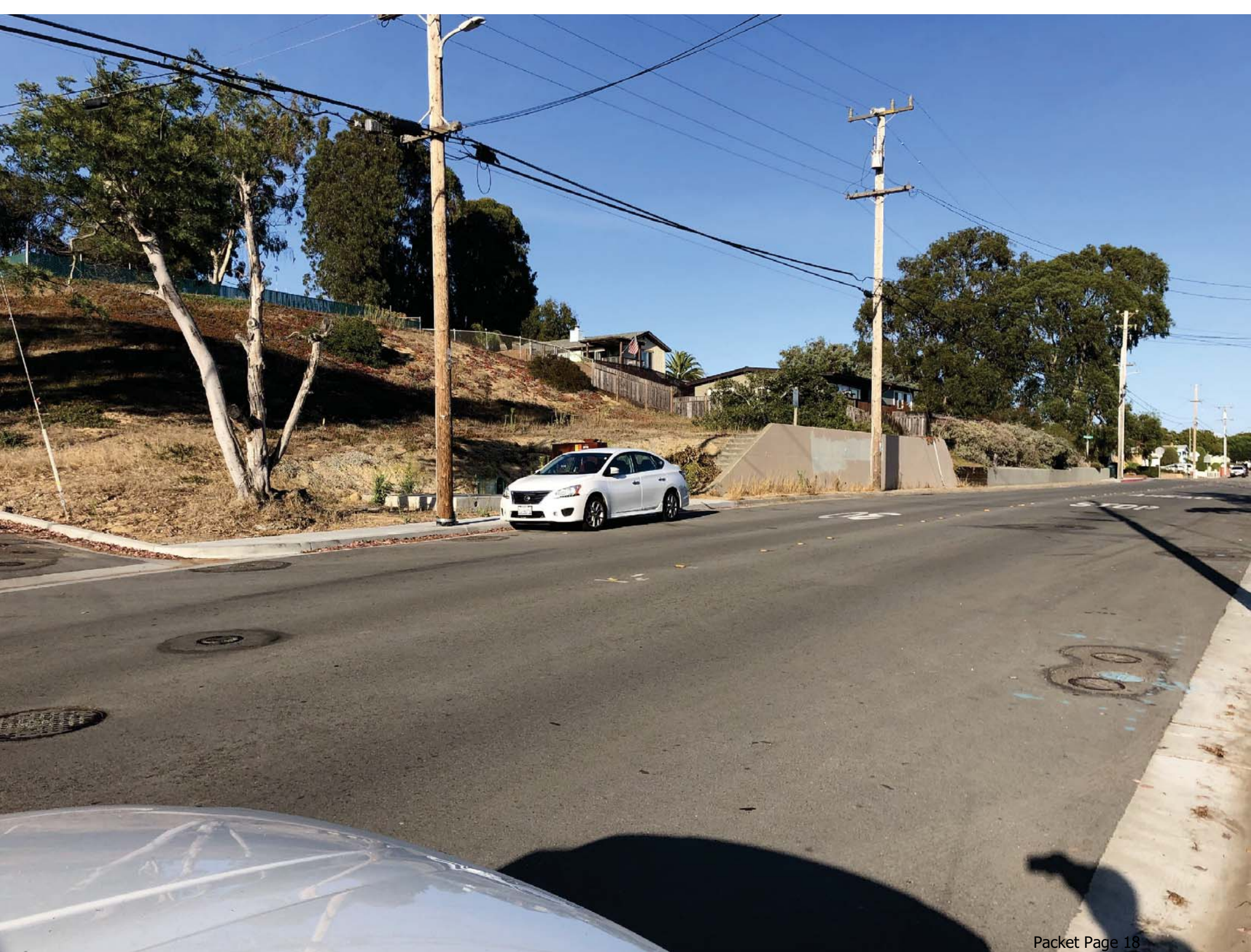












Thank You

Thank you Cathi,

We will present this and enter it into the TAC minutes

>>> Joe Cristobal <joe.cristobal@gmail.com> 9/17/2019 4:25 PM >>>

To Whom It May Concern:

I would like to reiterate my position on any proposed suggestions concerning the control of traffic on Plumas Avenue.

It is my belief that there should not be any action done on this street.

I have lived on this street since 1982. Our family has lived in Seaside since 1973 on Williams Avenue and Hilby Avenue. My husband's family has lived on Noche Buena since before they put in sidewalks in the 1960s.

Plumas Avenue is the quietest street we have lived on and it was one of the reasons we chose to live in this neighborhood. Yes there is traffic on this street, but of course it is a street that people use. It is not heavily used compared to Kimball or Hilby or Highland or even Mescal. It is used by those who find it convenient to access Carllton in Del Rey Oaks. Streets are meant to be used and the citizens of Seaside are taxed for their upkeep—they are public thoroughfares.

I have been told there has been crimes committed on this street. This may be hearsay since I have never been subjected to this behavior. My dogs tend to bark at anyone walking in front of my house. They aren't very civic minded. Our neighbors know that we respond to this barking hoping to limit this behavior.

This has been the concern expressed in the neighborhood: the possibility of being targeted by burglars. Perhaps patrol by the police would be the answer rather than controlling the traffic through channelizes, bot dots, barriers, gates or walls.

Thank you,

Cathi Cristobal  
1477 Plumas Ave.  
Seaside



## **CITY OF SEASIDE STAFF REPORT**

**Item No.: 5.A.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assistant Engineer

**DATE:** October 15, 2019

**SUBJECT: CONSIDER A LOADING ZONE ON PHOENIX AVENUE FOR  
UNIVERSITY PLAZA LOCATED AT 1760 FREMONT BLVD.**

---

### **PURPOSE & RECOMMENDATION**

The purpose of this item is to have the Traffic Advisory Committee consider approval of loading zone on Phoenix Avenue for the businesses within the University Plaza Shopping Center located at 1760 Fremont Blvd.

### **BACKGROUND**

David How, the applicant, is requesting a loading zone on behalf of tenants of University Plaza Shopping Center located at 1760 Fremont Boulevard. He has indicated to staff that delivery truck access is limited from the "interior" of the shopping center due to the existing curb conditions and ADA considerations.

### **STAFF ANALYSIS**

University Shopping Center has approximately 72,000 square foot of commercial businesses on 2.5 acre parcel located at 1760 Fremont Boulevard between Echo and Phoenix Avenues. The shopping center has 6 buildings with 42 leasable spaces comprised of a convenience store, retail stores, several restaurants, showrooms, and office building spaces. The center is surrounded by commercial property to the north, the auto center to the west, commercial and multifamily and single family dwellings to the south, and commercial and single family dwellings to the east, see Attachment 2.

There are several parking areas shown on the applicants site plan and can be divided into three sections serving the businesses as follows:

Lots A&B - Front parking area can be accessed from Fremont Boulevard and Echo Avenue. This area addresses the parking needs of the businesses fronting Fremont Boulevard in Building A and businesses adjacent to Phoenix Avenue in

Buildings H, G, F and E;

Lot C - Middle parking area can be accessed from Echo Avenue. This area addresses the parking needs of the businesses fronting Echo Avenue in Buildings B and C.

Lot D - Back parking area can be accessed from Echo and Phoenix Avenues. The back parking area addresses the needs of the larger commercial building D and overflow parking from the shopping center.

There are two pedestrian breezeways off of Phoenix Avenue to access the interior of the shopping center. Business adjacent to Phoenix Avenue are having difficulty loading and unloading due to the interior parking lot configuration.

It is recommended to install a 30 foot loading zone adjacent to the westernmost pedestrian breezeway along Phoenix Avenue at the expense of the applicant.

### **ATTACHMENTS**

1. Application
  2. Aerial View
-



## Traffic Advisory Committee Request Application

The following information is required to process all Traffic Advisory Committee requests. This information will be used to contact the applicant should staff have questions or needs clarification on the request. This information will also appear in the staff report presented to the Traffic Advisory Committee and/or City Council.

The Traffic Advisory Committee meets the 3<sup>rd</sup> Tuesday of every month at 5:00 PM in the City of Seaside's City Hall Conference room. This meeting is open to the public and applicants are encouraged to attend.

Name: University Plaza Shopping Center, LLC Date: 6-24-2019  
cto David How  
 Address: 1766 Fremont Blvd, Seaside, CA Phone: 831-899-2232  
415-730-3917

Type of Request (check all that apply):

- ☒ Parking Designations      ☐ Crosswalk      ☒ Curb Markings (White, Yellow, etc.)  
☐ Disabled Parking\*      ☐ Warning Sign      ☐ Traffic Signal/Stop Sign  
☐ Other \_\_\_\_\_ ☐ Signing/Striping

\*A copy of DMV issued disabled placard must accompany requests for disabled parking spaces.

### FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

Request: Addition of a "Loading Zone" designation  
measuring 20' in length as designated in the attached  
site plan. This designation will serve multiple  
tenants at the University Plaza Shopping Center,  
and eliminate double-parked trucks on Phoenix  
during delivery times. Delivery truck access is  
limited from the "interior" of the shopping center  
due to existing curb conditions and ADA considerations

Request Procedures are outlined on the back of this form. For any questions regarding the Traffic Advisory Committee (TAC) please contact 899-6835.

## TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a Council Member; Director of Public Works; Chief of Police; Director of Community Development; and the Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of a request, staff will place the request on the TAC agenda for the next scheduled meeting. All TAC's action will be forwarded for City Council consideration at their next scheduled meeting.

### Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

| Description                                  | Fee*  |
|----------------------------------------------|-------|
| Marking curb – per curb (20' maximum length) | \$412 |
| Installation of one sign                     | \$412 |

\* Fees subject to change per City Council approved fee schedule.

### PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

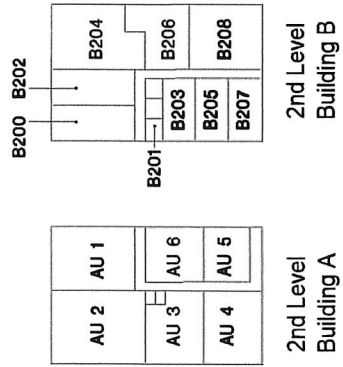
#### TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, DAVID HOW, Agent for Center, LLC <sup>University Plaza Shopping</sup> understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.

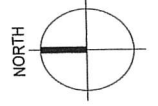
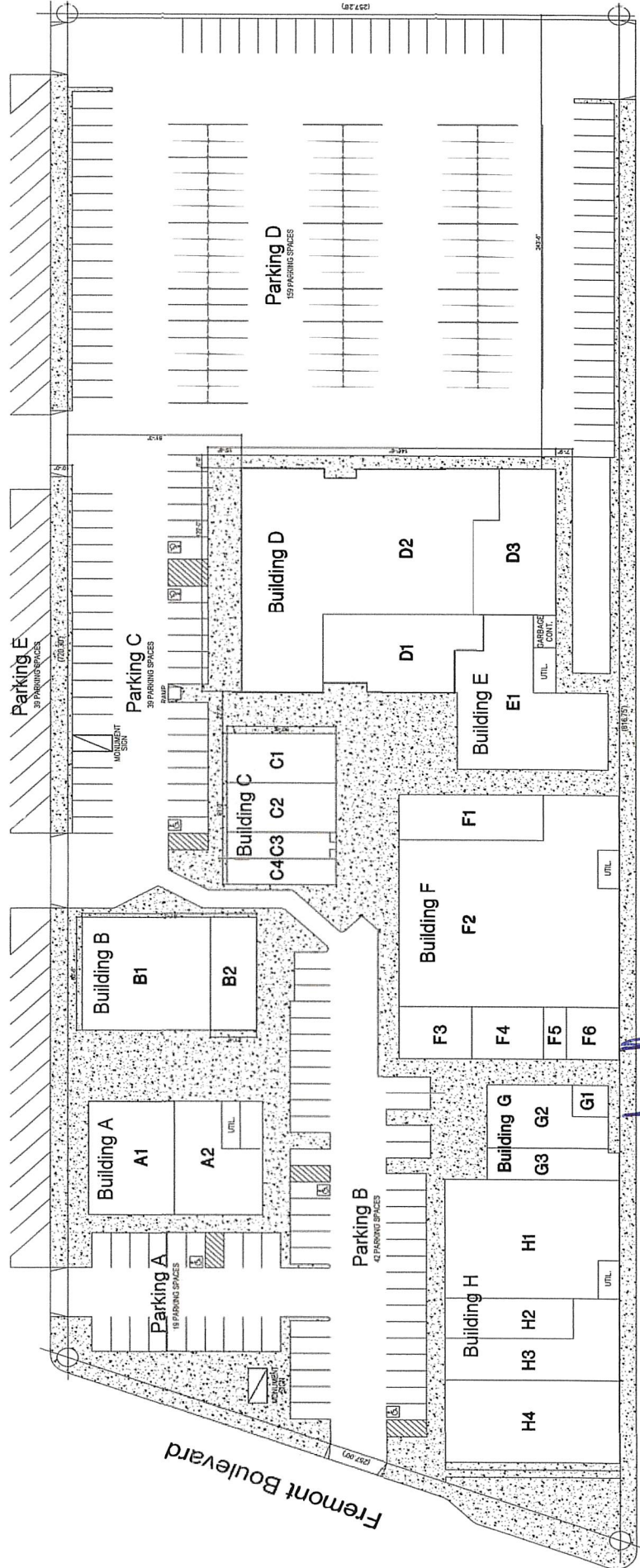
David How  
Applicant Signature

6-25-2019  
Date

# Site Plan



Echo Avenue



Phoenix Avenue

University Plaza Shopping Center

City of Seaside  
440 Harcourt Avenue  
Seaside, CA 93955

DATE : 7/3/2019 4:53 PM  
OPER : RM  
TKBY : JFT  
TERM : 30  
REC# : R00002030

100.3665 TRAFFIC ADVISORY COM 58.00  
1760 FREMONT BLVD 58.00

Paid By: 1760 FREMONT BLVD  
CK 58.00 REF: 3675

APPLIED 58.00  
TENDERED 58.00

CHANGE 0.00



----- University Plaza Shopping Center boundary – 1760 Fremont Blvd.

 Requested location of loading zone (20 feet)



## **CITY OF SEASIDE STAFF REPORT**

**Item No.: 5.B.**

**TO:** Traffic Advisory Committee

**BY:** Misty Bradshaw, Associate Engineer

**DATE:** October 15, 2019

**SUBJECT: CONSIDER INSTALLATION OF 40 FEET OF RED CURB ON LA  
SALLE AVENUE AT THE INTERSECTION OF DEL MONTE AVENUE**

---

### **PURPOSE & RECOMMENDATION**

The purpose of this item is to have the Traffic Advisory Committee (TAC) consider installation of red curb on La Salle Avenue at the intersection of Del Monte Avenue.

### **BACKGROUND**

Staff received the TAC Request Application, dated August 15, 2019, requesting red curb to be installed on the south side of La Salle from the existing red curb at the bus stop and fire hydrant to the curb return of the Del Monte intersection. The applicant identified a safety concern for cars traveling northbound on Del Monte Ave. turning right onto La Salle Ave.

### **ANALYSIS**

La Salle Ave. joins Del Monte Ave. at a three way intersection with a stop sign and crosswalk across La Salle Ave. The traffic on Del Monte Ave. is not stop controlled and the closest pedestrian access crossing Del Monte Ave. is located approximately 540 feet to the south.

The location of the requested red curb currently accommodates two vehicles, parallel parked in front of the corner lot business for Monterey Peninsula Power Sports, who submitted the TAC application. The place of business is bounded to the east by hotel and to the south by Monterey Bay Motor Works. Across the street north of La Salle Ave. is another Hotel. Tesla is located across the street west of Del Monte Ave. All four neighboring businesses have their own private parking lots and are not adversely affected by the proposed red curb location.

Collision data was pulled and there were no reported collisions within the proposed project area over the last five years.

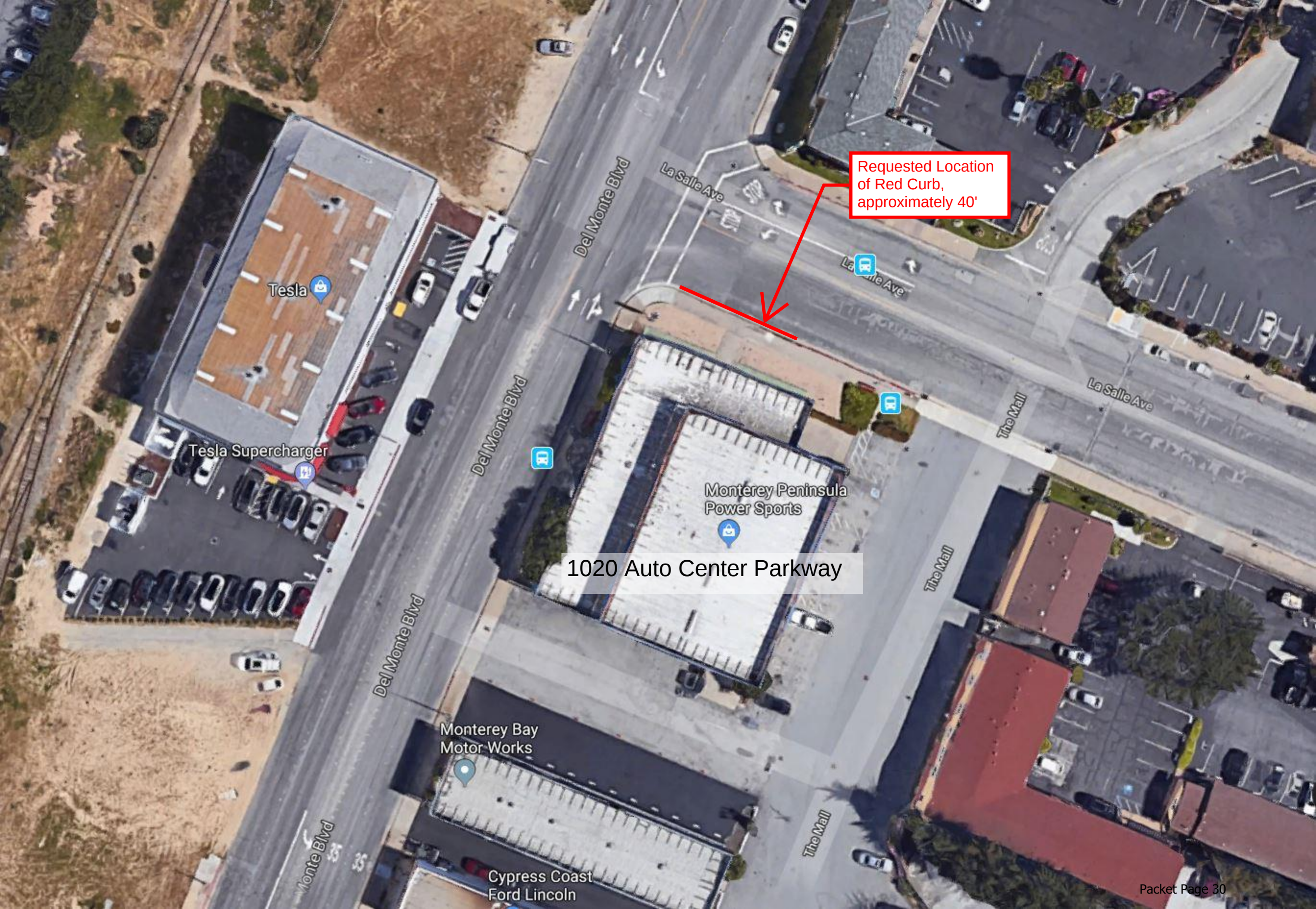
Staff reached out to Monterey Salinas Transit (MST) to discuss if they had any observed safety concerns with the subject area. MST stated they see no concern with safety within this intersection. In addition, staff asked MST if they had concerns if the curb were to be painted red as requested by the applicant, of which they responded that they have no concerns with the request.

The travel lane of east bound traffic on La Salle Ave. is approximately 32 feet wide, with 8 feet of that width designated for parallel parking. There is adequate width for turning movements from Del Monte eastbound onto La Salle when cars are parked along the curb.

It is recommended to allow approximately 40' of red curb on La Salle Ave at the expense of the applicant. The requested action does not constitute a safety concern based on collected collision data, existing conditions analysis, and observations during site visits. The proposed request would not be found to impact any of the businesses other than that of Monterey Peninsula Power Sports, who is the applicant and submitted this request.

## **ATTACHMENTS**

1. Aerial
  2. Application Request
-



Requested Location of Red Curb, approximately 40'

1020 Auto Center Parkway



## Traffic Advisory Committee Request Application

The following information is required to process all Traffic Advisory Committee requests. This information will be used to contact the applicant should staff have questions or needs clarification on the request. This information will also appear in the staff report presented to the Traffic Advisory Committee and/or City Council.

The Traffic Advisory Committee meets the 3<sup>rd</sup> Tuesday of every month at 5:00 PM in the City of Seaside's City Hall Conference room. This meeting is open to the public and applicants are encouraged to attend.

Name: R.J. LOESCH Date: 8/15/19  
Address: 1020 AUTO CENTER PARKWAY SEASIDE Phone: 831-899-7437  
93955

Type of Request (check all that apply):

- |                                                                                    |                                                   |
|------------------------------------------------------------------------------------|---------------------------------------------------|
| <input type="checkbox"/> Parking Designations                                      | <input type="checkbox"/> Traffic Signal/Stop Sign |
| <input type="checkbox"/> Crosswalk                                                 | <input type="checkbox"/> Other _____              |
| <input checked="" type="checkbox"/> Curb Markings (white, yellow, etc.) <u>RED</u> | <input type="checkbox"/> Signing/Striping         |
| <input type="checkbox"/> Disabled Parking*                                         |                                                   |
| <input type="checkbox"/> Warning Sign                                              |                                                   |

\*A copy of DMV issued disabled placard must accompany requests for disabled parking spaces.

### FEES WILL APPLY FOR PARKING AND CURB MARKING REQUESTS

The two public parking spaces on the street curb of LaSalle Ave, in front of our business Monterey Peninsula Power Sports at 1020 Auto Center Parkway in Seaside, are causing an unsafe environment for our customers and the residents/visitors of our area. We recommend that those parking spaces (the street curb) on LaSalle be painted red up to the red zone for bus parking & fire hydrant. Our managers can attest to at least 2 motorcycle and 3 recent auto accidents at the intersection of LaSalle & Del Monte. I am not aware if police reports were filed for these occurrences. We are under new ownership and management and have only been open for the past two months and witnessed all mentioned above in this short time.

When our residents are going northbound on LaSalle and turn right onto DelMonte they do not have the ability to see thru these parked cars to see pedestrians or parked cars waiting for a parking space to become available. Also, when motorists are on LaSalle and turning left onto DelMonte, they are having to inch into the intersection to see around parked cars on LaSalle and also creating a very unsafe situation.

We do not have businesses on either side of us that will be affected by this change. There are hotels across from us and on the right side that always have plenty of parking. Also, Tesla rents parking behind our parking spaces in our lot from the hotel owner to park their vehicles so they also have plenty of unused parking spaces.

Please let us know if there is anything else we can do to improve the safety of our intersection, thank you!

## TAC REQUEST PROCEDURE

The Traffic Advisory Committee (TAC) acts as an advisory board to the City Council per Chapter 2.37 of the Municipal Code. Recommendations made by the TAC are to be ratified by the City Council prior to implementation. The TAC consists of five members: a City Council Member, Director of Public Works, Chief of Police, Director of Community Development, and Fire Chief. The TAC reviews all requests for traffic safety regulatory or control devices, signs and markings, and conducts studies as well as offers recommendations to the City Council, Planning Commission or appropriate City department.

Upon submittal of requests, staff will place the request on the TAC agenda for the next scheduled meeting. All TAC's action will be forwarded for City Council consideration at the next scheduled meeting.

### Fees

Fees will be collected prior to installation of any approved requests that directly benefits the applicant, such as limited timed parking, white zones, etc. Prior to any required maintenance of the improvement, the same fee will apply and be billed to the applicant. The following fees have been determined based upon the cost of staff time and material for installation:

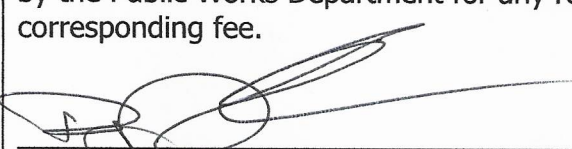
| Description                                  | Fee*                             |
|----------------------------------------------|----------------------------------|
| Marking curb – per curb (20' maximum length) | Per current adopted fee schedule |
| Installation of one sign                     |                                  |

\*Fees subject to change per City Council approved fee schedule. Fee determined by date of application.

## PLEASE COMPLETE FOR PARKING AND CURB MARKING REQUESTS

### TAC REQUEST ACKNOWLEDGEMENT STATEMENT

I, R.J. WOESCH understand that should my request be approved by the Traffic Advisory Committee and City Council, I will be responsible for the fee prior to the installation of my request. I also understand that if approved by City Council the improvements will be reviewed annually or whenever deemed appropriate by the Public Works Department for any required maintenance and I will be charged the corresponding fee.

  
Applicant Signature

8/15/19  
Date

City of Seaside  
440 Harcourt Avenue  
Seaside, CA 93955

-----  
DATE : 8/16/2019 11:47 AM  
OPER : RM  
TKBY : MAV  
TERM : 30  
REC# : R00003462  
=====

100.3665 TRAFFIC ADVISORY COM 65.00  
1020 AUTO CENTER PARKWAY 65.00

Paid By:1020 AUTO CENTER PARKWAY  
CK 65.00 REF:1057

-----  
APPLIED 65.00  
TENDERED 65.00

-----  
CHANGE 0.00  
-----



## **CITY OF SEASIDE STAFF REPORT**

**Item No.: 5.C.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assistant Engineer

**DATE:** October 15, 2019

**SUBJECT: CONSIDER 2 HOUR PARKING ALONG SIDE STREETS NORTH  
AND SOUTH OF WEST BROADWAY**

---

### **PURPOSE & RECOMMENDATION**

The purpose of this item is to have the Traffic Advisory Committee consider and approve the installation of 2 hour parking signs along Contra Costa, Hillsdale, Alhambra, and Calaveras Streets north and south of West Broadway Avenue to the Alley.

### **BACKGROUND**

The West Broadway Urban Village Specific Plan (Project) was established with the purpose of creating a vibrant downtown in Seaside. The Project reduced West Broadway from a 4 lane roadway to a two lane roadway, widened the sidewalks, installed new traffic signal at Alhambra Street as well as bicycle lanes, bicycle racks, stormwater treatment system, landscaping and street furniture. Completed in 2018, the WBUV Street Infrastructure Project has been well received by Broadway businesses and customers.

Soon after project completion, the Broadway Business held a meeting and expressed an interest and desire to establish 2 hour parking on side streets. A mapping exercise was conducted to identify desired 2 hour parking areas, see attachment 1 for proposed locations. The businesses want the 2 hour parking because it helps to make more parking available for business customers. When there are no restrictions, there are "regulars" who park all day, leaving minimal space for Broadway customers. Installing 2 hour signs will help the businesses, and be consistent with establishing the West Broadway Urban Village as a vibrant downtown destination.

### **STAFF ANALYSIS**

Prior to the Project, there were approximately 86 on-street parking spaces on West

Broadway from Del Monte Boulevard to Fremont Boulevard with varied parking restrictions. After the completion of the Project, 48 on-street parking spaces remain designated for 2 hour parking from 7 AM - 6 PM except Sundays & Holidays.

In order to assist the businesses in the vicinity of West Broadway with more on street parking and turn over, it is recommended to continue the 2 Hour parking along the side streets up to the alley north and south of West Broadway. This will provide 34 additional on street parking spaces as follows:

1. Contra Costa Street south of West Broadway to the alley - 8 parking spaces;
2. Hillsdale Street north (5 parking spaces) and south (4 parking spaces) of West Broadway up to the alley;
3. Alhambra Street north (7 parking spaces) and south (4 parking spaces) of West Broadway up to the alley; and
4. Calaveras Street north (2 parking spaces) and south (4 parking spaces) of West Broadway up to the alley.

### **ENVIRONMENTAL COMPLIANCE**

The project is categorically Exempt from the California Environmental Quality Act (CEQA) in accordance with Title 14 of the California Code of Regulations, Chapter 3, Article 19, Section 15301 (d) "Existing Facilities".

#### **Evidence:**

The proposed project consists of maintenance and minor alterations to the parking within the right of way. The installation of 2 hr parking signs will not increase the expansion of use.

### **ATTACHMENTS**

1. Proposed Locations
-

Attachment 1  
Proposed Locations of Requested 2 Hour Parking  
West Broadway to the Alley



5 parking spaces affected



7 parking spaces affected



2 parking spaces affected



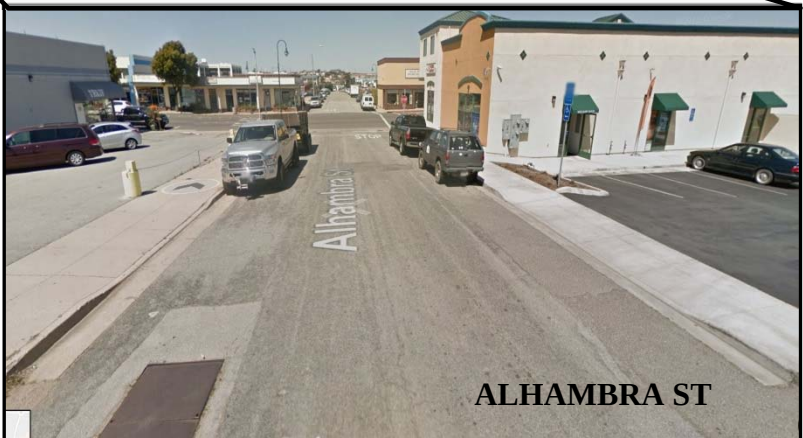
8 parking spaces affected

4 parking spaces affected

4 parking spaces affected



4 parking spaces affected



A total of 34 on-street parking spaces affected.



& Holidays

R32



## **CITY OF SEASIDE STAFF REPORT**

**Item No.: 5.D.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assistant Engineer

**DATE:** October 15, 2019

**SUBJECT: RECEIVE AND PROVIDE INPUT ON THE DRAFT SAFE ROUTES  
TO SCHOOL PLAN PRESENTED BY ECOLOGY ACTION**

---

### **PURPOSE & RECOMMENDATION**

Review and provide comments on the following elements of the draft Safe Routes to Schools Plan;

- 1) Draft community goals for collision reduction and student mode shift;  
and
- 2) Project recommendations for 10 Seaside schools

### **BACKGROUND**

The Transportation Agency for Monterey County (TAMC) received a planning grant to prepare a Safe Routes to Schools Plan for the cities of Seaside and Marina. The Seaside & Marina Safe Walking & Biking to School: Complete Streets Plan (Plan) will identify safe access routes to all K-12 public schools in Seaside and Marina and recommend infrastructure and non-infrastructure improvements.

The Plan is funded through a \$360,876 Caltrans Sustainable Transportation Planning Grant and \$47,077 of TAMC Measure X Safe Routes to School Program funds. The planning effort is a partnership between the Monterey Peninsula Unified School District, cities of Seaside and Marina, TAMC, Monterey County Health Department and Ecology Action.

The Plan builds on the goals of the Measure X Safe Routes to School Program to ensure that children across Monterey County have access to safe, healthy and affordable transportation options. Seaside and Marina have both been identified as high priority cities due to the high rates of youth biking and walking collisions and obesity.

The two-year planning process will identify safe access to all K-12 public schools in Seaside and Marina and recommend infrastructure and non-infrastructure improvements. The planning effort launched in late August with two community workshops, one in Seaside and one in Marina. In the Fall of 2018, the planning team comprised of TAMC, Monterey County Health Department, City of Seaside Public Works, City of Marina Public Works, and Ecology Action staff invited school staff and community members to participate in walking audits at each of the 15 schools. The walking audits allowed the team and school community to observe morning drop-off issues as well as opportunities for infrastructure improvements. The list of recommended infrastructure and non-infrastructure improvements was presented to each school community for review and input in Spring 2019.

## **DRAFT PLAN ELEMENTS**

The Safe Routes to Schools planning team seeks Committee input on the following elements of the Draft Safe Routes to Schools Plan:

### 1. Collision reduction and mode shift goals

Establishing goals for collision reduction and student mode shift is a requirement of the Caltrans active transportation planning process. The planning team will seek input from the Traffic Advisory Committee, Planning Commission, and Council on the goals below.

- Collision Reduction: zero collisions involving bicyclists or pedestrians that result in injury or death.
- Mode Shift: the majority of children arrive to school by bus, carpool, bike, scooter, skateboard or walking.

### 2. Project recommendations

The recommendations included in Attachment 1 include all 10 schools in the City of Seaside. Recommendations were established based on community input from the public meeting, walking audits, and comments sent through the project website. The planning team worked with Alta Planning + Design to establish infrastructure recommendations that respond to issues identified through community input.

The goal of the recommendations is to improve the safety and comfort of students and families walking and biking to school and to reduce school congestion by improving the efficiency of school drop-off and pick-up.

## **ATTACHMENTS**

### 1. DRAFT\_Seaside Infrastructure Recommendations

---



| CENTRAL COAST HIGH                                                      |                                                                                                                                                                           |                                                                                                                                 |                                    |
|-------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Location                                                                | Recommendation                                                                                                                                                            | Notes                                                                                                                           | Timeframe (Short/Medium/Long term) |
| Coe Avenue between Monterey Road and Dahlia Drive                       | Convert bike lanes on both sides of roadway to buffered bike lanes.                                                                                                       | ROW aquistion required.                                                                                                         | Long                               |
| Trail entrance on Coe Avenue (north of school)                          | Remove two of three bollards to allow for easier bicycle access                                                                                                           |                                                                                                                                 | Short                              |
| Trail north of school between Coe and Monterey                          | Formalize pathway between existing trail and Monterey Avenue, south of retention pond. Explore Class I facility on east side of Monterey between Fremont and new pathway. |                                                                                                                                 | Long                               |
| Coe Avenue between trail entrance and Seaside Community Center driveway | Install sidewalk or pathway on south side of street                                                                                                                       | Look at moving pathway to school property if sidewalk at street level is not feasible.                                          | Long                               |
| Coe Avenue at Dahlia Drive - Phase 1                                    | Refresh crosswalk markings                                                                                                                                                |                                                                                                                                 | Short                              |
| Coe Avenue at Dahlia Drive - Phase 2                                    | Install compact roundabout.                                                                                                                                               |                                                                                                                                 | Long                               |
| Coe Avenue at Sea Ridge Court - Phase 1                                 | Refresh crosswalk markings                                                                                                                                                |                                                                                                                                 | Short                              |
| Coe Avenue at Sea Ridge Court - Phase 2                                 | Install compact roundabout.                                                                                                                                               |                                                                                                                                 | Long                               |
| Community center driveway                                               | Fill sidewalk gaps between community center parking lot and school driveway                                                                                               |                                                                                                                                 | Long                               |
|                                                                         |                                                                                                                                                                           | See Citywide recommendations for Monterey Road. Seaside High improvements at Monterey/Fremont also apply to Central Coast High. |                                    |

| DEL REY WOODS ELEMENTARY                                                      |                                                                                                                                                                                                                               |                                                           |                                    |
|-------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|------------------------------------|
| Location                                                                      | Recommendation                                                                                                                                                                                                                | Notes                                                     | Timeframe (Short/Medium/Long term) |
| Parallel to Plumas Avenue - Phase 1                                           | Install Class I facility in PG&E land (under utilities) between Del Rey Woods Elementary and Highland Street.                                                                                                                 | ROW Acquisition req'd, Funded through ATP                 | Medium                             |
| Parallel to Plumas Avenue - Phase 2                                           | Install Class I facility in PG&E land (under utilities) between Highland and General Jim Moore, and between Noche Buena and Fremont Boulevard. Extend to Laguna Grande Court for Phase 3                                      |                                                           | Long                               |
| Noche Buena Street at Plumas Avenue                                           | Install curb extensions. Install ramp and high-visibility crossings across Plumas Avenue to connect to future Class I facility parallel to Plumas Avenue                                                                      |                                                           | Medium                             |
| Plumas Avenue at Tweed Street                                                 | Rearrange traffic diverters to be ADA-compliant and allow for wheelchair and bicycle access. Install curb extensions at each crosswalk leg.                                                                                   |                                                           | Medium                             |
| Tweed Street at Kimball Street                                                | Install curb extensions and refresh high-visibility crosswalk                                                                                                                                                                 |                                                           | Medium                             |
| Parking lot between Noche Buena Street and northern school entrance - Phase 1 | Stripe pedestrian area on outside of parking lot. Restripe parking lot to show parking spaces and path of travel                                                                                                              |                                                           | Short                              |
| Parking lot between Noche Buena Street and northern school entrance - Phase 2 | Install path on north and west sides of parking lot to allow for pedestrian access. Restripe parking lot to show parking spaces and path of travel                                                                            |                                                           | Medium                             |
| Noche Buena Street between Kimball Avenue and Plumas Avenue                   | Conduct speed survey and install traffic calming measures and/or bike lanes.                                                                                                                                                  |                                                           | Medium                             |
| Kimball Avenue at San Lucas Street                                            | Remove crosswalk across Kimball on western side. Replace crosswalk on eastern side with offset crosswalk and median. Install street lighting. Recommend that the school unlock gate at this location before and after school. |                                                           | Medium                             |
| Tweed Street between Plumas Avenue and Kimball Avenue                         | Install traffic calming features to make Tweed Street a bicycle boulevard. Widen eastern sidewalk or move utility poles out of sidewalk                                                                                       | As identified in the 2018 TAMC Active Transportation Plan | Long                               |
| Noche Buena Street at Kimball Avenue                                          | Install curb extensions on all crosswalk legs                                                                                                                                                                                 |                                                           | Medium                             |
| Noche Buena Street between school drop-off loop entrance and exit             | Remove white curb or install signs reminding drivers to not leave their vehicles in loading zone                                                                                                                              |                                                           | Short                              |
| Plumas Avenue                                                                 | Install S1-1 with W16-9P School Advance Crossing signs as appropriate. Install time-restricted 3-minute loading zone signs adjacent to school.                                                                                |                                                           | Short                              |
|                                                                               |                                                                                                                                                                                                                               |                                                           | Short                              |
|                                                                               |                                                                                                                                                                                                                               |                                                           | Short                              |
| School parking lot at Noche Buena/Plumas                                      | Allow student dropoff in dropoff loop. Maintain parking spaces as staff parking.                                                                                                                                              |                                                           | Short                              |
| Noche Buena at church parking lot                                             | Remove stairway between sidewalk and street                                                                                                                                                                                   |                                                           | Medium                             |
|                                                                               |                                                                                                                                                                                                                               | See Citywide recommendations for Noche Buena and Kimball  |                                    |

| DUAL LANGUAGE ACADEMY                                        |                                                                                                                                                                                                                                                                                                                            |                                                        |                                    |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|------------------------------------|
| Location                                                     | Recommendation                                                                                                                                                                                                                                                                                                             | Notes                                                  | Timeframe (Short/Medium/Long term) |
| Normandy Road at Naples Road                                 | Install ADA-compliant curb ramps                                                                                                                                                                                                                                                                                           |                                                        | Medium                             |
| Normandy Road at school driveway                             | Install ADA-compliant curb ramps                                                                                                                                                                                                                                                                                           |                                                        | Medium                             |
| Normandy Road between Selerno Road and Naples Road - Phase 1 | Extend red curb east to the Naples Road intersection                                                                                                                                                                                                                                                                       |                                                        | Short                              |
| Normandy Road between Selerno Road and Naples Road - Phase 2 | Install curb extension at corner of Normandy/Naples                                                                                                                                                                                                                                                                        |                                                        | Medium                             |
| School campus between Normandy Road drop off and parking lot | Install ADA-compliant path. Remove pathway that extends from corner of General Jim Moore to school parking lot.                                                                                                                                                                                                            |                                                        | Long                               |
| School parking lot - Phase 1                                 | Install high-visibility crosswalk from new path to existing crosswalk on north side of parking lot. Pave dirt and install parking on east side of parking lot. Install high-visibility crosswalk from new parking to existing pedestrian space on southeast corner of school. Remove wooden ramp on west side of driveway. |                                                        | Long                               |
| School parking lot - - Phase 2                               | Upgrade painted pedestrian space to sidewalk. Reconfigure parking lot to add driveway exit at intersection of Normandy/Naples and additional parking.                                                                                                                                                                      |                                                        | Long                               |
|                                                              |                                                                                                                                                                                                                                                                                                                            | See Marshall for recommendations for Gen. Jim/Normandy |                                    |

| HIGHLAND ELEMENTARY                                                          |                                                                                         |                                                                  |                                    |
|------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|------------------------------------------------------------------|------------------------------------|
| Location                                                                     | Recommendation                                                                          | Notes                                                            | Timeframe (Short/Medium/Long term) |
| Sonoma Avenue at existing crosswalk that connects Del Monte Manor and school | Install raised crosswalk and curb extensions                                            |                                                                  | Medium                             |
| Yosemite Street back entrance ramp                                           | Improve ramp access                                                                     |                                                                  | Medium                             |
| Yosemite Street between Sonoma Avenue and mid-block crosswalk                | Convert east side of Yosemite Street to pick-up/drop-off area                           |                                                                  | Short                              |
| Mid-block crosswalk on Yosemite Avenue north of Wanda Avenue                 | Install offset crosswalk with ADA-compliant curb ramps and street lighting.             |                                                                  | Medium                             |
| Sonoma Avenue at Yosemite Street                                             | Install compact roundabout.                                                             |                                                                  | Long                               |
| Sonoma Avenue between Yosemite Street and Mescal Street                      | Install slotted speed humps. Install centerline diverters or turtles to prevent U-turns |                                                                  | Medium                             |
| Neil Park                                                                    | Repave and widen existing paths. Install curb ramps at path entrances.                  | Part of citywide path linking parks                              | Long                               |
|                                                                              |                                                                                         | See Citywide recommendations for Yosemite, Sonoma, Waring/Flores |                                    |

| INTERNATIONAL SCHOOL OF MONTEREY                           |                                                                                                                                                                        |                                                                      |                                    |
|------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------|
| Location                                                   | Recommendation                                                                                                                                                         | Notes                                                                | Timeframe (Short/Medium/Long term) |
| School parking lot                                         | Make staff parking only. Install right-turn only sign and arrow at parking lot exit.                                                                                   |                                                                      | Short                              |
| School drop-off loop - Phase 1                             | Convert staff parking to loading during pick-up/drop-off times and visitor parking off-peak times.                                                                     |                                                                      | Short                              |
| School drop-off loop - Phase 2                             | Install curb ramps at school driveway entrance and exit. Install ADA compliant path between Yosemite Street and school that connects with crosswalk in dropoff loop.   |                                                                      | Long                               |
| Yosemite Street at Westminster Court                       | Install ADA-compliant curb ramps on both sides of crosswalk                                                                                                            | To be installed as part of Pavement Management Program - Summer 2020 | Medium                             |
| Path between Westminster Court at Stuart Park path         | Remove bollard on east end of path                                                                                                                                     | Prop 68 Grant Funding? Spring 2020                                   | Short                              |
| San Pablo Avenue at Mescal Street                          | Shift existing crosswalk across San Pablo Avenue/Mescal Street northwest to avoid drain. Install curb extensions on both sides of crosswalk and landing on south side. |                                                                      | Medium                             |
| Pedestrian bridge between Stuart and Cunningham Parks      | Promote pedestrian bridge as alternate drop-off location                                                                                                               |                                                                      | Short                              |
| Pedestrian bridge between Stuart and Cunningham Parks      | Replace bridge with design that allows greater visibility onto/from bridge. Upgrade to be ADA-compliant                                                                |                                                                      | Long                               |
| Lincoln Cunningham Park paths                              | Repave and widen existing paths. Install curb ramps at path entrances.                                                                                                 | Part of citywide path linking parks                                  | Medium                             |
| Path between Stuart Park and school                        | Upgrade to be ADA-compliant. Install curb ramps at path entrances. Open gates outside school hours                                                                     | Part of citywide path linking parks                                  | Medium                             |
| Yosemite Street at Mingo Avenue                            | Install curb extensions on all crosswalk legs                                                                                                                          | To be installed as part of Pavement Management Program - Summer 2020 | Medium                             |
| Portola Leslie Park entrance from Yosemite Street          | Upgrade ramp to be ADA-compliant                                                                                                                                       |                                                                      | Medium                             |
| Yosemite Street between Mingo Avenue and Westminster Court | Add centerline diverters to prevent left turns into or out of school drop-off loop. Daylight school loop exit.                                                         |                                                                      | Short                              |
|                                                            |                                                                                                                                                                        | See Citywide recommendations for Yosemite                            |                                    |

| KING ELEMENTARY                                  |                                                                                                                                                                                                                                    |                                                                           |                                    |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|------------------------------------|
| Location                                         | Recommendation                                                                                                                                                                                                                     | Notes                                                                     | Timeframe (Short/Medium/Long term) |
| Broadway Avenue east of school driveway entrance | Install high-visibility offset crosswalk across Broadway Avenue and lengthen/widen center median to serve as pedestrian refuge island. Install curb extensions on both sides of crosswalk and install RRFB.                        |                                                                           | Medium                             |
| Broadway Avenue between Ancon and Yosemite       | Explore options to accommodate parent travel into school parking lot; either install left turn pocket that is long enough to accommodate school queue, or install roundabout at Broadway/Ancon and prevent left turns into school. | Project would need to be coordinated with roundabout at Broadway/Yosemite | Long                               |
| School driveway entrance                         | Install standard driveway approach. Install red curb striping on both sides to daylight intersection.                                                                                                                              |                                                                           | Medium                             |
| Broadway Avenue at Yosemite Street               | Study roundabout at this intersection. If not feasible, install curb extensions on all corners of intersection                                                                                                                     |                                                                           | Medium                             |
| School entrance                                  | Install ADA-compliant ramp from Broadway Avenue to school entrance                                                                                                                                                                 |                                                                           | Medium                             |
| Portola Leslie Park path                         | Upgrade to be ADA-compliant. Open gates outside school hours. Extend path to Broadway, east of school driveway. Install curb ramps at path entrances.                                                                              | Part of citywide path linking parks                                       | Medium                             |
| Sidewalk on west side of staff parking lot       | Remove bollard blocking sidewalk access                                                                                                                                                                                            |                                                                           | Short                              |
|                                                  |                                                                                                                                                                                                                                    | See Citywide recommendations for Broadway and Yosemite                    |                                    |

| MARSHALL ELEMENTARY                                                             |                                                                                                                                             |                                                                                                           |                                    |
|---------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|------------------------------------|
| Location                                                                        | Recommendation                                                                                                                              | Notes                                                                                                     | Timeframe (Short/Medium/Long term) |
| Dirt south of Normandy Road between existing trail and school driveway entrance | Install trail/pathway                                                                                                                       |                                                                                                           | Long                               |
| Normandy Road between school driveway exit and Parker Flats Cut Off             | Install trail/pathway on south side of Normandy Road                                                                                        |                                                                                                           | Long                               |
| School driveway entrance                                                        | Install curb extension on western side to prevent parked cars                                                                               | Consider bus turning radius in design                                                                     | Medium                             |
| Normandy Road between General Jim Moore Boulevard and school driveway entrance  | Widen sidewalk on north side of Normandy Road to 10' multi-use path                                                                         | Would serve as FORTAG spur trail                                                                          | Medium                             |
| Normandy Road between school driveway entrance and Parker Flats Cut Off Road    | Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school                    | Consider installing bike lanes. Installing bike lanes requires parking removal from both sides of roadway | Medium                             |
| General Jim Moore Boulevard at Normandy Road                                    | Install ramp from trail along General Jim Moore Boulevard onto Normandy Road                                                                |                                                                                                           | Medium                             |
| General Jim Moore Boulevard trail                                               | Install wayfinding northbound to show access to school                                                                                      |                                                                                                           | Short                              |
| Normandy Road at Carentan Road                                                  | Install ADA-compliant curb ramp at northwest corner of intersection                                                                         |                                                                                                           | Medium                             |
| Normandy Road at Chapel Drive                                                   | Install raised crosswalk and ADA-compliant curb ramps                                                                                       |                                                                                                           | Medium                             |
| Chapel Drive                                                                    | Close sidewalk gaps on west side between church driveway and Normandy Road.                                                                 |                                                                                                           | Long                               |
| Chapel Road at Chapel Drive                                                     | Install ADA-compliant curb ramps and high-visibility crosswalk across Chapel Road                                                           |                                                                                                           | Medium                             |
| General Jim Moore Boulevard at Normandy Road                                    | Install protected intersection with leading pedestrian intervals. Install sign indicating that cyclists should use pedestrian signal phase. |                                                                                                           | Long                               |
| Ardennes Circle at end of school pathway                                        | Upgrade crosswalk to standard high-visibility                                                                                               | Install neighborhood amenities such as benches/lighting at end of trail?                                  | Short                              |
| Path from Ardennes Circle to Normandy                                           | Repave trail                                                                                                                                |                                                                                                           | Medium                             |

| ORD TERRACE ELEMENTARY                                        |                                                                                                                                                                                                                                                                                                                                                    |                                                                |                                    |
|---------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------|
| Location                                                      | Recommendation                                                                                                                                                                                                                                                                                                                                     | Notes                                                          | Timeframe (Short/Medium/Long term) |
| Diagonal parking spaces on La Salle Avenue in front of school | Install wheel stops in parking spaces. Angle parking spaces at 45 degrees to accommodate center median. Move accessible parking onto campus closer to school entrance.                                                                                                                                                                             |                                                                | Short                              |
| La Salle Avenue at Lindberg Court                             | Install curb extensions on both ends of crosswalk and southeastern corner. Add high visibility crosswalk across Lindberg Court. Reconfigure crosswalk across LaSalle as offset crosswalk. Install median on either side of Lindberg Court to east/west of school driveway entrances, with median serving as pedestrian refuge island at crosswalk. |                                                                | Medium                             |
| La Salle Avenue at Lincoln Street (east)                      | Install curb extensions on both legs of crosswalk. Remove crosswalk across La Salle and restripe crosswalk across Lincoln.                                                                                                                                                                                                                         |                                                                | Medium                             |
| Western school driveway (east side of driveway)               | Install curb extension to roadway drain in order to narrow entrance/exit. Install high visibility crosswalk across school driveway                                                                                                                                                                                                                 |                                                                | Medium                             |
| Loading zone on La Salle Avenue                               | Widen sidewalk on north side between Lincoln and western school driveway. Add striping in roadway to demarcate loading zone.                                                                                                                                                                                                                       |                                                                | Medium                             |
| Lincoln Street at Ord Grove Avenue                            | Install curb extensions on all crosswalk legs. Design southwest corner to accommodate driveway                                                                                                                                                                                                                                                     |                                                                | Medium                             |
| Ord Grove Avenue at Buchanan Street                           | Install curb extensions on all crosswalk legs                                                                                                                                                                                                                                                                                                      |                                                                | Medium                             |
| Ord Grove Avenue in loading zone near Buchanan Street         | Install loading zone (R25C(CA)) signs.                                                                                                                                                                                                                                                                                                             | Review ADA guidelines before installation.                     | Short                              |
| Yosemite Street at La Salle Avenue                            | Update high visibility crosswalks. Install curb extension on southeast corner. Update STOP bars/STOP legends. Install new curb ramps at northern corners                                                                                                                                                                                           |                                                                | Medium                             |
|                                                               |                                                                                                                                                                                                                                                                                                                                                    | See Citywide recommendations for La Salle, Ord Grove, Yosemite |                                    |

| SEASIDE HIGH                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                |  |                                    |
|-------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------|
| Location                                                    | Recommendation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Notes                                                                                                                          |  | Timeframe (Short/Medium/Long term) |
| Highway 1/Monterey Road/Fremont Boulevard                   | Install high visibility yellow crosswalks at crossings of California and Fremont. Install curb extensions on both sides of Fremont Boulevard crosswalk to shorten crossing distances. Realign northbound approach to Hwy 1 northbound ramp and departure lane striping on Fremont Street to reduce lane widths to 12'. Construct wider median adjacent to NB left turn lane to provide a pedestrian/bike refuge area and install offset crosswalks on the south leg of Fremont Blvd in order to implement a two stage crossing that shortens the crossing distance, reduces pedestrian exposure, improves the interaction between drivers and pedestrians waiting to cross, and allows signal timing flexibility for shorter traffic signal cycles. Install leading pedestrian interval at crossings of Fremont and California and install school signage at all applicable intersection approaches. Install pedestrian pathway on south side. | Pending Caltrans feedback.<br>Coordinate improvements with future regional project at this intersection.                       |  | Long                               |
| Ord Avenue stairs onto school                               | Formalize path from top of stairs onto campus. Install ADA accessible ramp next to stairway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                |  | Medium                             |
| Ord Avenue at Monterey Road                                 | Install sidewalk on south side of Monterey Road between Ord Avenue and Fremont Boulevard. Move crosswalk across Ord Ave. to intersection. Install landing on east side of Ord Avenue between new crosswalk and stairs. Install curb extension on west side of crosswalk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                |  | Long                               |
| Ord Avenue at Noche Buena                                   | Install compact roundabout. Extend sidewalk on east side of Noche Buena to Ord Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                |  | Long                               |
| Ord Avenue on school campus                                 | Install raised crosswalk and stop/yield signs east of the first school dropoff loop. Allow bus access only to eastern drop-off loop and restrict parent entry. Install sidewalk on south side of Ord Avenue between Noche Buena and new crosswalk. Formalize pathway from north side of Ord Avenue into campus.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | This requires students who want to park on campus to enter through Monterey Avenue. Buses need access to eastern drop-off loop |  | Long                               |
| Noche Buena at Military Avenue - Phase 1                    | Daylight intersection and use bollards to install curb extensions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Currently studying options to improve safety. Curb extensions using bollards may prohibit safe traffic movements               |  |                                    |
| Noche Buena at Military Avenue - Phase 2                    | Install curb extensions on all corners to shorten crossing distance across Military Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | City is currently studying options, including roundabout, to improve safety.                                                   |  | Medium                             |
| Ord Grove Avenue at Noche Buena Street - Phase 1            | Daylight intersection and use bollards to install curb extensions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Currently studying options to improve safety. Curb extensions using bollards may prohibit safe traffic movements               |  |                                    |
| Ord Grove Avenue at Noche Buena Street - Phase 2            | Install curb extensions on all corners to shorten crossing distance across Ord Grove Avenue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | City is currently studying options, including roundabout, to improve safety.                                                   |  | Medium                             |
| Noche Buena Street at La Salle Avenue - Phase 1             | Daylight intersection and use bollards to install curb extensions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                |  | Short                              |
| Noche Buena Street at La Salle Avenue - Phase 2             | Install curb extensions on all corners                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                |  | Medium                             |
| Fremont Boulevard between Monterey Road and Military Avenue | Formalize path to Class I facility between Military Avenue and Monterey Road                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                |  | Medium                             |
|                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | See Citywide recommendations for Military, Noche Buena and Ord Grove                                                           |  |                                    |

| SEASIDE MIDDLE                                                                                             |                                                                                                                                                                                                                           |                                                                                 |                                    |
|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|------------------------------------|
| Location                                                                                                   | Recommendation                                                                                                                                                                                                            | Notes                                                                           | Timeframe (Short/Medium/Long term) |
| South side of school between drop-off driveway and Coe Avenue (approximately 350 feet north of Coe Avenue) | Upgrade informal pathway to Class I facility                                                                                                                                                                              |                                                                                 | Medium                             |
| School parking lot                                                                                         | Upgrade crosswalk to yellow high-visibility raised crosswalk. Install ADA-compliant curb ramps. Update speed hump sign to be MUTCD-compliant                                                                              |                                                                                 | Medium                             |
| School campus                                                                                              | Create new roadway adjacent to school buildings to connect school driveway with bus drop-off area, with new drop-off area adjacent to school buildings. Restrict current drop-off loop to bus drop-off and staff parking. |                                                                                 | Medium                             |
| Coe Avenue at Peralta Avenue                                                                               | Consider roundabout                                                                                                                                                                                                       | Would require roundabout installation at intersection of Coe Avenue/General Jim | Long                               |
| Coe Avenue at Peralta Avenue                                                                               | Relocate bollards to allow for easier bike/pedestrian access. Remove chainlink fence blocking the sidewalk from Peralta Avenue.                                                                                           |                                                                                 | Medium                             |
| Coe Avenue between Dahlia Drive and General Jim Moore Boulevard                                            | Remove bike lane from south side of road. Install two-way separated bikeway on north side of road                                                                                                                         | ROW acquisition required.                                                       | Long                               |
| Military Avenue at Peralta Avenue                                                                          | Install diverters to prevent eastbound traffic on Military Avenue east of Peralta Avenue.                                                                                                                                 |                                                                                 | Medium                             |
| Peralta at Coe Avenue                                                                                      | Block Peralta Avenue north of Military Avenue. Install landscaped trail that allows for emergency access to Coe Avenue.                                                                                                   |                                                                                 | Medium                             |
|                                                                                                            |                                                                                                                                                                                                                           | See Citywide recommendations for Military                                       |                                    |
|                                                                                                            |                                                                                                                                                                                                                           |                                                                                 |                                    |

| CITYWIDE RECOMMENDATIONS                                                                   |                                                                                                                                                                                                                                           |                                                                                                                                                               |                                    |
|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------|
| Location                                                                                   | Recommendation                                                                                                                                                                                                                            | Notes                                                                                                                                                         | Timeframe (Short/Medium/Long term) |
| 2nd Avenue between Gigling Road and existing Class I path just north of Lightfighter Drive | Install Class I shared-use path                                                                                                                                                                                                           | Army property                                                                                                                                                 | Medium                             |
| All schools                                                                                | Install Secure Bike Parking                                                                                                                                                                                                               |                                                                                                                                                               | Short                              |
| All schools                                                                                | Where feasible, change speed limits to 15 mph around schools                                                                                                                                                                              | Vehicle Code does not permit this for streets that are not residential streets. Speed survey required for collector & arterial streets to modify speed limit. | Medium                             |
| All schools                                                                                | Conduct comprehensive school signage inventory and install missing signage. Upgrade stop signs near schools to flashing stop signs. Ensure that sign placement maintains ADA access on sidewalks.                                         |                                                                                                                                                               | Medium                             |
| All schools                                                                                | Review ADA accessibility guidelines and construct accessible paths between public right-of-way and school entrances where needed                                                                                                          |                                                                                                                                                               | Long                               |
| Broadway Avenue/Obama Way east of Fremont Boulevard                                        | Road diet to install protected bikeways or buffered bike lanes. Install protected bikeway on north side of Broadway between Yosemite and Mescal. Study feasibility of Safe Routes to Schools Corridor treatments, especially near school. | Match current design between Del Monte Boulevard and Fremont Boulevard. Per Seaside Draft General Plan. This will require further evaluation.                 | Long                               |
| Chapel Drive between Normandy Road and Gigling Road                                        | Construct FORTAG major spur trail in utility right of way adjacent to Chapel Drive. Consider possible fire station project in final design.                                                                                               | Provides connection between Campus Town project and Marshall Elementary, Dual Language Elementary, and Seaside Middle School                                  | Long                               |
| Fremont Boulevard between Military Avenue and Canyon Del Rey Boulevard                     | Study options for 2-way landscaped bikeway in median. If not feasible, install Class II bike lanes and a buffer where possible.                                                                                                           |                                                                                                                                                               | Long                               |
| General Jim Moore Boulevard between Divarty Street and Normandy Road                       | Install Class I shared-use path                                                                                                                                                                                                           | As identified in the 2018 TAMC Active Transportation Plan                                                                                                     | Long                               |
| Gigling Road between 6th Division Road and 7th Avenue                                      | Install Class II bike lanes between 6th Division Road and General Jim Moore, and Class IV bike facility on south side of Gigling Road between General Jim Moore and 7th Avenue.                                                           | As identified in the 2018 TAMC Active Transportation Plan + Campus Town development plan                                                                      | Medium                             |
| Gigling Road between General Jim Moore and 7th Avenue                                      | Install trail crossing at Gigling Road at terminus of FORTAG trail. Construct meandering trail on north side of Gigling Road, per Campus Town development plans.                                                                          | Provides connection between Campus Town project and Marshall Elementary, Dual Language Elementary, and Seaside Middle School                                  | Long                               |
| Kimball Avenue between Fremont Boulevard and Mescal Street                                 | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.                                                                                                                                                  | Expansion of recommendation in the 2018 TAMC Active Transportation Plan                                                                                       | Medium                             |
| LaSalle Avenue                                                                             | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.                                                                                                                                                  |                                                                                                                                                               | Medium                             |
| Mescal Street/Plumas Avenue between Hilby Avenue and Tweed Street                          | Install separated bikeway. Install sidewalks to close sidewalk gaps                                                                                                                                                                       | As identified in TAMC Active Transportation Plan.                                                                                                             | Long                               |
| Military Avenue                                                                            | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                                                                                                 |                                                                                                                                                               | Medium                             |
| Mingo Avenue between Noche Buena and Yosemite                                              | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                                                                                                 |                                                                                                                                                               | Medium                             |
| Monterey Road between Buna Road and 6th Division Road                                      | Install Class II bike lanes                                                                                                                                                                                                               | As identified in the 2018 TAMC Active Transportation Plan. Would require parking removal between Mindanao Place and 6th Division Road. This is Army property. | Long                               |
| Noche Buena Street near Seaside High and Del Rey Woods Elementary                          | Study feasibility of Safe Routes to Schools Corridor treatments near schools.                                                                                                                                                             |                                                                                                                                                               | Medium                             |
| Ord Grove Avenue + Hacienda Street                                                         | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                                                                                                 |                                                                                                                                                               | Medium                             |
| Parker Flats Cut Off Road between Gigling Road and Normandy Road                           | Study traffic volumes and consider removing center line and installing advisory bike lanes.                                                                                                                                               |                                                                                                                                                               | Medium                             |
| Sonoma Avenue from Mescal to Canyon Del Rey                                                | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school.                                                                                                                                                  |                                                                                                                                                               | Medium                             |
| Waring Street + Flores Street between Plumas Avenue and Military Avenue                    | Study feasibility of Safe Routes to Schools Connector treatments, especially near school.                                                                                                                                                 |                                                                                                                                                               | Medium                             |
| Yosemite Street between Military Avenue and Hilby Avenue                                   | Study feasibility of Safe Routes to Schools Corridor treatments, especially near school. Explore converting Yosemite to 1-way between Mingo and La Salle.                                                                                 | With diverters. As identified in the 2018 TAMC Active Transportation Plan.                                                                                    | Medium                             |



## **CITY OF SEASIDE STAFF REPORT**

**Item No.: 5.E.**

**TO:** Traffic Advisory Committee

**BY:** Leslie Llantero, Assistant Engineer

**DATE:** October 15, 2019

**SUBJECT: CONSIDER AD HOC COMMITTEE'S RECOMMENDATIONS TO  
THE DRAFT RESIDENTIAL PARKING PERMIT TRIAL PROGRAM**

---

### **PURPOSE & RECOMMENDATION**

The purpose of this item is to have the Traffic Advisory Committee review the Ad Hoc Committee's recommendations to the Draft Residential Parking Permit Trial Program and provide direction to staff.

### **BACKGROUND**

The current Draft Residential Parking Trial Program was last updated by the TAC on September 18, 2018 and reviewed by TAC on July 9, 2019. It has not been approved by City Council.

At the July 9, 2019, the Traffic Advisory Committee created an Ad Hoc committee comprised of the Police Chief, City Engineer, and several community members to review and recommend changes to the Draft Residential Parking Permit Program. The AdHoc Committee met a total of 5 times from July through September. The following topics were discussed:

1. Program Costs
2. Permit Fees
3. Neighborhood Buy-In
4. Number of Permits per address
5. Guest Permits
6. Renewal periods
7. Dwelling Units definition
8. Air BNB's
9. Additional permits
10. Enforcement & fines
11. Administration

## 12. Additional off-street parking sites

It is the City's intent to recoup all management and implementation costs and that these costs are borne by the permit holders within the Residential Parking Permit Area. Through discussion with the AD Hoc Committee it was evident that there is not available on-street parking based upon the need. The AD Hoc Committee recommends the following amendments to be incorporated into the Draft Residential Parking Permit Trial Program:

1. Permits - Number of permits per dwelling unit will be determined by the administrator of the program, and no additional permits will be available for purchase other than the options below:
  - Option 1: Each DU will be provided up to two residential parking permits (amount to be determined later as the cost to fund the program), and one free guest permit. If a dwelling unit does not have onsite parking, either a driveway, garage, parking stall or other form of available parking, the first residential permit will be free.
    - Option 1A: Streets where parking is restricted to one side of the road. Each DU will be provided one residential parking permit (amount to be determined later as the cost to fund the program), and one free guest permit. If a dwelling unit does not have onsite parking, either a driveway, garage, parking stall or other form of available parking, the residential permit will be free.
    - Option 2: Each DU will be provided one residential parking permit for \$xx (amount to be determined later as the cost to fund the project). No guest permits will be issued as part of this option.
  - 2. Permits issued to dwelling unit. For the purpose of this program, dwelling unit will be defined as a place of residence consisting of a unique and valid post office mailing address.
3. Guest Permits - when option allows, paper guest permits will be distributed 2 per quarter upon request, valid for no more than 72 hours, identified by date, issued through the City, license plate information and associated dwelling unit.
4. Implementation hours - 2AM to 6 AM per state law.

The recommendations have been incorporated in the the draft document attached as attachment 1.

## **ENVIRONMENTAL REVIEW**

The Draft Residential Parking Permit Trial Program (Program) is categorically exempt based upon Section 15301, Class 1, minor modifications to existing facilities.

## **RECOMMENDATION**

Review Draft Program and provide direction to staff.

## **ATTACHMENTS**

## 1. Draft Residential Parking Permit Program

---

CITY OF SEASIDE  
RESIDENTIAL PARKING PERMIT  
TRIAL PROGRAM

PURPOSE

A *Residential Parking Permit Program (Program)* is considered when the City and neighborhood want to preserve the livability of a residential neighborhood, due to overcrowding. By limiting the number of vehicles that can park on a certain street, there should be reduced traffic congestion, better ability of residents to find on-street parking, and a better appearance to the residential neighborhood.

Possession of a parking permit does not guarantee a space to park a vehicle on the street. The number of permits that may be issued to either a single-family household or a multi-family unit is based on one of the three below options, and assigned to the dwelling unit (DU). A DU for the purpose of this program is defined as a place of residence consisting of a unique and valid post office mailing address.

OPTION 1:

Each DU will be provided up to two residential parking permits, (amount to be determined by the administrator of the program), and one free guest permit. If a dwelling unit does not have onsite parking, either a driveway, garage, parking stall or other form of available parking, the first residential permit will be free. Additional permits will not be available for purchase.

OPTION 1A:

Streets where parking is restricted to one side of the road. Each DU will be provided one residential parking permit, (amount to be determined by the administrator of the program), and one free guest permit. If a dwelling unit does not have onsite parking, either a driveway, garage, parking stall or other form of available parking, the residential permit will be free. Additional permits will not be available for purchase.

OPTION 2:

Each DU will be provided one residential parking permit, (amount to be determined by the administrator of the program). No guest permits will be issued as part of this option.

It is the City's intent to recoup all management and implementation costs and that these costs are borne by the permit holders within the Residential Parking Permit Area (RPPA).

PROCEDURE TO DEVELOP A RESIDENTIAL PARKING PERMIT AREA

- 1) A resident may request city staff to designate a residential parking area. City staff will provide the *Residential Parking Permit Program* to the applicant along with the application (Exhibit A). Based upon the location requested, a proposed RPPA will be defined. This will happen through a discussion with the applicant and staff. The applicant will then be required to circulate a petition of support from residents within the proposed RPPA. Support is demonstrated by obtaining greater than 50% of affected residents' signature supporting the proposed RPPA.

CITY OF SEASIDE  
RESIDENTIAL PARKING PERMIT TRIAL PROGRAM

- 2) Upon receipt of the completed application, signed petition of support and application fee (per the adopted Fee Schedule), staff will verify petition and conduct an occupancy survey and will present their findings at a scheduled City of Seaside Traffic Advisory Committee (TAC) meeting. The TAC meetings are open to the public.
- 3) A staff report will be presented to the TAC identifying the results of surveys and field visits, proposed permit area and necessary signage, implementation costs, and management of the permit program. Based upon the staff report and public comment, TAC will provide a recommendation for City Council's consideration
- 4) Based upon approval from Council, RPPA will have signs posted designating area as such. Residential Parking Permits do not allow parking at parking meters, loading zones, no parking anytime, 72 hr parking, or any other parking restrictions (i.e. at or near fire hydrants, driveways or crosswalks, etc.).
- 5) Vehicles obtaining and displaying parking permits will not be cited for parking within the RPPA. RPPA is enforced on a random basis; however, when available, staff will respond to citizens' request for enforcement.

CRITERIA FOR PROGRAM

- 1) The proposed RPPA must meet the minimum average of 85% on street parking spaces occupied to be considered.
- 2) Minimum amount of 30 residential lots or one residential block or a cul-de-sac must be included to be considered for a Residential Parking Permit Program.
- 3) Greater than 50% of the affected DUs must be in support of instituting a residential parking permit within their neighborhood. One vote per DU will be considered in determining support.
- 4) Enforcement of Violation – Vehicles found within a RPPA not displaying a current and valid residential parking permit in violation of the posted sign from the hours of 2:00am to 6:00am will be cited and fined. Fine is set by the City's Fee Schedule.
- 5) Proof of residency determined by one of the following;
  - Mortgage or lease;
  - Current Water, tax, gas, or electric bill (within the last 45 days); or
  - Current Phone bill within the last 45 days (land line only, cell phone bills are not accepted)
  - Current Cable television bill within the last 45 days
  - Driver license or State identification card with applicant address within the RPPA

AND

Valid vehicle registration and proof of insurance issued to the permit applicant showing the vehicle operational.

CITY OF SEASIDE  
RESIDENTIAL PARKING PERMIT TRIAL PROGRAM

PARKING PERMITS

Residential - Parking permits may be issued only for operable passenger non-commercial and passenger commercial (i.e., SUVs, small pick-up trucks, etc.) motor vehicles owned and registered by legal residents of the RPPA. This is a sticker permit. Recreation vehicles such as motor homes and trailers will not be allowed to obtain individual parking permits.

Guest permits will be issued to any DUs that participate in the permit program, and will be registered to a vehicle license plate and valid DU address. A single guest permit will be valid for 72 hours, and issued for a specific start and end date. Participants may be issued up to 2 guest permits a quarter. A quarter being first quarter January through March, second quarter April through June, third quarter July September, and fourth quarter October through December.

Exempt Vehicles – Service vehicles (ie: Utility vehicles such as Plumbing, Cal Am, Cable, Telephone, etc.) actively performing work within the RPPA will be exempt from the parking permit requirements.

Vehicles with valid Disabled Placards or license plates are exempt by State law from the residential parking requirement, however, use of disabled placards must still abide by the 72-hour on street parking code ordinance (vehicles may not park in the same space for more than 72 hours). Non-motorized vehicles are not eligible for parking permits.

PARKING PERMIT FEES, EXPIRATION, AND RENEWAL

It is the resident's responsibility to renew prior to the expiration date indicated on the permits(s). Residential Permits will cost \$xx per vehicle and will be valid for a period of one year. Permit year will begin on January 1<sup>st</sup> to December 31<sup>st</sup>. Fees will not be prorated.

Exhibit



**CITY OF SEASIDE  
RESIDENTIAL PARKING PERMIT TRIAL APPLICATION**

A *Residential Parking Permit Program* is considered when the City and neighborhood want to preserve the livability of a residential neighborhood, due to over-crowding. By limiting the number of vehicles that can park on a certain street, there should be reduced traffic congestion, less traffic noise, and a better appearance to the residential neighborhood.

**1. APPLICANT CONTACT INFORMATION**

**Name:** \_\_\_\_\_ **Date:** \_\_\_\_\_

**Address:** \_\_\_\_\_ **Phone#:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Outline the need for the program:** \_\_\_\_\_

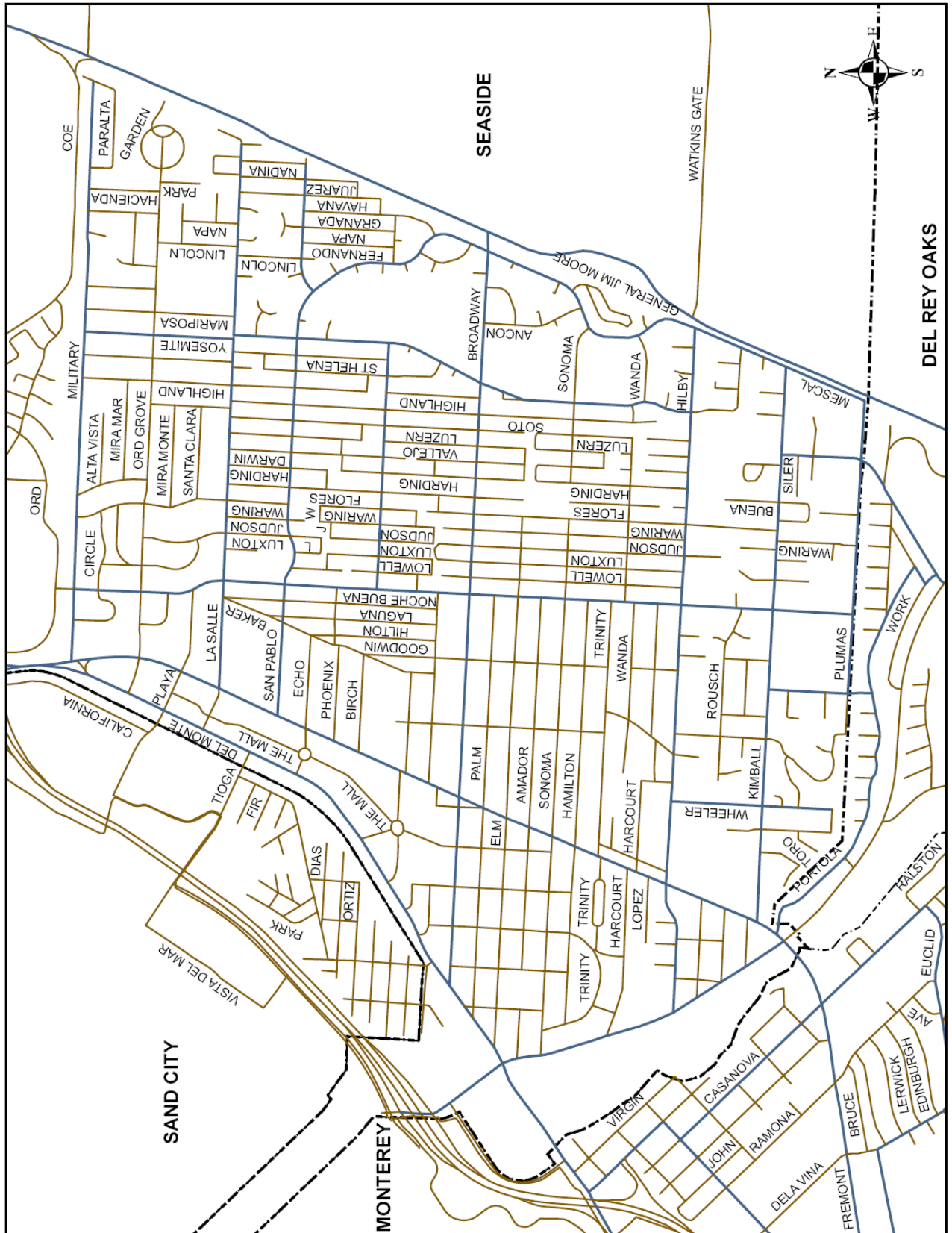
\_\_\_\_\_  
**Proposed Residential Parking Permit Area (RPPA) - describe boundaries of RPPA and outline on attached map:**

A Residential Parking Permit Area (RPPA) will have signs posted for permit parking. Permit parking will vary with each RPPA and will be evaluated by the Traffic Advisory Committee. Residential Parking Permits do not allow parking at parking meters, loading zones, no parking anytime, 72 hr parking, or any other parking restrictions (i.e. at or near fire hydrants, driveways or crosswalks, etc.).

I understand that should more than 50% of the residence within the RPPA show support by signing attached petition and certified by staff, parking permits may be issued within the RPPA. An application fee is required at time of submission of application per the City's Fee Schedule. I am also aware that should a request be granted, the cost to implement and manage the program will be borne by the RPPA permit holders.

\_\_\_\_\_  
Applicant Signature

# CITY OF SEASIDE RESIDENTIAL PARKING PERMIT AREA



# RESIDENTIAL PARKING PERMIT TRIAL PROGRAM PETITION

By signing the petition below, I understand that should more than 50% of the residence within the Residential Parking Permit Area (RPPA) show support by signing attached petition, a *Residential Parking Permit Program* may be implemented within the RPPA. I further understand that should a *Residential Parking Permit Program* be implemented, all cost will be borne by the RPPA permit holders.

| #  | Circle One                 | Name/Signature | Address | Contact Number |
|----|----------------------------|----------------|---------|----------------|
| 1  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 2  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 3  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 4  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 5  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 6  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 7  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 8  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 9  | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 10 | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 11 | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |
| 12 | <b>Owner/<br/>Resident</b> | Name           |         |                |
|    |                            | Signature      |         |                |

# RESIDENTIAL PARKING PERMIT TRIAL PROGRAM PETITION

By signing the petition below, I understand that should more than 50% of the residence within the Residential Parking Permit Area (RPPA) show support by signing attached petition, a *Residential Parking Permit Program* may be issued within the RPPA. I further understand that should a *Residential Parking Permit Program* be implemented, all cost will be borne by the RPPA permit holders.

| #  | Circle One         | Name/Signature | Address | Contact Number |
|----|--------------------|----------------|---------|----------------|
| 13 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 14 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 15 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 16 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 17 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 18 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 19 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 20 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 21 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 22 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 23 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |
| 24 | Owner/<br>Resident | Name           |         |                |
|    |                    | Signature      |         |                |