



# Placentia Traffic Safety Commission

401 E. Chapman Avenue  
Placentia, CA 92870

**Monday, November 18, 2013**

**7:00 P.M. COMMUNITY MEETING ROOM**

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## **AGENDA**

### **PLEDGE OF ALLEGIANCE**

### **ROLL CALL:**

CHAIRPERSON STAFFORD  
COMMISSIONER CHADHA  
COMMISSIONER GORMAN  
COMMISSIONER HERNANDEZ  
COMMISSIONER HUTAIN

### **COMMISSIONER SWEARING IN:**

Arnel Sarmiento  
Foster Ruppert

### **OTHER BUSINESS:**

Election of Chair and Vice Chair

### **APPROVAL OF MINUTES:**

Regular Meeting    May 20, 2013  
Special Meeting    August 26, 2013

### **PUBLIC COMMENTS:**

At this time the public is invited to address the Traffic Safety Commission concerning any item on the agenda, which is not a public hearing item, or on matters within the jurisdiction of the Traffic Safety Commission.

### **REPORTS:**

- I. **TRAFFIC CONTROL: TSC NO. 13-05**  
**Resident – Only Permit Parking on Moisi Lane and Easton Street**

### **INFORMATION/COMMUNICATIONS:**

1. **POLICE DEPARTMENT TRAFFIC SUMMARY**  
Statistical update on accident and enforcement information provided by the Placentia Police Department.

2. DISCUSSION ITEMS BY TRAFFIC ENGINEER
3. RESPONSE TO PRIOR MEETING ITEMS  
Update of items discussed at prior meetings.

**NON AGENDA ITEMS:**

**ADJOURNMENT**

**Special Accommodations:**

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Engineering Office at (714) 993-8131. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.  
(28 CFR 35.102.35.104 ADA Title II)

In compliance with California Government Code § 54957.5, any writings or documents provided to a majority of the Traffic Safety Commission regarding any Item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

**\*\*\*CERTIFICATION OF POSTING AGENDA\*\*\***

I, Ruth Smith, Traffic Engineer/Secretary to the Traffic Safety Commission for the City of Placentia, hereby certify that the Agenda for the regular meeting of November 18, 2013 of the Traffic Safety Commission of the City of Placentia was posted on November 14, 2013.



Ruth Smith, PE  
Traffic Engineer

**PLACENTIA TRAFFIC SAFETY COMMISSION  
MINUTES OF THE REGULAR MEETING  
May 20, 2013**

The Regular meeting of the Placentia Traffic Safety Commission of May 20, 2013 was called to order at 7:05 p.m. in the Community Meeting Room, 401 E. Chapman Avenue, Placentia, by Commissioner Stafford.

**PLEDGE OF ALLEGIANCE:** Led by Commissioner Labreche

**ROLL CALL:** Present: Chairperson Stafford  
Commissioner Chadha  
Commissioner Gorman  
Commissioner Hutain  
Commissioner Labreche

Absent: Commissioner Hernandez  
Vacant: One seat

**STAFF PRESENT:** Ruth Smith, Traffic Engineer  
Scott Millsap, Traffic Sergeant  
Sara Salazar, Administrative Assistant

**APPROVAL OF MINUTES:**

Minutes of November 21, 2011

**MOTION** by Commissioner Labreche to approve the minutes of November 21, 2011 as submitted; **SECOND** by Commissioner Hutain and **CARRIED** by a **3-0-1-2 VOICE VOTE** (Hernandez Absent, Stafford and Gorman Abstain).

Minutes of March 18, 2013

**MOTION** by Commissioner Gorman to approve the minutes of March 18, 2013 as submitted; **SECOND** by Commissioner Chadha and **CARRIED** by a **4-0-1-1 VOICE VOTE** (Hernandez Absent, Labreche Abstain).

**PUBLIC COMMENTS:**

Chairperson Stafford invited public comments on items which are not public hearings. Mr. Joseph Schubert at 108 Placentia Avenue asked about the City's Permit Parking Policy. Mr. Ryan Velasquez at 736 Stanford Drive voiced concerns about vehicles speeding on his street. Sue Grove from Stanford Circle inquired about permit parking as well.

**OTHER BUSINESS:**

Commissioner Labreche announced that his term is up in June and that this would be his final meeting. He expressed appreciation to the Commission for the experience and hopes that others in the community can share in the opportunity to serve the public.

**MOTION** by Commissioner Labreche to table the election of a Vice Chair person to the next regular meeting; **SECOND** by Commissioner Hutain and **CARRIED** by a **6-0 VOICE VOTE**

**REPORTS:**

**TRAFFIC CONTROL: TSC NO. 13-02**

**Resident only permit parking on Dartmouth Drive and Dartmouth Way**

Ms. Smith gave her report and advised the Commission that the Field Data Survey Results fell short of meeting the minimum requirements and therefore she could not recommend permit parking be approved. However, if the Commission were to decide to approve permit parking on Dartmouth Drive, she recommended that Dartmouth Way be included, for 24 hours a day, seven days a week.

Commissioner Hutain asked if any of the surrounding streets have permit parking. Ms. Smith advised that there are none.

Commissioner Labreche advised Ms. Smith that under the former Traffic Engineer, red curb was painted on portions of adjoining All America Way to address lines of sight issues created by vehicles who reside at the Cinnamon Tree Condominiums located across the street at 212 Kraemer Blvd.

Ms. Smith advised the Commission that in the near future the City will be posting signage to limit parking on arterial streets so that streets can be swept. She added that this will add to the problem that neighborhoods like Dartmouth Drive are currently experiencing.

Commissioner Labreche asked for clarification on "167% occupancy". Ms. Smith stated that these are curb sections that are less than the recommended 20" in length, for vehicles to park. Although vehicles were parked in these areas, the areas were not included as parking spaces in the analysis.

Sergeant Millsap added that when OCTA began construction on the Grade Separation Project the Cinnamon Tree Condominiums lost a significant number of their parking spaces to the construction activity. Chairperson Stafford asked if the loss of spaces is temporary or permanent. Sergeant Millsap responded that he did not know. Chairperson Stafford asked Ms. Smith if she had any additional information on the loss of spaces, however, Ms. Smith did not.

Chairperson Stafford opened the public hearing.

Mr. Earl Williams, 524 Dartmouth Drive, addressed the Commission. He gave thanks for the Commission considering this item and expressed various concerns about the residents of the Cinnamon Tree Condominiums who park their vehicles on Dartmouth Drive.

Ms. Jeanie Mortensen, 500 Dartmouth Drive, stated that the vehicles who park in front of her home leave trash in the street and have vandalized her property in the past.

Dr. Chris Mortensen, 500 Dartmouth Drive, stated that vehicles leave trash and some drivers act hostile when approached about concerns.

Ms. Sandra Gi, 549 Dartmouth Drive stated that she is afraid to get her mail from the mailbox at the curb at night when there are people sitting in their cars in front of her home.

Mr. Wayne Fish, 506 Dartmouth stated that his property has been vandalized by the vehicle owners who park on Dartmouth Drive.

Mr. Edward Montoya, 612 Stanford Drive stated the problem on Stanford Drive is not as bad as it is on Dartmouth Drive but he felt it would only get worse if it is not addressed.

Mr. Hank Huey, 531 Dartmouth Drive stated that vehicles drive very fast when dropping off other vehicles or picking up other vehicles on Dartmouth.

Mrs. Mortensen asked if it is illegal to sleep in a parked vehicle. Sergeant Millsap responded that it is not illegal to sleep in a car, nor be homeless or live in a car.

Chairperson Stafford closed the public hearing.

Commissioner Labreche asked if there have been any other requests for permit parking in the immediate neighborhood. Ms. Smith responded that there have not been any other requests.

Commissioner Hutain asked why parking restrictions were implemented on nearby Georgetown Lane. Ms. Smith responded that she was not sure as it was put in before she began working for the City, however she can assume it would've been due to similar parking circumstances.

Chairperson Stafford stated that she was unsure how to move forward since the survey did not return results favored by the residents of Dartmouth Drive. Ms. Smith suggested conducting another survey. Commissioner Labreche reminded the Commission that previous requests for permit parking were approved despite the survey results. He was against expending additional funds for a duplicate survey, as residents have made known the conditions and concerns that have led them to request permit parking.

Chairperson Stafford asked Sergeant Millsap if he had anything to offer. Sgt Millsap responded that he feels the problem will only continue and get worse and that implementing permit parking would give the Police the tools it needs to enforce.

**MOTION BY COMMISSIONER LABRECHE TO APPROVE STAFF RECOMMENDATION NO. 2 WHICH IS TO ESTABLISH RESIDENT ONLY PERMIT PARKING ON DARTMOUTH DRIVE AND DARTMOUTH WAY 24 HOURS A DAY, SEVEN DAYS A WEEK. SECOND BY COMMISSIONER GORMAN AND CARRIED BY A 5-0-1-0 (HERNANDEZ ABSENT).**

**TRAFFIC CONTROL: TSC NO. 13-03**  
**Resident only permit parking on Placentia Avenue**

Ms. Smith's recommendation was to approve the permit parking as the criteria is substantially met.

The Commission briefly discussed the item.

**MOTION BY COMMISSIONER GORMAN TO APPROVE STAFF RECOMMENDATION TO ESTABLISH RESIDENT ONLY PERMIT PARKING ON PLACENTIA AVENUE 24 HOURS A DAY, SEVEN DAYS A WEEK. SECOND BY COMMISSIONER LABRECHE AND CARRIED BY A 5-0-1-0 (HERNANDEZ ABSENT).**

**INFORMATION/COMMUNICATIONS:**

**Police Department Traffic Summary –**

Sergeant Millsap gave traffic stats and notified the Commission that Total Collisions are down by 14%. There were 12 D.U.I. arrests in April, but overall D.U.I. arrests are down 66% this year due to lack of staffing. Pedestrian traffic at Emerald Isle was discussed.

**Discussion items by Traffic Engineer**

Ms. Smith spoke on the OC Bridges Project. Recently OCTA held open houses for both Rose Drive and Orangethorpe Avenue. She reported that in order to retain funding, they must begin construction by December 2013.

**Response to prior meeting items**

Permit parking signage on Madison Avenue has been installed. The City Council approved updating the City's Crossing Guard policy to follow the MUTCD.

**NON AGENDA ITEMS:**

Potential traffic problems at the HQT site were briefly discussed. Ms. Smith advised the Commission that a Special Meeting will likely be called to review the new Speed Survey.

**ADJOURNMENT:**

There being no further business, **MOTION** by Commissioner Labreche to adjourn to the next regular meeting on July 15th, 2013; **SECOND** by Commissioner Chadha and **CARRIED** by a **5-0-1-0 VOICE VOTE** (Hernandez absent). Meeting adjourned on May 20, 2013 at 8:40 p.m.

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RUTH SMITH, P.E., Traffic Engineer  
Secretary to the Traffic Safety Commission

**PLACENTIA TRAFFIC SAFETY COMMISSION  
MINUTES OF THE SPECIAL MEETING MEETING  
August 26, 2013**

The Special Meeting of the Placentia Traffic Safety Commission of August 26, 2013 was called to order at 7:05 p.m. in the Community Meeting Room, 401 E. Chapman Avenue, Placentia, by Chairperson Stafford.

**PLEDGE OF ALLEGIANCE:** Led by Commissioner Hernandez

**ROLL CALL:** Present: Chairperson Stafford  
Commissioner Gorman  
Commissioner Hernandez  
Commissioner Hutain

Absent: Commissioner Chadha

**STAFF PRESENT:** Ruth Smith, Traffic Engineer  
Scott Millsap, Traffic Sergeant  
Sara Salazar, Administrative Assistant

**PUBLIC COMMENTS:**  
None.

**REPORT:**

**TRAFFIC CONTROL: TSC NO. 13-04  
Citywide Speed Zone Survey**

Ms. Smith gave her report and advised the Commission that speed limits are set in accordance with the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CA MUTCD), based on the principal the most drivers behave in a safe, reasonable manner and their actions should be considered legal. Historically the 85<sup>th</sup> percentile (critical speed) has been found to be a safe and reasonable speed for most drivers based on common roadway conditions. State law requires that speed limits are updated every 5, 7 or 10 years based on certain criteria. Speed limits are based on an Engineering & Traffic Survey (ET&S), which is based on prevailing speed, traffic collision rates and conditions not readily apparent to drivers.

Commissioner Gorman asked if the speed survey would need to be redone after the Grade Separations are complete. Ms. Smith responded that individual streets would have to be looked at and and considered.

She explained the process for setting speed limits, which includes data collection, collision rates, and rounding the 85<sup>th</sup> percentile speed up or down to the nearest 5 mph, in most circumstances.

Commissioner Gorman asked how the 10 mph pace is captured. Ms. Smith stated it's taken from the 10 mph that has the most drivers going at the speeds within a 10-mph range.

Chairperson Stafford asked about the special conditions that affect speed limits. Ms. Smith stated special conditions could include streets with high collision rates. Chairperson Stafford asked about increasing speed limits near schools. Ms. Smith stated that the school alone is not a special condition; it needs to be something that is not readily apparent. Chairperson Stafford expressed concern over item #43, the speed limit increase near Valadez Middle School from 30 to 35 mph. Ms. Smith shared the same concern as Chairperson Stafford and explained that the critical speed came in at 39 mph which gets rounded up to 40 but then can only be reduced by 5 mph to 35 mph. Chairperson Stafford asked about the increase on Bradford Avenue between Madison Avenue and the north City limit. Ms. Smith responded that the critical speed came in at 38 which again gets rounded up to 40 mph and then can only be reduced by 5 mph to 35 mph.

Sergeant Millsap added that the situation was similar on La Jolla Avenue, however this survey now reflects an accurate speed limit.

Commissioner Hutain asked if areas previously discussed as being at risk of losing their crossing guards, are having speed limits increased. Ms. Smith was unaware. He also expressed concern over the increase to 50 mph on Bastanchury Road at Kraemer Blvd. Ms. Smith stated she tried to keep it at 45 mph, however, she was not able to find justification. Commissioner Hutain asked if the loss of the bike lane through the intersection on Bastanchury is justifiable. Ms. Smith responded that she would have to look into it.

Chairperson Stafford pointed out an error in the Speed Survey on Table 1 line 56. Ms. Smith agreed, and indicated it would be changed to reflect the same as line 56 on Table 2.

Chairperson Stafford asked when the new speed limits would be enforceable. Ms. Smith explained that the E & TS Survey must go to City Council for a first and second reading and then as soon as the new signs are installed they can be enforced. She estimated this would be mid-October.

Commissioner Hernandez asked about the difference in collision rates. Ms. Smith stated the rates are based on the types of roadways.

**MOTION BY COMMISSIONER HUTAIN TO APPROVE TSC NO. 13-04 SUBJECT TO STAFF'S REVIEW OF SPEED LIMIT ON BASTANCHURY AND REVISION FROM 50 TO 45 MPH IF JUSTIFIABLE, SECOND BY COMMISSIONER HERNANDEZ AND CARRIED BY A 4-0-1-0 (CHADHA ABSENT).**

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**ADJOURNMENT:**

There being no further business, a **MOTION** was made by Commissioner Hernandez to adjourn to the next regular meeting on September 16th, 2013; **SECOND** by Commissioner Gorman and **CARRIED** by a **4-0-1-0 VOICE VOTE** (Chadha absent). Meeting adjourned on August 26, 2013 at 7:45 p.m.

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RUTH SMITH, P.E., Traffic Engineer  
Secretary to the Traffic Safety Commission

**TRAFFIC SAFETY COMMISSION REPORT**  
**RESIDENT – ONLY PERMIT PARKING**  
**MOISI LANE AND EASTON STREET**

**TSC NO.: 13 - 05**

**MEETING DATE: NOVEMBER 18, 2013**

**REQUEST:**

A petition requesting the establishment of resident-only permit parking zones, with 95% support, was received for the following two streets:

1. Both sides of Moisi Lane from La Jolla Street to Seaview Circle/Eastwind Drive
2. Both sides of Easton Street from Moisi Lane to Buccaneer Drive

**DISCUSSION:**

The request for permit parking was made by the Saddleback Gardens Homeowners Association (HOA). The HOA is located in the southwest corner of the City, generally bounded by La Jolla Street on the north, Placentia Avenue on the west, the SR-91 Freeway on the south and Buccaneer Drive on the east (see Exhibit 1). The HOA is served by two public streets, Moisi Lane and Easton Street. Moisi Lane is wholly within the HOA and provides access to La Jolla Street (see Exhibit 2). It is three blocks long and intersected by seven streets, most of them block-long cul-de-sacs serving the HOA. Easton Street intersects Moisi Lane and provides HOA residents access to Wallgreen Street. The westernmost block of Easton Street lies within the HOA. Parking is prohibited on the other streets within the HOA.

Since only jointly owned HOA property abuts Moisi Lane and Easton Street, all 56 homes within the HOA were listed on the petition. The HOA residents' requests are based on the following concerns caused by non-resident parking:

1. Vehicles belonging to non-residents being parked in front of the HOA homes, using the available parking on Moisi Lane and Easton Drive within the HOA. Some of these vehicles are occupied by "RV-residence-on-wheels transients," who park for more than one day.
2. Trash and litter is dumped in the gutters.

The residents attribute the influx of non-resident parking to residents of the apartments on Easton Street east of Buccaneer Drive.

The request was processed under the adopted guidelines for establishment of residential permit parking zones (attached). The minimum criteria are summarized as follows:

1. A petition is submitted indicating that 67% of households on the affected streets support permit parking
2. 75% or more of the available parking spaces are occupied throughout the proposed restricted hours
3. More than 50% of the parked vehicles are non-resident
4. The proposed zone has logical limits continuing to the end of the block or other reasonable limits
5. Vehicle displacement caused by the zone will be reasonable in light of overall parking considerations
6. Police Department determines enforcement is feasible
7. No alternative solution to the parking problem is reasonably feasible or practical

Field surveys of the parking conditions were conducted on Wednesday, October 30, 2013 at hourly intervals from 6:00 AM to 11:00 PM. The residents are requesting permit parking at all times, although the problem is worst at night, after 8:00 PM. Rather than taking counts through the night, it was judged that the surveys at 6:00 AM and at 11:00 PM would adequately represent overnight conditions.

The field surveys involved hourly recordings of the license plate numbers of parked vehicles. The plate numbers were then checked through DMV records to determine which vehicles belonged to residents and which were owned by non-residents. Measurements were also made along each street to determine the number of available parking spaces, taking into consideration fire hydrants and where parking is prohibited by red curb.

The number of available parking spaces was estimated using twenty feet as the average length required per vehicle, resulting in a total of 33 available parking spaces on Moisi Lane and 16 available parking spaces on Easton Street.

The results of the field survey are summarized in Table 1. Since more than one hour was surveyed, a range of values is given for each parameter, ranging from the minimum to the maximum values. The table shows the percent of the available parking spaces that were occupied by both residents and non-residents and the percent of the parking spaces that were occupied by non-residents, for all 18 of the surveyed hours and for the overnight hours from 8:00 PM to 6:00 AM. It should be noted that some vehicles are

parked within 15 feet the fire hydrants and on the corners, both of which are illegal. Because of this, the percent of occupied parking spaces in some cases exceed 100%.

TABLE 1  
 Summary of Field Data Survey Results  
 October 30, 2013, 6 AM – 11 PM

Parameter	Moisi Lane	Easton Street
Percent of Occupied Parking Spaces		
6 AM – 11 PM	45% -91%	31% - 113%
Overnight (8 PM – 6 AM)	61% - 91%	100% - 113%
Percent of Parking Spaces Occupied by Non-Residents		
6 AM – 11 PM	15% - 38%	11% - 40%
Overnight (8 PM – 6 AM)	15% - 28%	11% - 31%

The graphs shown in Exhibits 3 through 6 illustrate the hour-by-hour results of the field survey for the two streets. Exhibit 3, which shows the percent of the available parking spaces that were occupied on Moisi Lane for each hour the survey was taken, demonstrates that the 75% minimum requirement was met during 6 of the 18 survey hours, ranging from 79% to 91%. Exhibit 4 shows that the more-than-50% minimum requirement of non-resident vehicles was not met on Moisi Lane for any of the surveyed hours, ranging from 15% to 38%. Exhibit 3 also shows that the 75% minimum occupied spaces requirement was met for 4 out of 5 of the overnight hours (8:00 PM – 6:00 AM), ranging from 61% - 91%. Exhibit 4 shows that the non-resident vehicles requirement was not met during any of the overnight hours.

The graphs on Exhibits 5 and 6 illustrate the results of the survey for Easton Drive. Exhibit 5 shows that the 75% minimum requirement for occupied parking spaces was met for 10 of the 18 survey hours, ranging from 75% to 113%. For the remaining 8 hours, it ranged from 31% to 63%. Exhibit 6 demonstrates that the more-than-50% minimum requirement for non-resident vehicles was not met for any of the 18 hours, ranging from 11% to 40%. Exhibit 5 also shows that the 75% minimum occupied spaces requirement was met for all of the overnight hours (8:00 PM – 6:00 AM), ranging from 100% - 113%. Exhibit 6 shows that the non-resident vehicles requirement was not met during any of the overnight hours.

Table 2 compares the results of the field survey to the minimum criteria that must be satisfied to meet the requirements to establish a residential permit parking zone.

TABLE 2  
 Criteria Evaluation

NO.	CRITERIA	SATISFIED?	
		Moisi Lane	Easton Drive
1	67% of households represented on a petition	Yes (95%)	Yes (95%)
2	75% or more of the available parking spaces are occupied throughout the proposed restricted hours	No	No
3	More than 50% of the parked vehicles are non-resident	No	No
4	Proposed zone has logical limits continuing to the end of the block or other reasonable limits	Yes	Yes
5	Vehicle displacement caused by the zone will be reasonable in light of overall parking considerations	Yes <sup>1</sup>	Yes <sup>1</sup>
6	Police Department determines enforcement is feasible	Yes	Yes
7	No alternative solution to the parking problem is reasonably feasible or practical	Yes	Yes

<sup>1</sup> The only place for displaced vehicles to park would be on the streets with the apartments.

The parking conditions on Moisi Lane satisfy all of the criteria except Nos. 2 and 3. No. 2, regarding how many of the available spaces are parked, is met for only 6 of the 18 survey hours. It is met, however, for all but one of the overnight hours. No. 3, regarding non-resident parking, is not met for any of the survey hours. Overall, the City's criteria are not sufficiently satisfied on Moisi Lane to qualify it for permit parking.

The parking conditions on Easton Street, also satisfy all of the criteria except Nos. 2 and 3. No. 2, regarding how many of the available spaces are parked, is met for 10 of the 18 survey hours. It is met for all of the overnight hours. No. 3, regarding non-resident parking, is not met for any of the survey hours. Overall, the City's criteria are not sufficiently satisfied on Easton Street to qualify it for permit parking.

As required by the guidelines, a notice of this meeting was sent to the HOA for distribution to its residents. The guidelines also require notification of residents within three hundred feet of the proposed zone and the source of the non-resident parking. Accordingly, notices were also sent to the residents/property owners on Easton Street from Buccaneer Drive to Wallgreen Street, on Wallgreen Street from the second property south of La Jolla Street to the alley north of Park Lane, and on La Jolla Street from Moisi Lane to Wallgreen Street.

**RECOMMENDATION:**

1. Because the guideline's criteria are not satisfied for Moisi Lane or Easton Street, it is recommended that resident-only permit parking not be established on these two streets.



Ruth Smith, P.E.  
Traffic Engineer

Attachments: Exhibit 1 – *Vicinity Map*  
Exhibit 2 – *Location Map*  
Exhibit 3 – *Graph of Moisi Lane % Occupied Parking Spaces*  
Exhibit 4 – *Graph of Moisi Lane % Non-Resident Parked Vehicles*  
Exhibit 5 – *Graph of Easton Street % Occupied Parking Spaces*  
Exhibit 6 – *Graph of Easton Street % Non-Resident Parked Vehicles*  
*Residential Permit Parking Procedures and Guidelines*

**EXHIBIT 1**  
**VICINITY MAP**

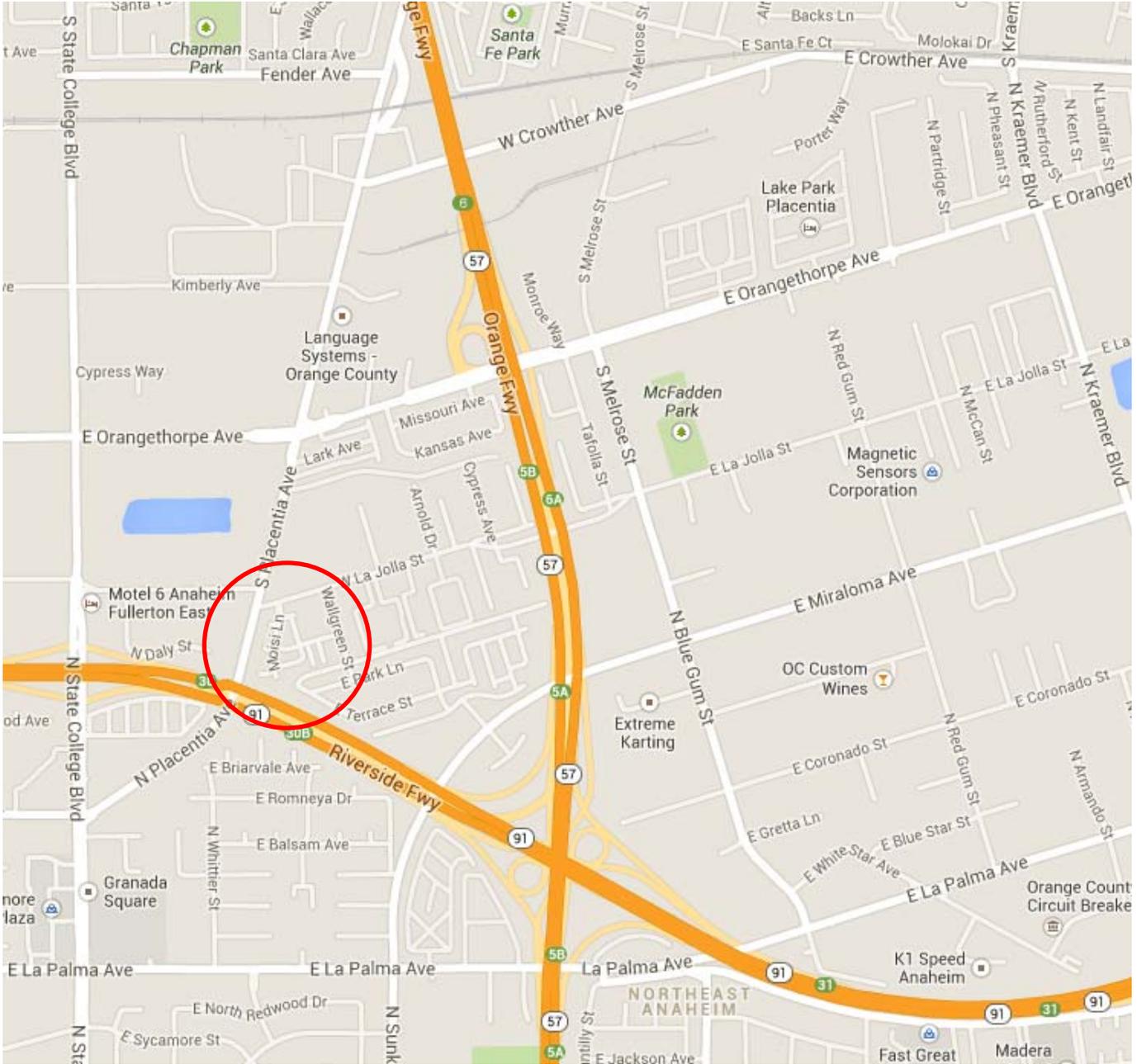


EXHIBIT 2  
LOCATION MAP



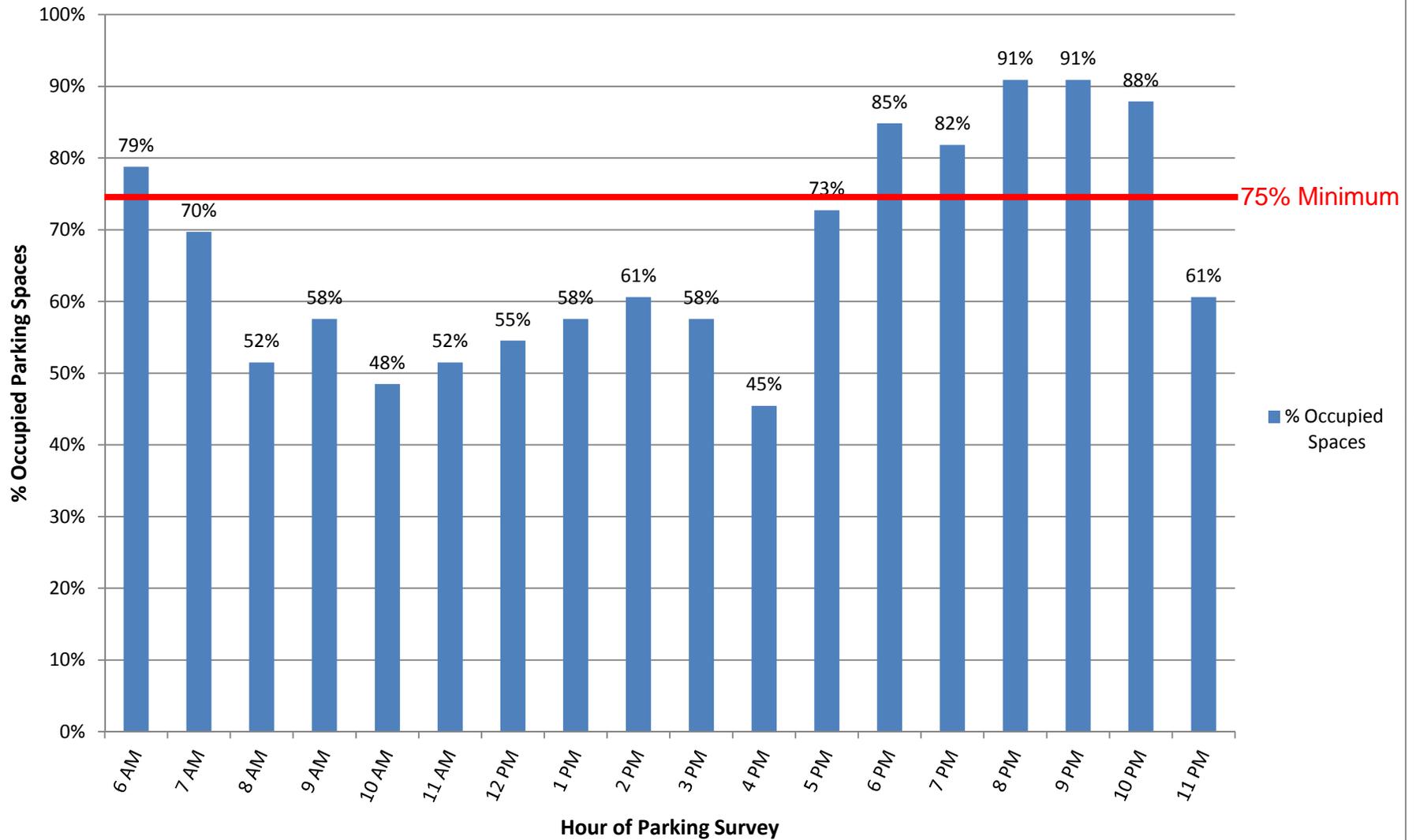
LEGEND:

 = Requested Permit Parking

### EXHIBIT 3

#### MOISI LN - La Jolla St to Seaview Cir/Eastwind Dr (All)

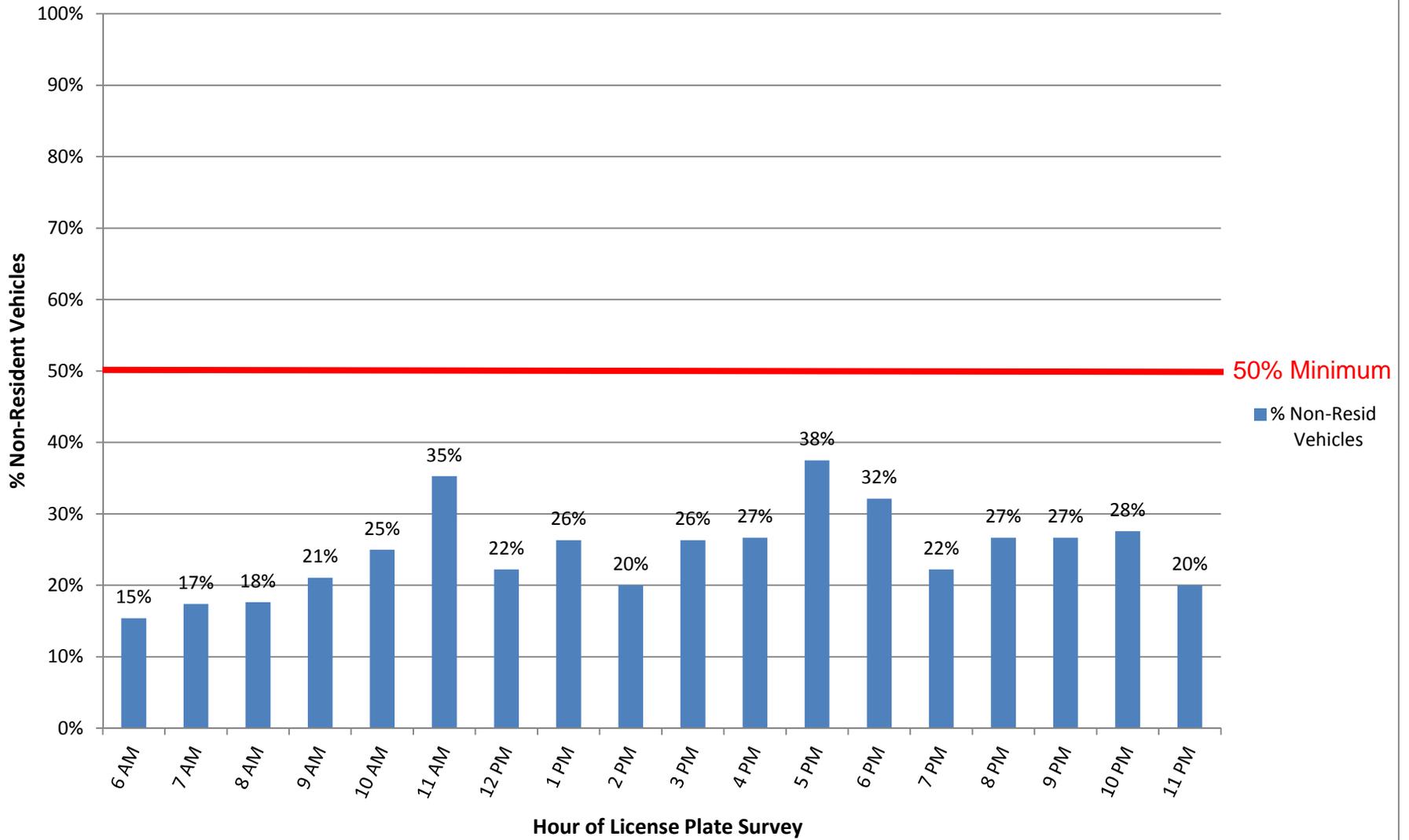
#### % Occupied Parking Spaces



# EXHIBIT 4

MOISI LN - La Jolla St to Seaview Cir/Eastwind Dr (All)

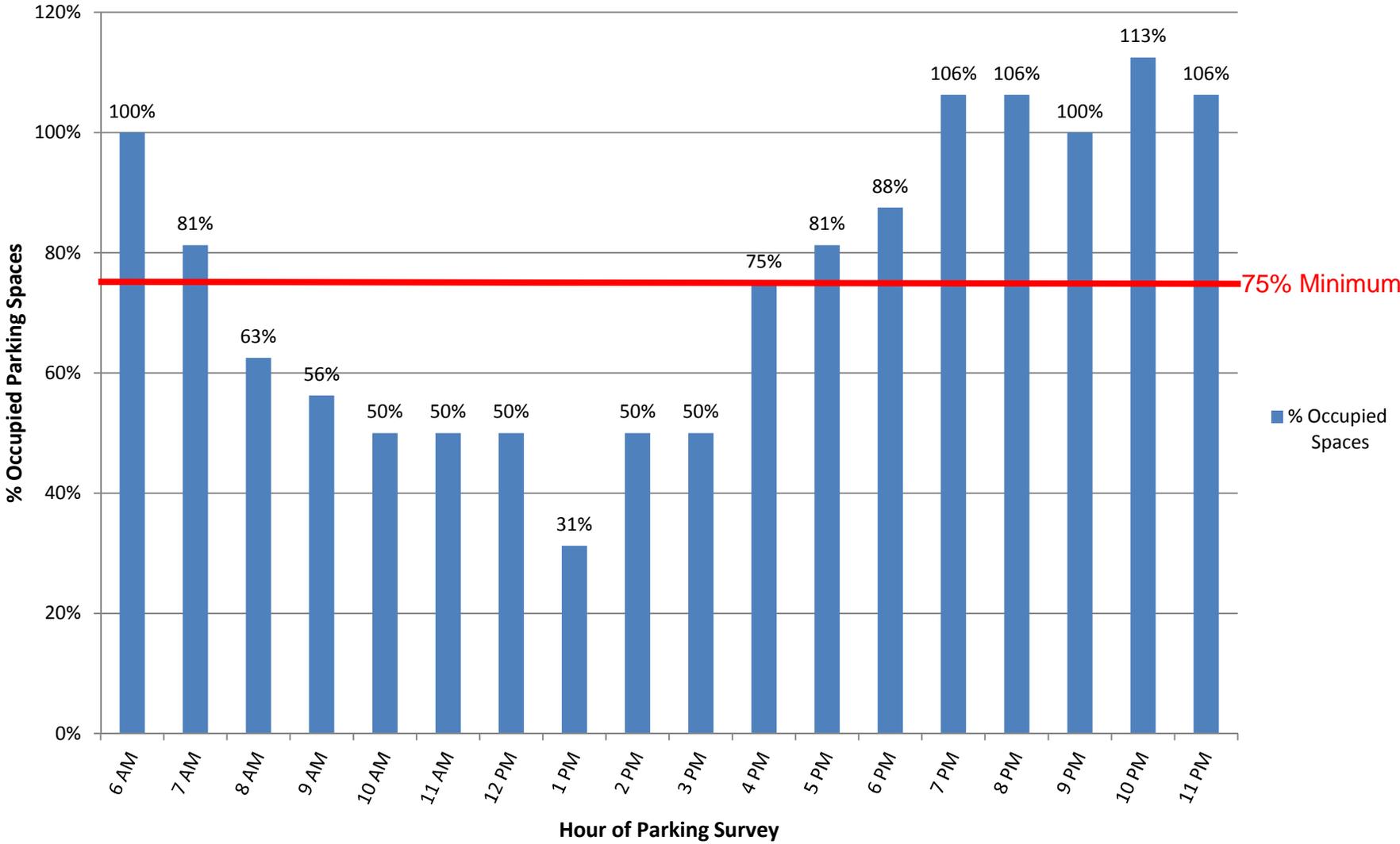
## % Non-Resident Vehicles



# EXHIBIT 5

## EASTON ST - Moisi Ln to Buccaneer Dr

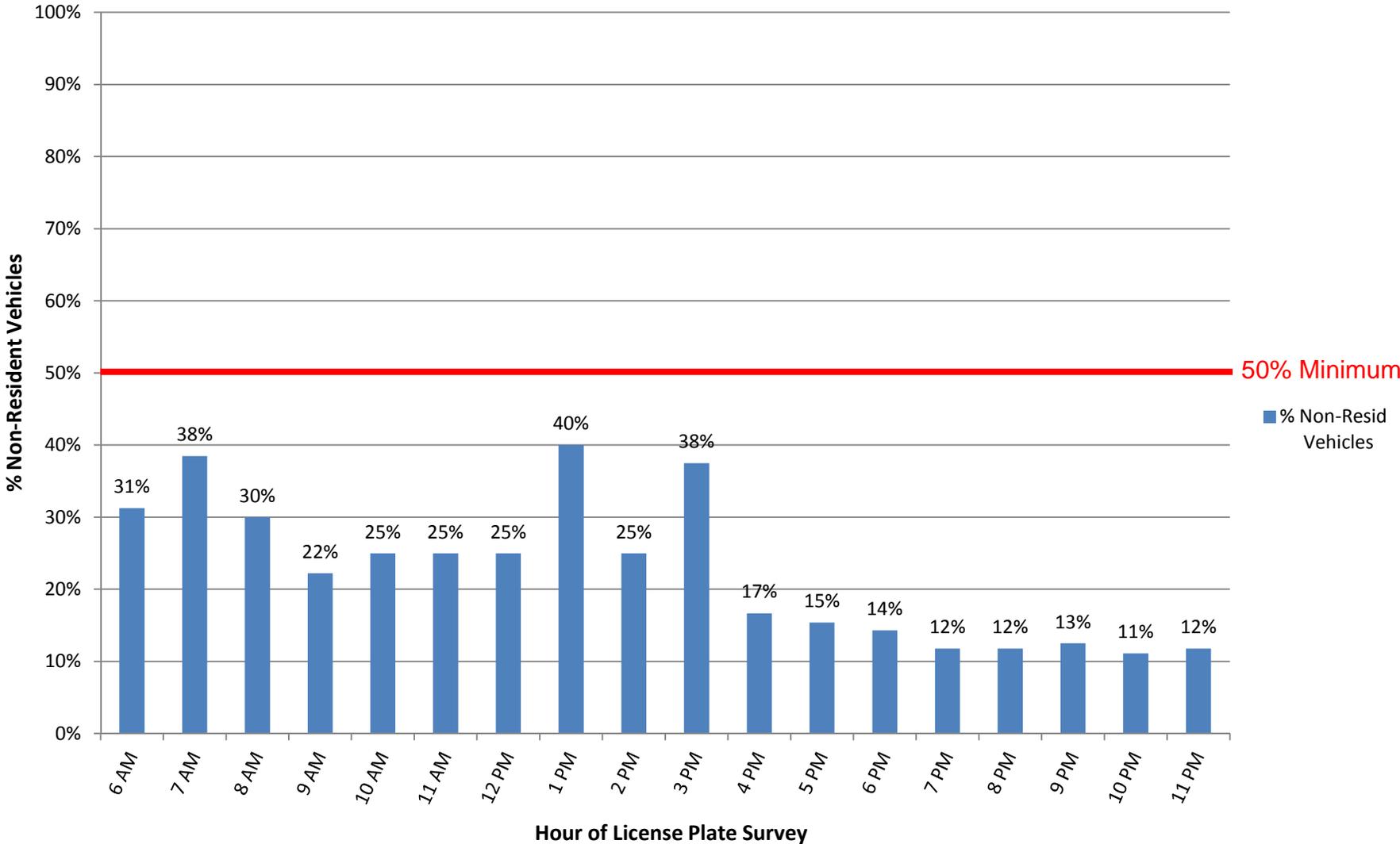
### % Occupied Parking Spaces



# EXHIBIT 6

## EASTON ST - Moisi Ln to Buccaneer Dr

### % Non-Resident Vehicles



# **CITY OF PLACENTIA RESIDENTIAL PERMIT PARKING PROCEDURES AND GUIDELINES**

## **INTRODUCTION**

Permit parking in the City of Placentia is available to regulate and manage residential curb parking problems within the City. Although the City recognizes it is desirable to allow residents to park legally at any public curb location, it also recognizes the inconvenience that repetitive and long-term curb parking has on the affected residents. The goal is to create fair and equitable usage of residential curb parking areas.

The Permit Parking Program, established per California Vehicle Code (CVC) 22507, authorizes the City Council to establish Permit Parking Areas by resolution. The Administrative Guidelines provide procedural and supplemental information for implementation of the program.

## **EXISTING PERMIT PARKING ZONES**

Existing permit parking zones shall remain in effect upon implementation of the program. However, the permits currently held by residents of the zones will be voided zone by zone on a schedule to be determined by the Police Department. Current residents will be notified when the new program is to be implemented in their area. They will also be asked to vote on retention of the existing zone. If sixty-seven percent (67%) or more of the households support removal of the zone, the zone will be processed for rescission - if not, the zone will be retained. If the zone is retained, residents who want permits shall be required to apply and pay the fees in accordance with the guidelines contained herein.

## **PROCEDURES FOR DESIGNATION OF PERMIT PARKING AREAS**

Requests for Permit Parking and review of the requests shall conform to the following procedures:

1. All requests shall be made by petition per the City's format (forms will be supplied by the City). Each petition shall contain the signatures, printed names and addresses of residents/property owners representing the properties abutting the subject street and indicating their support or opposition to the proposed parking restriction. Requests for permit programs that apply to groups of streets or districts shall require separate petitions for each street.
2. The petition shall also include:
  - (a) Name of the street to be considered for permit parking including the limits (cross-streets or measured segments) if less than the entire length.
  - (b) The requested time period and the days of the week.
  - (c) The identified source of the parking demand (i.e., high school parking, commercial) that is interfering with the availability of parking to the residents.

3. A minimum of sixty-seven percent (67%) of the residents indicating their support is required for the request to proceed to the Traffic Safety Commission for review. Each household shall be represented by one vote (multiple signatures for the same property will count as one vote).
4. Completed petitions along with the application fee shall be delivered to: City of Placentia, 401 East Chapman Avenue, Placentia, CA 92870.
5. After the petition is received, the City will:
  - (a) Verify that each petition contains the required number of signatures (67%) indicating their **support** for permit parking.
  - (b) Obtain necessary traffic data such as parking patterns, field conditions, traffic counts, license plate studies, and any other relevant information as needed.
  - (c) Provide written notice to the identified source to inform them of the issue and possible implementation of parking permits in the area.
6. Evaluate the effect on the source of the parking issues.
7. The conditions of the subject street will be reviewed per the minimum criteria (see Exhibit A) and a staff report prepared for presentation to the Traffic Safety Commission. The report should include a determination that other solutions are not available and an analysis of what impacts will be created by displacing vehicles.
8. The Traffic Safety Commission will review the subject street(s) and receive public comments. They will review the request and either deny the request or forward a recommendation to City Council to approve a resolution to implement the permit parking restriction.
9. Notice of the Commission and subsequent City Council meetings shall be provided to the residents, businesses, the school districts, and other property owners within the limits and within 300 feet of the subject area. The owner of the property or use that is generating the need for parking shall be notified if the information is available.
10. The City Council shall hold a public hearing to consider the proposal, together with the recommendation of the Traffic Safety Commission. The City Council will either approve by resolution a permit parking area/street(s) or deny the request. The decision of the City Council will be final and conclusive in all cases.
11. The Director of Public Works or the Director of Development Services will also have the right to submit a proposal for a permit parking zone. Any such proposal shall require the same review by the Traffic Safety Commission with the City Council public hearing and approval by resolution. Notices shall be mailed to all affected property parties as described in #9 above, based on street addresses and the latest available tax assessment roll or records in lieu of a petition.
12. Once the permit program is approved, written notification will be provided to the affected residents and property owners based on property addresses, the latest available tax assessment roll and known homeowners associations. The notice shall be sent a

minimum of 30 (calendar) days before enforcement begins advising them of the restrictions and any required actions such as obtaining permits.

13. Consideration of any removal of permit parking zones or portion of parking permit zones will require the same petition format with sixty-seven percent (67%) of the residents in support of removal, a written request submitted to the Director of Public Works from private/public groups that can document impacts (processed by the Director if approved), or per the City's initiation with notices mailed to all affected residents and property owners per street address and the latest available tax assessment roll or records in lieu of a petition. There shall be the same reviews by the Traffic Safety Commission and approval by the City Council to permit public participation.

## **ADMINISTRATION OF PERMIT PARKING PROGRAM**

### Issuance of Permits

Once a residential permit parking area or street(s) have been approved, it shall be the responsibility of the affected residents to obtain their parking and guest permit(s). All permits shall be renewed annually. All applicants shall furnish information required on forms provided by the City. This information is to include but will not be limited to the following:

- Full Name
- Residential Address
- Daytime Telephone Number
- Make(s) and Model(s) of Vehicle(s)
- License Plate Number(s) of Vehicle(s)

Copies of vehicle registration and/or proof of residence (original current utility or telephone bill) shall be required.

Permits shall be stickers that can be affixed to the lower left corner of the rear window of the vehicle. The sticker shall be color-coded to match the color of the annual renewal tag on vehicle license plates. Guest permits shall be hangers to be hung from the rear view mirror.

Where a permit program includes more than one street, the permit may be coded for purposes of enforcement. In all cases, the permits will remain valid only so long as the person to whom the permit is issued owns the vehicle and owns or controls the property, which qualifies the person for the permit. Each household will be issued the number of permits as authorized by the policy. Permits will not be granted for operating a business from a home.

Each household shall be eligible to apply for one permit per vehicle registered to that address with a maximum of five permits.

In addition, up to a maximum of five guest parking permits may be issued per household. Such guest permits shall be non-transferable to other residents and shall not be used on vehicles registered to the household address.

Replacement permits are available for lost, stolen, or damaged permits; however, the City has the right to refuse issuance for frequent requests.

Temporary guest parking permits valid for a 24 hour period may be issued for one-time events such as parties or other social gatherings.

Each applicant must sign the application agreeing to the terms of the permit. Any person whose resident or guest parking permits have been revoked shall not be issued a new permit until expiration of a period of one year following the date of the revocation and the person has made the required application and paid the required fees.

### Fees

Each application for establishment of a permit parking zone shall be accompanied by an application fee of \$10 per household within the area included in the proposed permit parking zone.

Each application for removal or reduction in the limits of an existing permit parking zone shall be accompanied by a one-time fee of \$10 per household within the area included in the existing parking zone.

The annual Parking Permit fee shall be \$10 per permit up to a maximum of five (5) permits per household.

Guest permits shall be \$10 per permit up to a maximum of five (5) per household and may not be used for vehicles registered at the household address.

Temporary guest parking permits, valid for a 24-hour period, shall be \$1 each.

Replacement permits shall be \$10 per permit.

The fee for permits issued after March of each year shall be prorated to the number of quarters, including parts thereof, remaining in the year.

No annual fees shall be charged to residents who do not request permits.

### Posting of Signs

It shall be the responsibility of the City to ensure that all streets designated for permit parking areas have signs indicating that such streets are regulated and require permits to park. Such signs shall be placed at appropriate intervals on the streets as determined by the Director of Public Works. The signs will identify the parking restrictions applicable to the area as established by the City Council resolution.

### Enforcement and Administrative Regulations

The following information is intended to describe both the enforcement policies that have been adopted by the City as well as other necessary administrative regulations. While these policies and regulations may change as parking conditions change, the City recognizes the following:

1. Parking in parking permit zones by the public at large may be allowed during special events that require additional parking upon the approval and at the sole discretion of the City Administrator or his/her designee. Examples of these special events include school graduation, 4<sup>th</sup> of July Celebration, and school open house.

The party responsible of the event shall:

- a. Make a written request to the City for the specific event, including the date and time requested.
- b. If approved by the City, the party shall notify all residents of the upcoming event at least 10 days in advance.

The City will cover the parking permit signs during the event and remove the covers after the event.

2. The City does not have a “forgiveness” clause in its enforcement policy. Should a resident or guest forget to display or improperly display the appropriate resident or guest permit as required, a citation may be issued.
3. The provisions of the permit system notwithstanding, no vehicle shall be parked on the street in the zone continually over 72 hours or be exempted from other established vehicular restrictions such as fire hydrants, street sweeping or other parking regulations.
4. The City may revoke permits if abuses are noted by the Police Department. The first occurrence will involve a warning letter from the City. Should the abuse be noted a second time, all permits issued to the affected residence may be revoked. All revocation proceedings shall be handled by the Police Chief and/or his/her designee.

Typical examples of abuse include, but are not limited to: (1) Parking with an illegible permit, (2) Parking with counterfeit permits, and (3) Transferring a permit to a vehicle not registered for a permit.

5. The City will attempt to recognize new arrivals in the area and should violations be noted, a courtesy warning may be issued. However, it is the responsibility of the property owner/tenant (new or old) to contact the City regarding any posted parking regulations on their street, and to obtain applicable permits.
6. For rental properties, the tenants must request the parking permits. Property owners not living in the dwelling will be eligible for temporary guest permits only upon providing proof of ownership of the subject property.
7. These permit requirements do not apply to:
  - (a) Repair, maintenance, refuse collection, utility, fuel, delivery, and service vehicles being used in the course of business.
  - (b) Vehicles owned or operated by any government agency, or contractor of a government agency, being used in the course of business.
  - (c) Emergency life support and health care vehicles owned or operated by any governmental agency being used in the course of business.

## **EXHIBIT A**

### **RESIDENTIAL PERMIT PARKING MINIMUM CRITERIA**

Upon receipt of a petition showing support for permit parking from 67% of the affected residents, the City shall collect data to determine if the locations meet the following minimum criteria:

1. 75 percent of the available public street parking spaces on the block, street, or area are occupied, as measured at hourly intervals throughout the proposed restricted hours, and
2. More than 50% of the parked vehicles are not registered to properties on the block or street or in the area, hereby defined as non-resident vehicles, and
3. The Permit Parking area has logical limits continuing to the end of a block or other reasonable limits, since mid-block or partial restrictions are difficult to sign and enforce, and
4. The vehicle displacement caused by the Parking Permit zone will be reasonable in light of the overall parking considerations.
5. The Police Department determines Permit Parking enforcement is feasible, and
6. No alternative solution to the parking problem is reasonably feasible or practical.

This information will be collected and presented to the Traffic Safety Commission for its review and recommendations to City Council.