
**WILSON STREET IMPROVEMENT PROJECT,
CITY PROJECT NO. 22-01**

**City Council
May 3, 2022**



WILSON STREET IMPROVEMENT PROJECT

CITY PROJECT NO. 22-01

PROJECT OVERVIEW

- **Scope of Work:**
 - New signing, striping, and traffic calming improvements along Wilson Street from Newport Boulevard to Placentia Avenue.
 - New crosswalk and HAWK signal in front of Wilson Park.
 - New bulb-outs at select intersections between Fordham Drive and Fairview Road.



WILSON STREET IMPROVEMENT PROJECT

CITY PROJECT NO. 22-01

PROJECT OVERVIEW

- **Positive Impacts:**
 - New pavement that will benefit all modes.
 - Encourages slower vehicular speeds along Wilson Street.
 - Enhance pedestrian crossings and Active Transportation along Wilson Street.



WILSON STREET IMPROVEMENT PROJECT

CITY PROJECT NO. 22-01

PROJECT OVERVIEW (*Continued*)

- Staff recommends award to the Lowest Responsible Bidder:
All American Asphalt, Inc.
- Bid Amount: \$1,795,390.50, includes base bid and two additive bids.
- Project Timeline: 50 Working Days



WILSON STREET IMPROVEMENT PROJECT

CITY PROJECT NO. 22-01

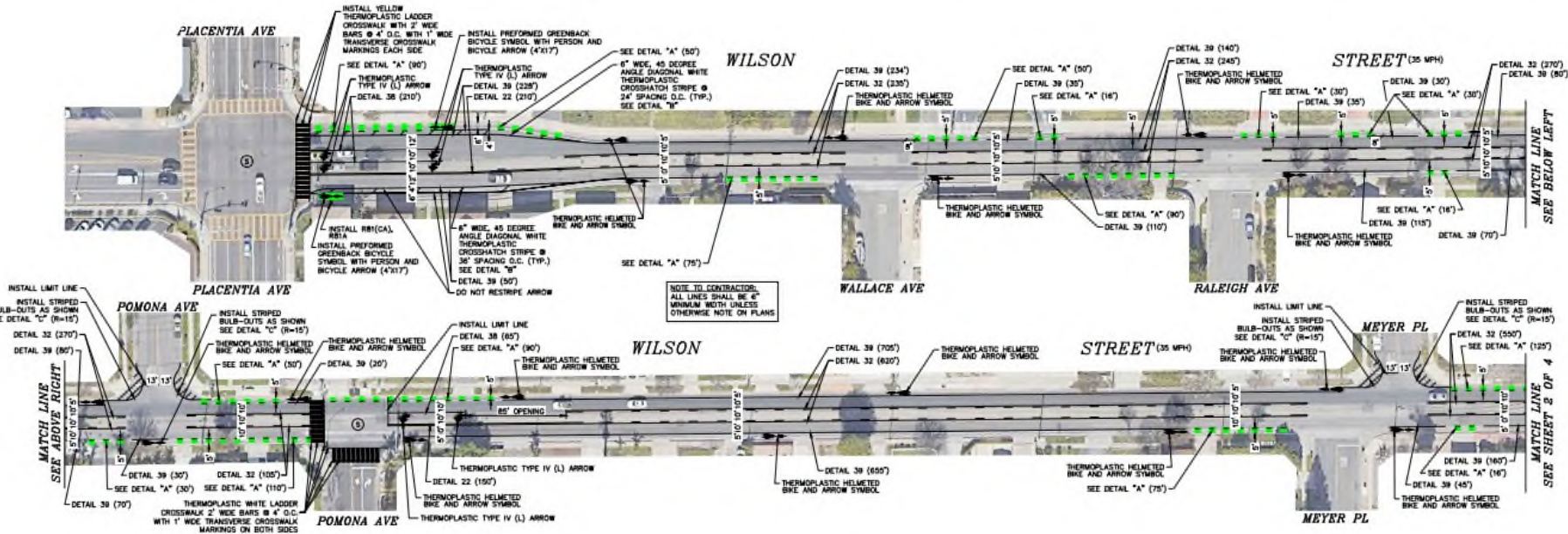
PROJECT FUNDING SUMMARY

- Contract Amount: \$1,795,390.50
- Funding: Community Development Block Grant (CDBG), Gas Tax, and Capital Improvement Fund



WILSON STREET IMPROVEMENT PROJECT

CITY PROJECT NO. 22-01

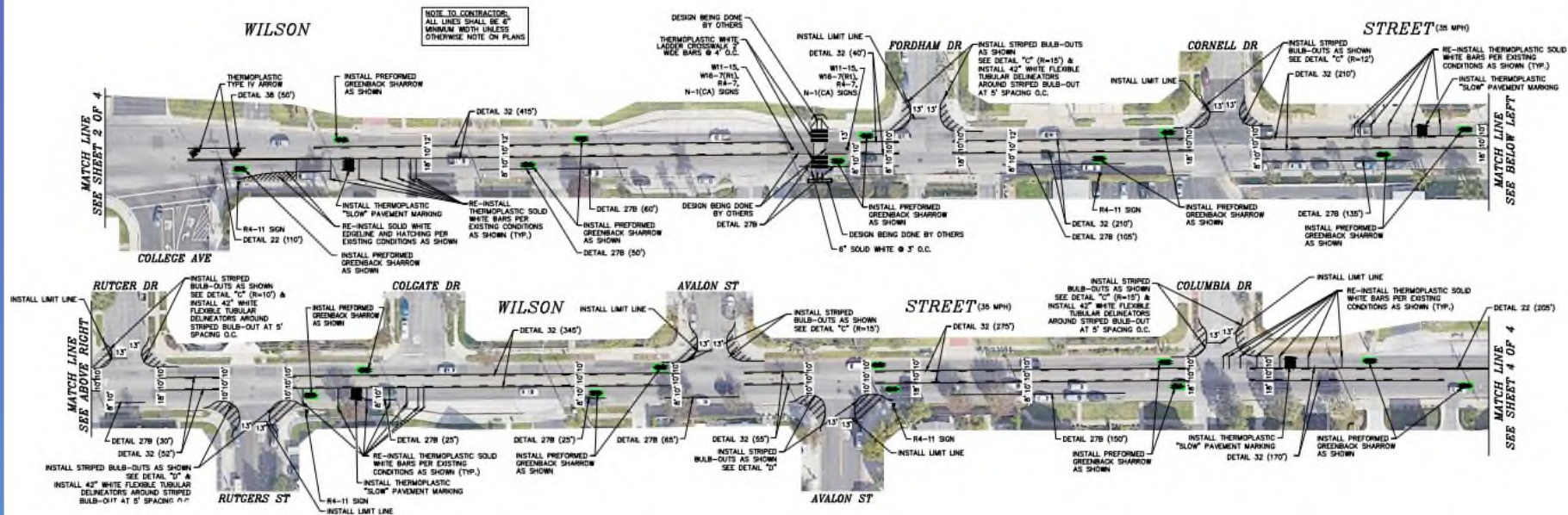


CITY PROJECT NO. 22-01



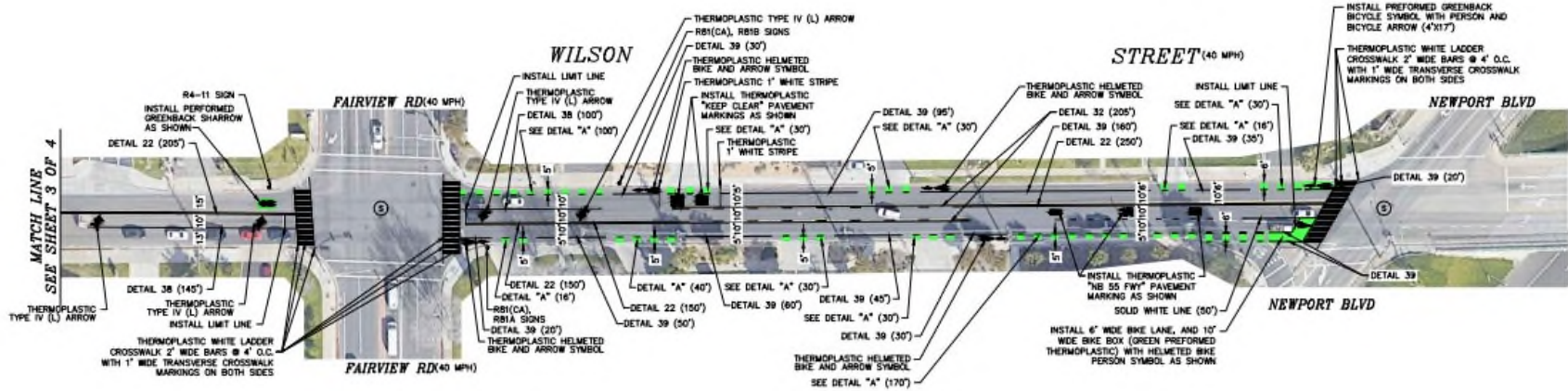
WILSON STREET IMPROVEMENT PROJECT

CITY PROJECT NO. 22-01



WILSON STREET IMPROVEMENT PROJECT

CITY PROJECT NO. 22-01





QUESTIONS AND DISCUSSION



ANNUAL ACTION PLAN

FY 2022-2023

City Council Meeting
May 3, 2022



BACKGROUND

- The City receives two grants from HUD each year
 - Community Development Block Grant (CDBG)
 - Elimination of run-down areas
 - Meet an urgent need
 - Benefit to low- and moderate-income persons
 - HOME Investment Partnerships Grant (HOME)
 - Preserve and increase housing opportunities for low-income residents



CONSOLIDATED PLAN

- The City's Consolidated Plan is required to receive CDBG & HOME funds and was adopted on May 19, 2020
- 5-year strategic plan; covers FY 2020-2021 through FY 2024-2025
 - Analysis of housing and community development needs
 - Strategy (projects and programs) to address identified needs and goals
 - Annual action plan (adopted in May of each year) for the use of CDBG & HOME funds to address local needs and goals
- The FY 2022-2023 Annual Action Plan represents the third year expenditure plan for the Consolidated Plan and implements its goals

PRIORITY NEEDS AND GOALS

	Consolidated Plan Goal & Description
1	Housing Preservation To provide decent & affordable housing through a variety of activities, including owner-occupied housing rehabilitation, code enforcement & rental housing acquisition/ rehabilitation
2	Infrastructure and Facility Improvements To enhance the suitability of the living environment through improvements to public infrastructures & facilities
3	Homeless Continuum of Care To provide supportive services & housing assistance for the homeless & near homeless
4	Public Social Services To provide services for low- & moderate-income persons & those with special needs (including fair housing services)
5	Program Administration To provide administration of the CDBG & HOME programs, ensuring effective & efficient delivery of programs & services and complying all HUD program requirements

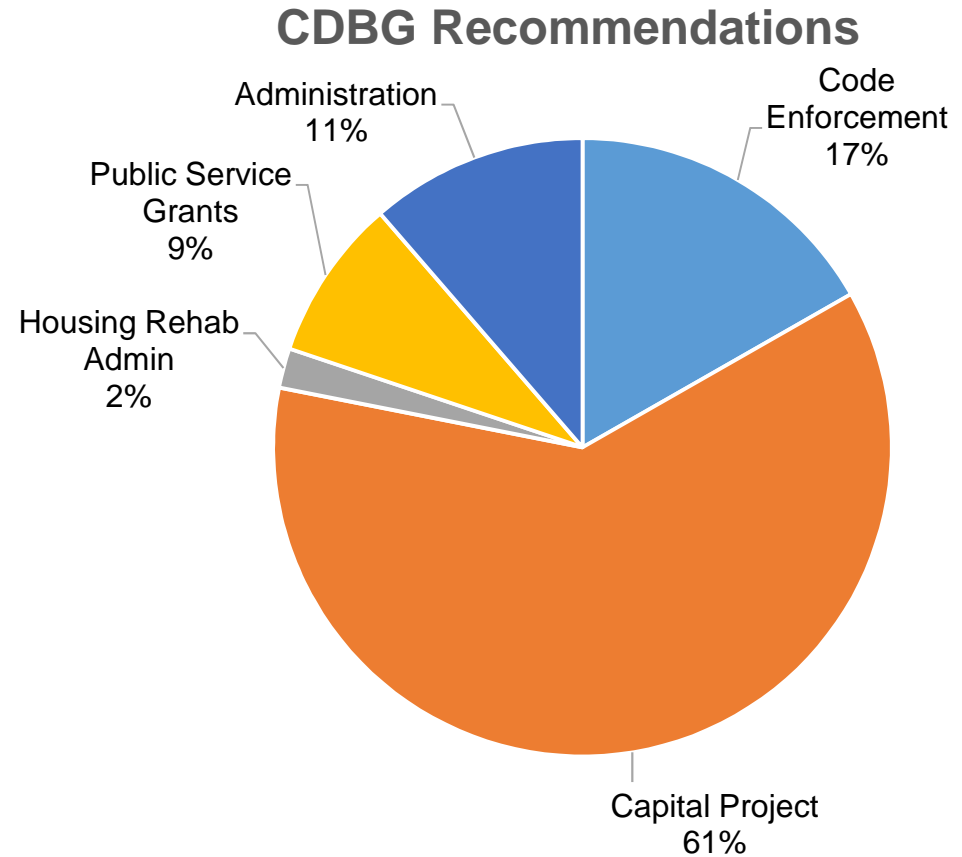


FY 2022-2023 FUNDING

- The U.S. Department of Housing and Urban Development (HUD) has not yet announced the annual allocation for CDBG and HOME funds
- The City expects to receive approximately \$1.63 M in funds from HUD based on last year's funding
 - CDBG
 - \$1,137,737 annual allocation for FY 22-23
 - Plus \$867,011 in prior year unspent allocation
 - **Total: \$2,004,748**
 - HOME
 - \$501,749 annual allocation for FY 22-23
 - Plus \$763,401 prior year unspent allocation and \$1,454,657 in program income (i.e. lien/loan repayment)
 - **Total: \$2,719,807**

FY 2022-2023 CDBG FUNDS

1. Housing Rehabilitation Program
Administration: \$41,688
2. Public Service Grants: \$170,000 max
3. Capital Projects: \$1,229,703
 - Wilson Street Pavement Rehab & Bike/Ped improvements
 - Westside Street & Bike/Ped improvements
4. Code Enforcement: \$335,810
5. Administration: \$227,547 max



CDBG PUBLIC SERVICE GRANTS

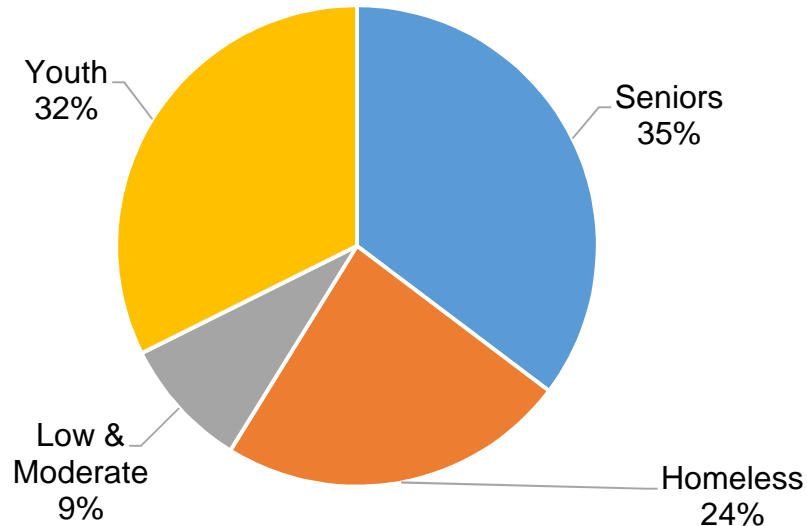
- CDBG funds available for Public Service Grants are capped by HUD at 15% of the allocation (or \$170,000 maximum)
- City released a request for proposals and received 8 proposals from non-profits for \$185,000 and 2 proposals from fair housing* organizations for \$38,500
- At their March 23, 2022 meeting, the Council-appointed Housing and Public Service Grants (H&PSG) Ad Hoc Committee heard a brief presentation from each nonprofit organization and evaluated and scored the proposals

*Fair housing is funded out of Administration instead of the Public Service Grant allocation

CDBG PUBLIC SERVICE GRANTS

- Housing & Public Service Grant Ad-Hoc Committee recommendations
 - 15% Cap (\$170,000 maximum)
 - \$30,000 for the City Social Services Program at the Senior Center
 - \$140,000 for 7 nonprofit groups

Public Service Grant
Recommendations



- Seniors (2) = \$60,000
- Homeless (2) - \$40,000
 - Youth (2)- \$55,000
- Low/Moderate - \$15,000

CDBG NONPROFIT PUBLIC SERVICE GRANTS

Applicant Name	Population to Serve	Amount Requested	Avg. Rating Score	FY 22-23 Grant Recommendation
Mercy House – Bridge Shelter	Homeless	\$25,000	97.4	\$15,000
Project Hope Alliance	Youth	\$30,000	92.2	\$30,000
Youth Employment Services	Youth	\$25,000	85.8	\$25,000
Families Forward	Homeless	\$25,000	81.4	\$25,000
Community SeniorServ – Meals on Wheels	Seniors	\$15,000	73.6	\$15,000
Community SeniorServ – Lunch Café	Seniors	\$15,000	73.0	\$15,000
Trellis International	Low/Mod	\$30,000	63.8	\$15,000
Easterseals Diagnostics Clinic	Disabled	\$20,000	59.0	NA
			TOTAL	\$140,000
Fair Housing Foundation*	Low/Mod	\$20,000	83.75	\$20,000
Orange County Fair Housing Council	Low/Mod	\$18,500	86.75	NA
*funded under Administration			TOTAL	\$20,000

FY 2022-2023 HOME FUNDS

- The HOME Program is the first block grant fund for Affordable Housing
- HOME funds are intended to be “gap” financing for affordable housing projects and require a non-federal funds match of 25%
- HOME funds have an 8-year period of availability for expenditure
- Supportive Services are not an eligible activity and cannot be funded with HOME funds

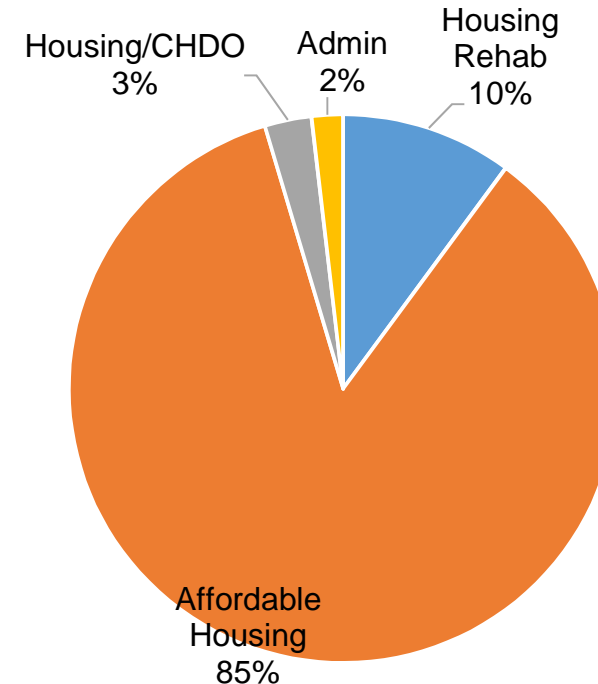


FY 2022-2023 HOME FUNDS

1. Housing Rehabilitation: \$275,000
2. Affordable Housing Development: \$2,319,368
3. CHDO Reserve (15% required): \$75,262
4. Administration: \$50,174

- An RFP will be released soliciting affordable housing proposals for HOME funds

HOME Recommendations



RECOMMENDATIONS

- Hold a Public Hearing
- Approve the recommended allocation of FY 2022-2023 CDBG & HOME funds
- Adopt a Resolution to approve the 2022-2023 Annual Action Plan, and authorize the City Manager to submit to HUD and execute all required agreements, certifications and documents
- Authorize the City Manager to approve staff procedures and guidelines for the implementation of CDBG- and HOME-funded programs

ANNUAL ACTION PLAN

FY 2022-2023

City Council Meeting
May 3, 2022



HOUSING REHAB PROGRAM

- Council Authorized Program Modifications
 - 0% interest, deferred payment loan
 - Decrease from 3%
 - Adjust household income limit for grants to 80% of median income
 - Increase household income limit from 50%
- Increased grant amounts
 - Mobile home grants from \$10,000 to \$12,500
 - Single-home units from \$14,000 to \$17,500

HOME-ARP ALLOCATION PLAN

Substantial Amendment to the
2021-2022 Annual Action Plan

City Council Meeting
May 3, 2022



BACKGROUND

- On March 11, 2021, the American Rescue Plan Act of 2021 (ARP) was signed into law
- On April 8, 2021 HUD allocated HOME-ARP funds to cities who already receive HOME grant funds
- HOME- ARP funds provide for homelessness assistance and supportive services



BACKGROUND

- The City of Costa Mesa is eligible to receive a HOME-ARP allocation in the amount of \$1,816,742
- To receive HOME-ARP funds, the City must engage in consultation, develop a HOME-ARP allocation plan and submit it to HUD as a substantial amendment to its 2021-2022 Annual Action Plan



HOME-ARP ALLOCATION PLAN

- Allocation Plan required to receive HOME-ARP funds
- Must be submitted to HUD as a Substantial Amendment to the City's 2021-2022 Annual Action Plan
- Four HOME-ARP eligible activities
 - Development and support of affordable housing
 - Tenant-based rental assistance (TBRA)
 - Supportive services as defined by HUD
 - Acquisition and development of non-congregate Shelter

HOME-ARP ELIGIBLE SUPPORTIVE SERVICES

- Mental health services
- Child care
- Education services
- Employment assistance and job training
- Food
- Housing search and counseling services
- Legal services
- Life skills training
- Outpatient health services
- Outreach services
- Substance abuse treatment services
- Transportation
- Case Management
- Mediation
- Credit Repair
- Landlord/tenant liaison
- Services for special populations
- Financial assistance costs (rental application fees, security deposits, utility deposits, payment of rental arrears)

HOME-ARP CONSULTATION PROCESS

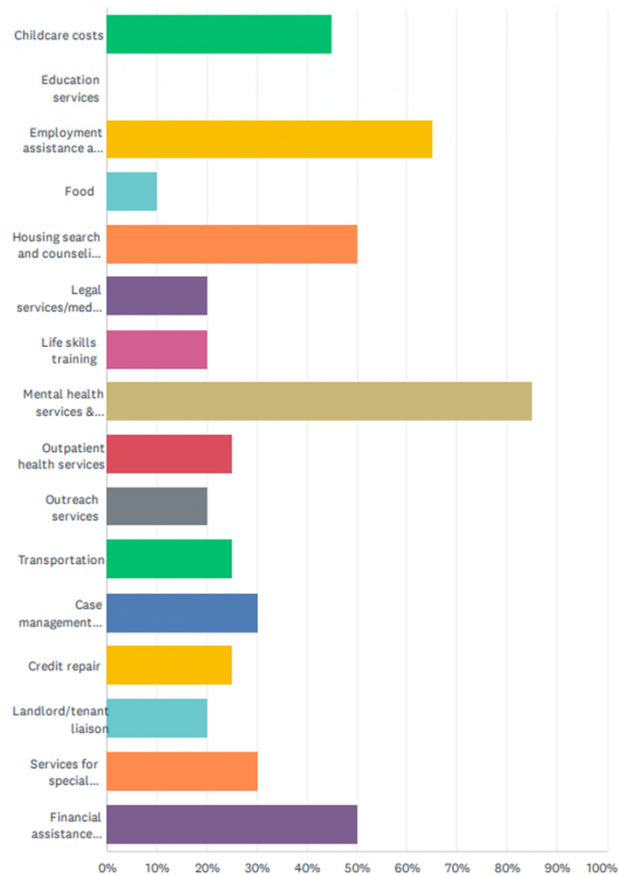
- The City must engage in consultation and outreach and develop a plan that meets HUD requirements. The City of Costa Mesa consulted:
 - Orange County Health Care Agency, Office of Care Coordination (CoC) and 44 participants/organizations
 - Local service providers meeting at the Norma Hertzog Community Center
 - Via email and phone contact
 - By collecting information about service needs from surveys submitted through the City website and directly through email (surveys available in both Spanish and English)
 - Participation at the May 3, 2022 Public Hearing

SAMPLE SURVEY RESULTS

HOME-ARP Funding Survey for those who live and work in Costa Mesa

Q8 Among the following services, where are the largest gaps (difference between resources available and people needing those resources) in your community's homelessness response system? Please identify the top 5

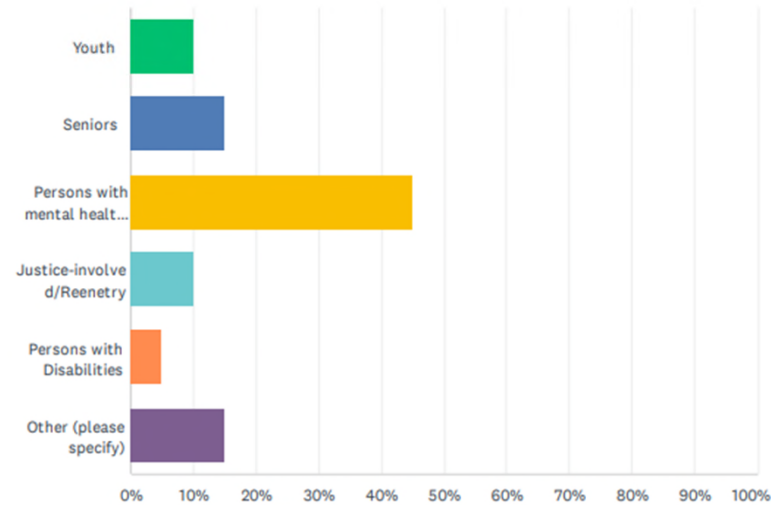
Answered: 20 Skipped: 1



HOME-ARP Funding Survey for those who live and work in Costa Mesa

Q9 Among members of your community who are in the Qualifying Populations, please identify the group that is most likely to face additional barriers to ending their homelessness.

Answered: 20 Skipped: 1



FEEDBACK

The City received valuable feedback indicating a need to focus on:

- Increasing the availability/affordability of housing units
- Mental health and substance abuse supportive services for youth, domestic violence survivors, and individuals experiencing homelessness
- Supportive and wrap around services such as transportation, legal services, credit repair, and assistance with tenant/landlord relations
- Case management
- Services for seniors, the disables, and mono-lingual Spanish speakers
- Support for existing programs to ensure continuity of services

ADDITIONAL CONSIDERATIONS

Information from the following resources was also considered in the preparation of the HOME-ARP Allocation Plan:

- Continuum of Care Housing Inventory County (HIC)
- City of Costa Mesa Housing Element
- Orange County Housing Authority 5-year and 1-year PHA Plan
- Orange County Analysis of Impediments to Fair Housing
- 2019 Point In Time Count
- Network for Homeless Solutions
- HUD's American Community Survey (ACS) and Comprehensive Housing Affordability Strategy (CHAS)

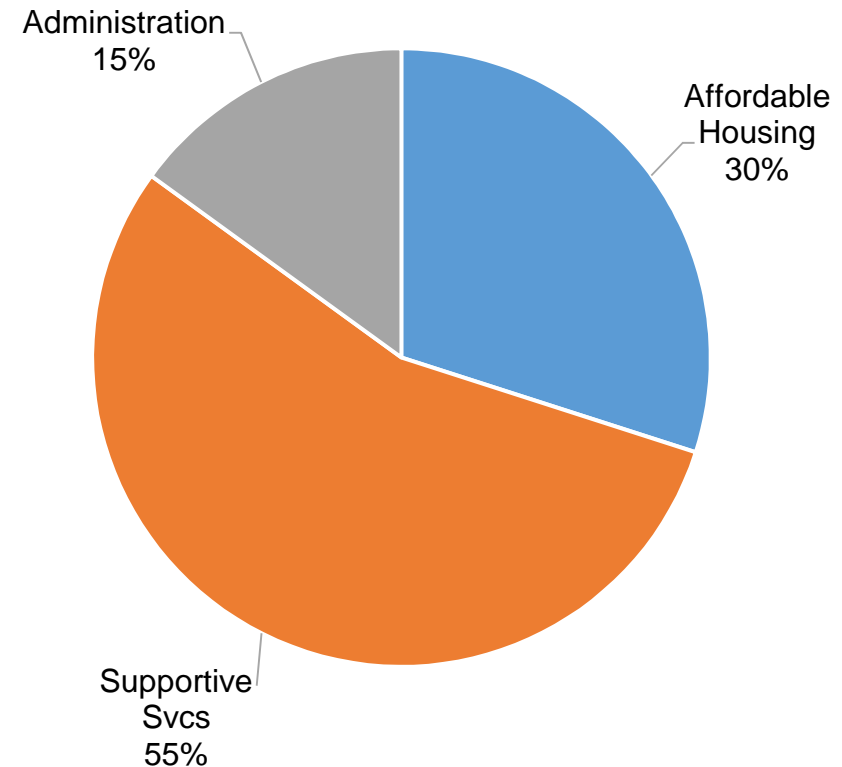
HOME-ARP ACTIVITIES

- The City will receive \$1,816,742 in HOME-ARP funds
- Staff is recommending funding for two HOME-ARP eligible activities:
 1. Development and Support of Affordable Housing
 2. Supportive Services including those defined at 24 CFR 578.53(e)
 - McKinney-Vento Supportive Services
 - Homelessness Prevention Services; and
 - Housing Counseling Services

HOME-ARP RECOMMENDED ALLOCATIONS

1. Development & Support of Affordable Housing: \$544,231
2. Supportive Services: \$1,000,000
3. Admin & Planning: \$272,511 max

HOME-ARP Recommendations



RFP PROCESS

- Following HUD approval of the City's Allocation Plan, staff will solicit proposals for Supportive Services and Development & Support of Affordable Housing
- Depending on the proposal(s) received, the amount of funding allocated in either category may be adjusted, not-to-exceed the total HOME-ARP allocation

RECOMMENDATIONS

- Hold a Public Hearing
- Approve the recommended allocation of \$1,816,742 for the HOME-ARP Allocation Plan
- Adopt a Resolution to approve the 2021-2022 Substantial Amendment to the Annual Action Plan, and authorize the City Manager to submit it to HUD and execute all required agreements, certifications and documents
- Authorize revenue and expense appropriations

HOME-ARP ALLOCATION PLAN

Substantial Amendment to the
2021-2022 Annual Action Plan

City Council Meeting
May 3, 2022





CITYWIDE RESIDENTIAL PARKING STUDY

Public Services Department

City Council Meeting
May 3, 2022

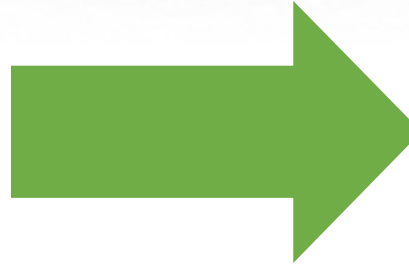
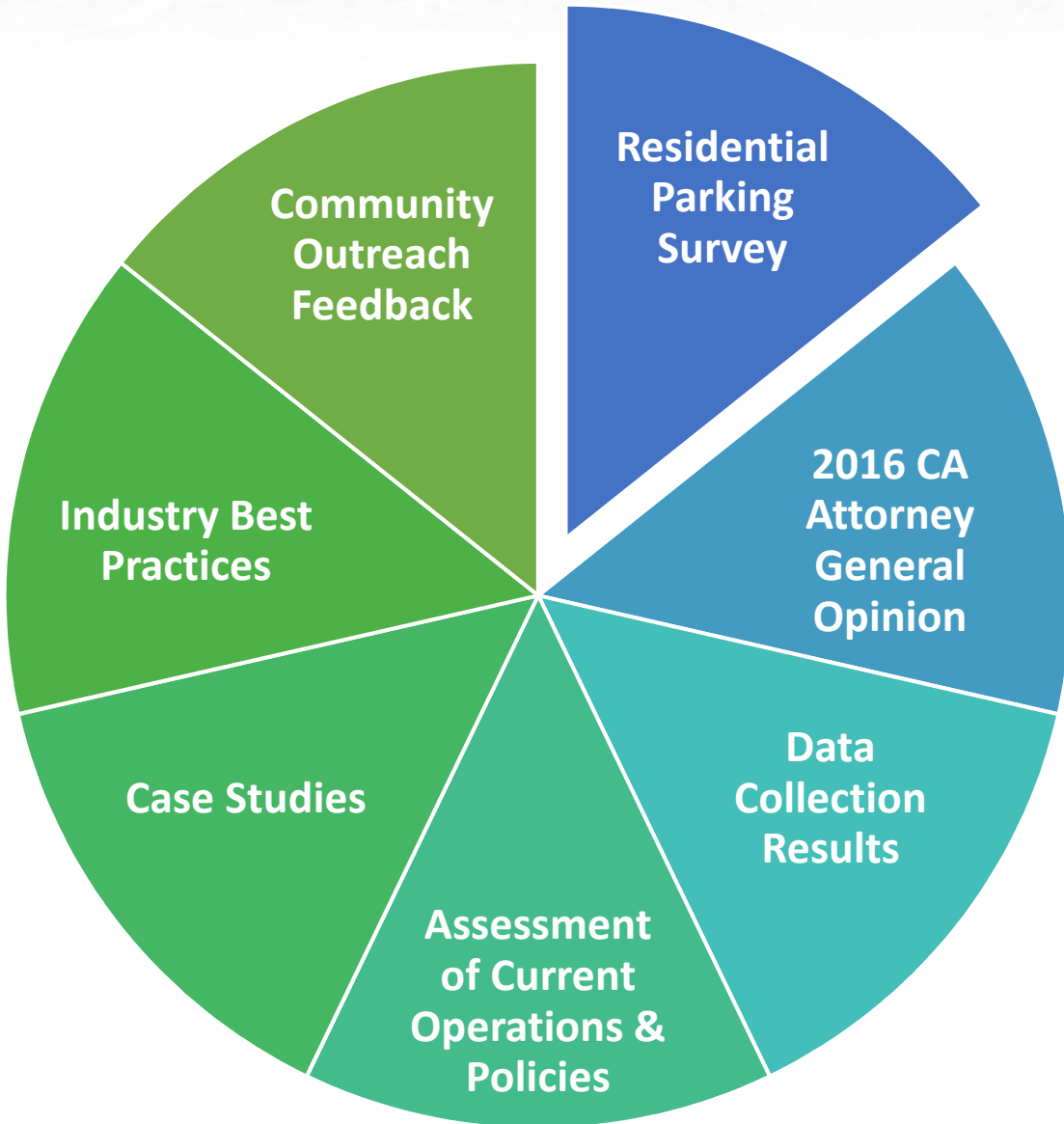


STUDY OBJECTIVES

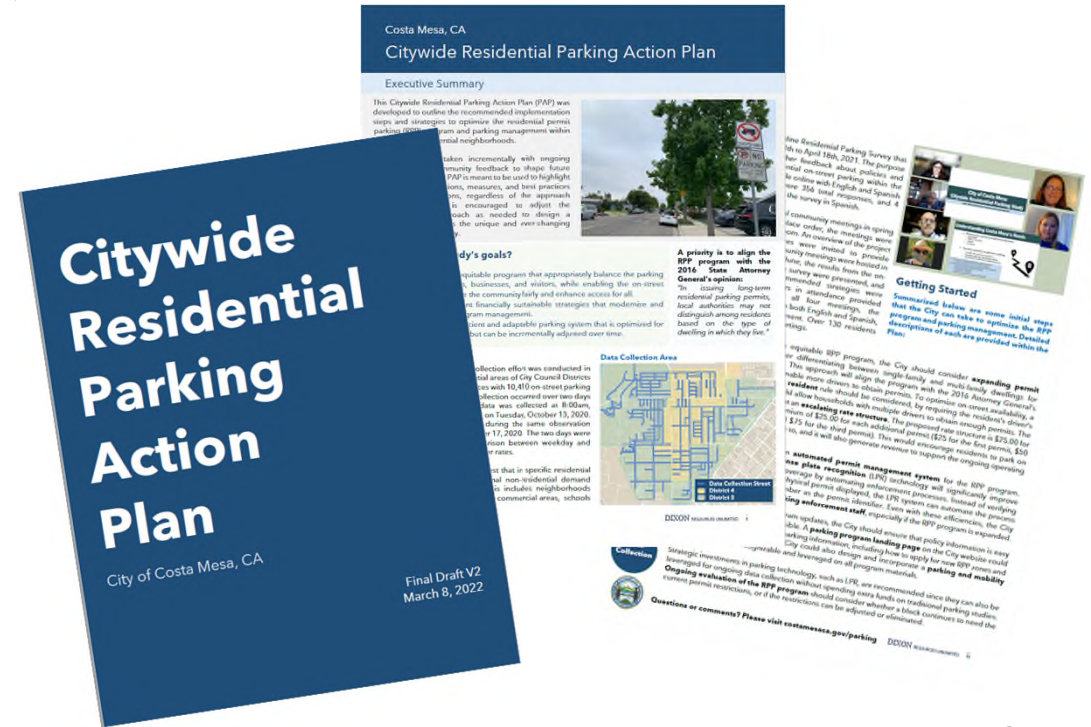
- ✓ Actively engage all community stakeholders (i.e. single family residents, multi-family residents, & businesses)
- ✓ Holistically address parking challenges
- ✓ Evaluate the current Residential Permit Parking Program
- ✓ Develop recommendations that are equitable and will help alleviate current parking conditions
- ✓ Implement best practices throughout the City based on the results of the data collection from Districts 4 & 5



STUDY COMPONENTS



Citywide Residential Parking Action Plan



CA ATTORNEY GENERAL'S OPINION #14-304

“In issuing long-term residential parking permits, local authorities may not distinguish among residents based on the type of dwelling in which they live”

- Develop a solution that equitably serves all residents.

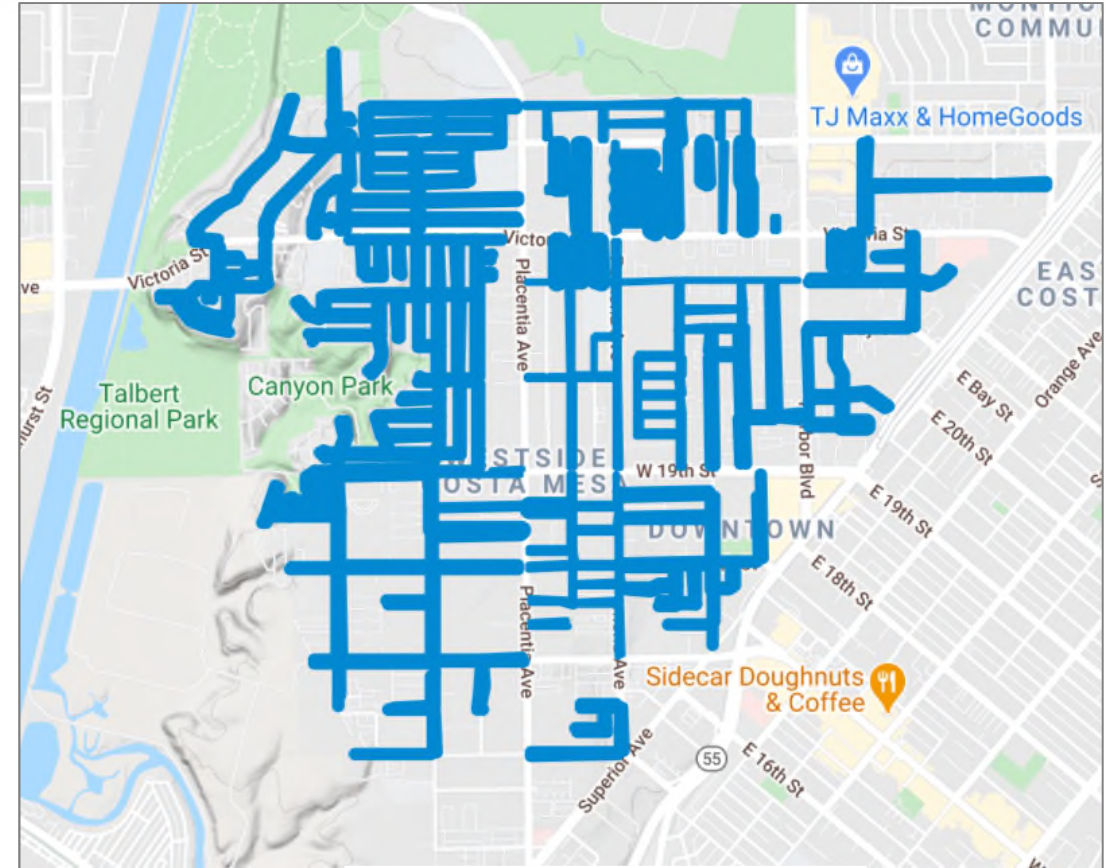
DATA COLLECTION

October 2020

- Tuesday 10/13 & Saturday 10/17
- 8am, 12pm, 4pm, and 8pm intervals

Districts 4 & 5

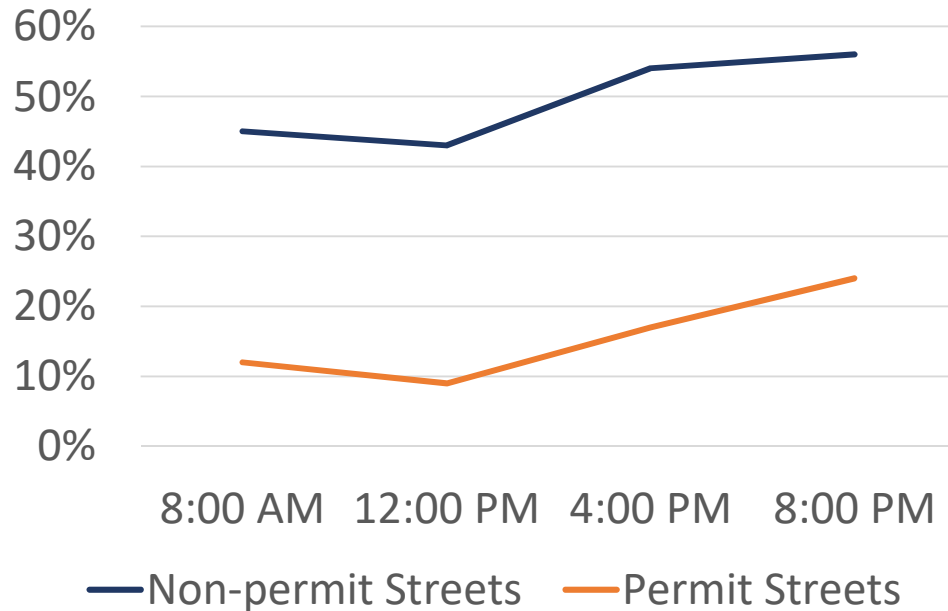
- 634 blocks - 10,410 spaces
- 1,814 permit spaces & 8,596 non-permit spaces
 - 849 permits issued in District 4
 - 619 permits issued in District 5



Data Collection Map

DATA COLLECTION: Results

Occupancy Findings - Weekday




Weekday Occupancy				
Observation Round	Non-permit Streets		Permit Streets	
	Vehicles		Vehicles	
	Parked	Occupancy	Parked	Occupancy
8:00 AM	3882	45%	214	12%
12:00 PM	3735	43%	160	9%
4:00 PM	4652	54%	301	17%
8:00 PM	4846	56%	444	24%
Average	4279	50%	280	15%

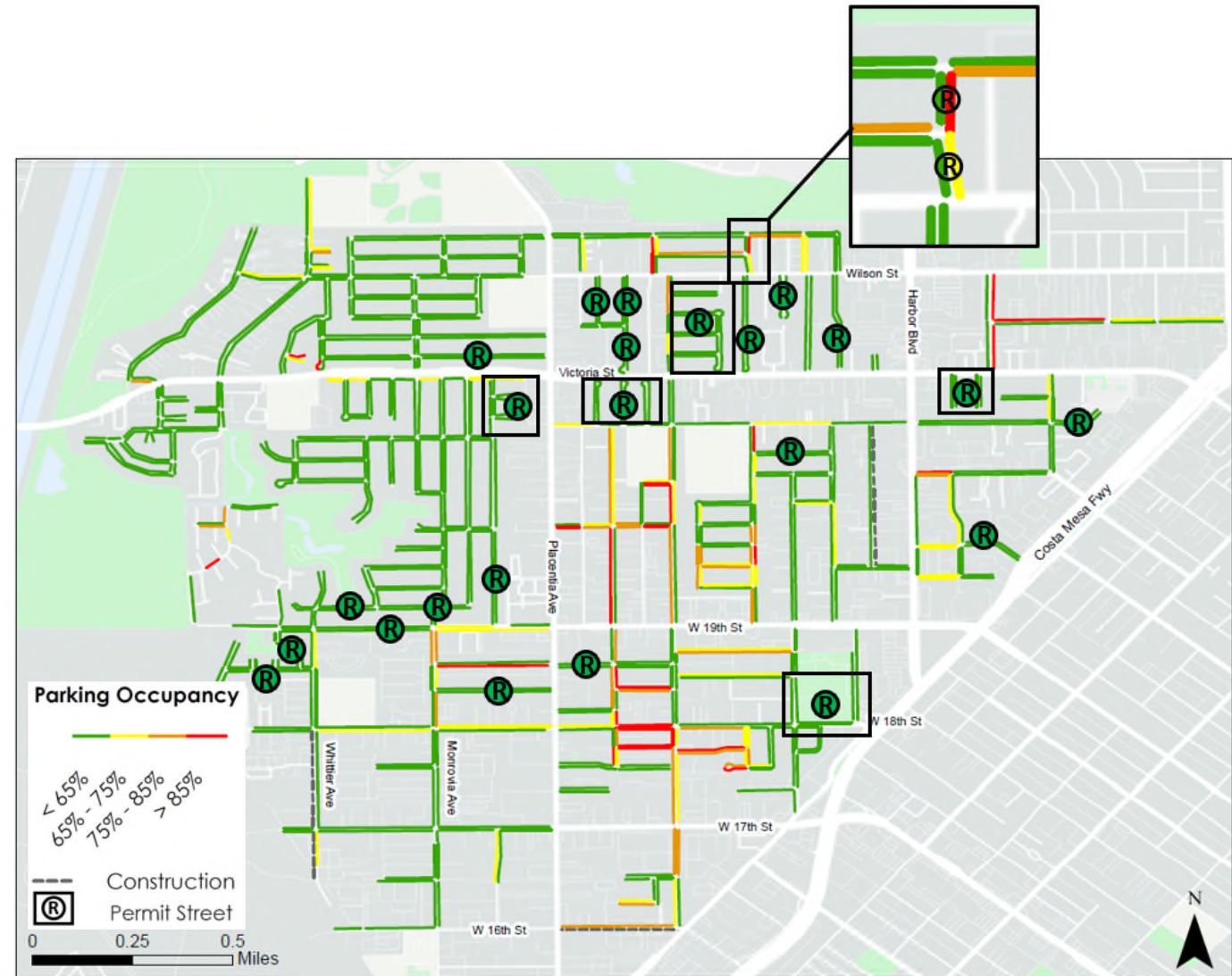
- Permit parking streets had an average occupancy of 15% throughout the day
 - This is **significantly** lower than the average occupancy of non-permit streets (50%)
- 70% occupancy indicates residential parking occupancy is high & management decisions should be considered

DATA COLLECTION: Results

Weekday Average Occupancy

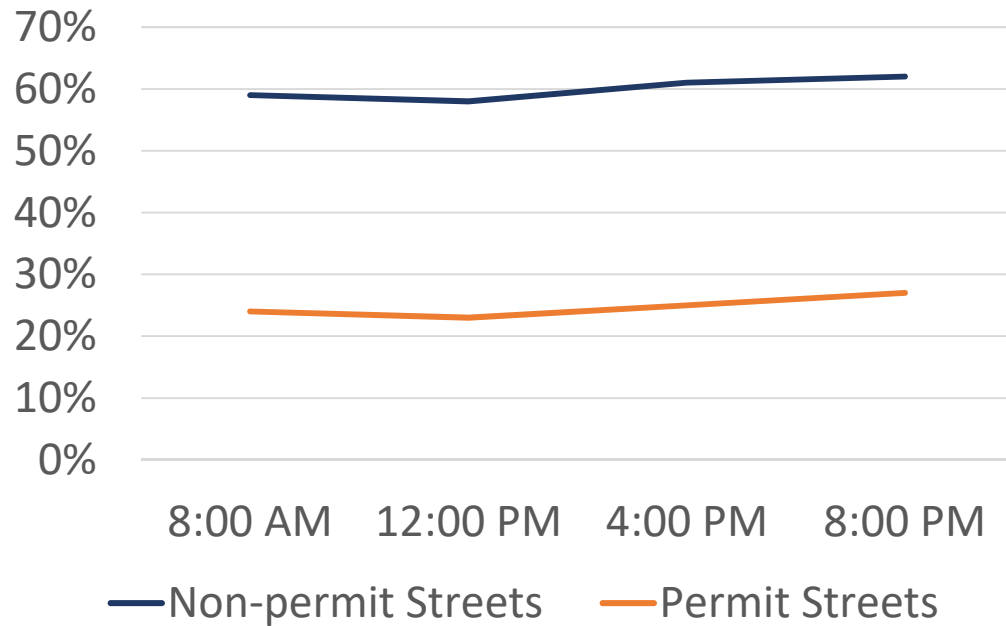
- While the total average occupancy did not reach 85%, individual blocks did
- Only two permit blocks exceeded 65% weekday average occupancy

 symbol indicates an RPP street
Red indicates occupancy exceeded 85%



DATA COLLECTION: Results

Occupancy Findings - Weekend




Weekend Occupancy				
Observation Round	Non-permit Streets		Permit Streets	
	Vehicles Parked	Occupancy	Vehicles Parked	Occupancy
8:00 AM	5070	59%	435	24%
12:00 PM	4946	58%	410	23%
4:00 PM	5277	61%	453	25%
8:00 PM	5352	62%	488	27%
Average	5161	60%	447	25%

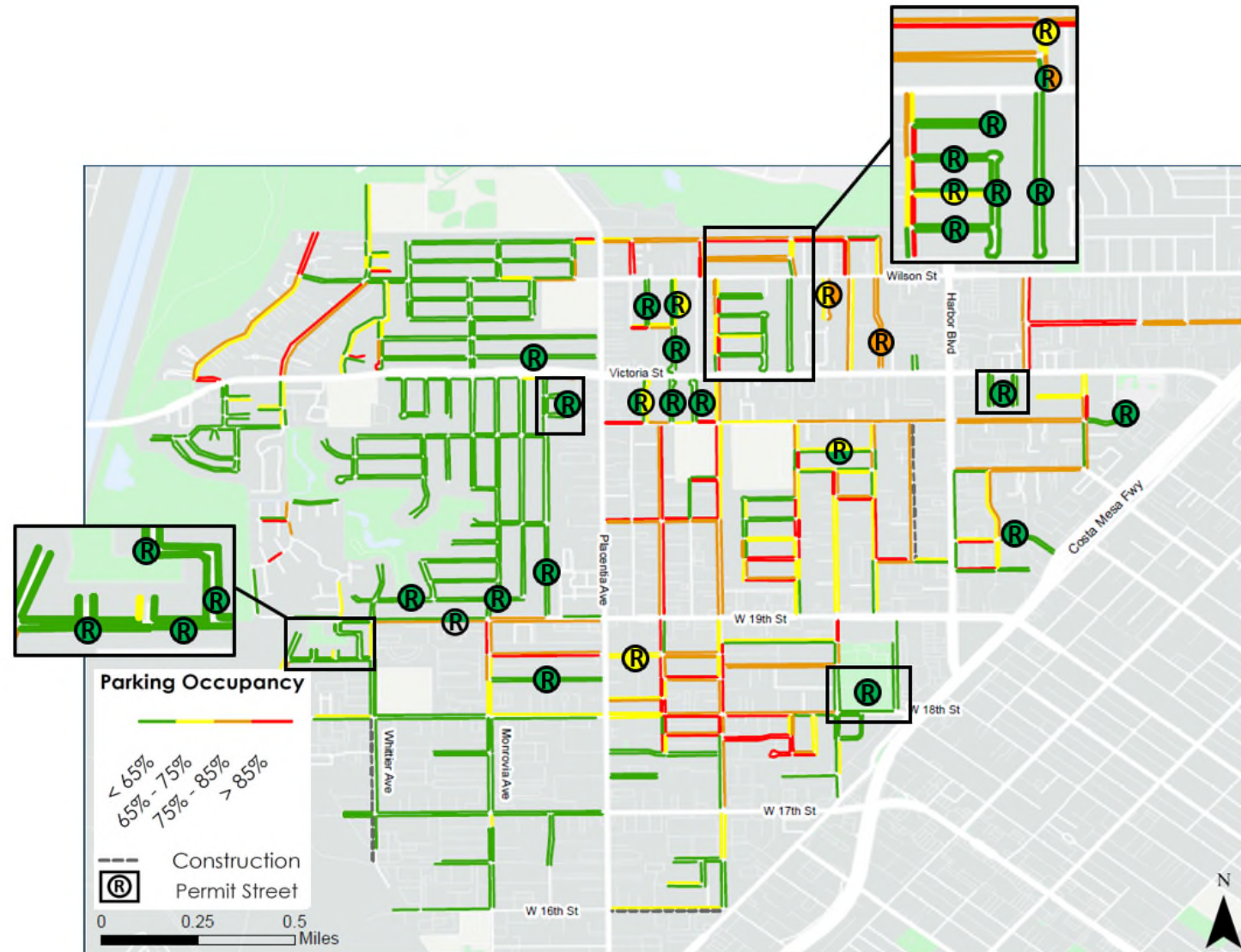
- Permit parking streets had an average occupancy of 25% throughout the day

DATA COLLECTION: Results

Weekend Average Occupancy

- Again, total average occupancy did not reach 85%, but individual blocks did
- Most permit streets did not exceed 65% average occupancy
- No permit streets reached the 85% average occupancy

 symbol indicates an RPP street
Red indicates occupancy exceeded 85%



DATA COLLECTION: Conclusions

- Permit streets are **underutilized**

	Average Occupancy	
	Weekday	Weekend
Non-permit Street	50%	60%
Permit Street	15%	25%

- Current program exacerbates congestion in neighborhoods
- Permit parking pushes the problem to other streets
- Multi-family neighborhoods are impacted

COMMUNITY OUTREACH

Bilingual Community Meetings

4 meetings held

- March 15, 2021
- March 31, 2021
- June 30, 2021
- September 28, 2021

130+ residents attended

Topics discussed:

- Residential permit parking
- Spillover parking
- Overnight parking
- Street sweeping
- Walkability
- Blocked driveways
- Pedestrian safety
- On-street parking availability
- Driveway visibility
- 72-hour parking enforcement
- Commercial parking
- Multi-family housing parking

Bilingual Online Survey

Month-long survey

- March 13 to April 18, 2021

Offered in English & Spanish

Received **356** total responses

- 4% Spanish speaking respondents

Purpose: to gather initial feedback on policies & practices regarding residential on-street parking within the City



GUIDING PRINCIPLES



Equitable Access

Develop equitable programs that appropriately balance the parking needs of all residents, businesses, and visitors, while enabling the on-street parking supply to serve the community fairly and enhance access for all



Sustainable Solutions





Implement financially sustainable strategies that modernize and streamline parking program management



Efficient Program Management

Create an efficient and adaptable parking system that is optimized for the City's current needs but can be incrementally updated and adjusted over time

RESIDENTIAL PARKING PERMIT PROGRAM OPTIONS

Strategy	Analysis	Recommendation
Option 1 No change to the RPP program	<ul style="list-style-type: none"> Does not address the 2016 Attorney General's opinion (#14-304). Does not address inadequate parking supply in multi-family residential neighborhoods. 	 Not Recommended
Option 2 Eliminate the RPP program	<ul style="list-style-type: none"> COVID-19 and suspended enforcement provided a preview of program elimination. The data collection results suggest that the RPP program should not be eliminated. 	 Not recommended at this time. Consider for future evaluation.
Option 3 Implement a Citywide RPP program	<ul style="list-style-type: none"> Significant costs to implement and enforce a Citywide RPP program. The requirement to obtain permits could be burdensome for residents and their guests. 	 Not recommended at this time.
Option 4 Implement revised RPP program guidelines	<ul style="list-style-type: none"> The data collection results suggest there is significant parking demand in specific neighborhoods. The RPP program is a tool to manage parking demand within a neighborhood. Implement recommendations to better align with the guiding principles of an equitable, sustainable, and efficient program. 	 Recommended strategy

PETITIONING ANALYSIS

Comparable Cities Petitioning Analysis	
City	Current Petitioning Process
Costa Mesa	51% sign petition; City survey; 70%+ on-street parking utilization
Anaheim	51% sign petition; 75% vote yes per street segment - \$500 fee
Brea	All households eligible
Fullerton	65% of residents; staff approval
Huntington Beach	20% of residents or 25 households; City approval
Irvine	Initiated by Director of Public Works or request by homeowner's association + parking study
Lake Forest	67% of property owners; 30 or more single-family detached homes must be affected
Orange	75% sign petition; 75% occupation during City review - \$2,500 fee
Placentia	Undefined
Rancho Santa Margarita	N/A
Santa Ana	66% of residential lots sign petition; director approval
Seal Beach	In areas designated by municipal code; primarily Old Town
Stanton	51% sign petition; City survey; 75% or more supporting signatures - \$660 fee
Tustin	60% or more



Near-Term Recommendations

1. Create Permit Zones
2. Conduct Petitioning & Occupancy Study
3. Implement New Permit Policies
4. Utilize New Permit Fees
5. Implement Permit Management System
6. License Plate Recognition Cameras
7. Address Enforcement
8. Utilize Branding & Marketing



Near-Term Recommendations

1. CREATE New Permit Zones

- Limit to **external** parking impacts only:
 - Near commercial areas, OC Fair, & near City boundaries only
- Create a minimum segment length of 2,000 ft (about 4 blocks)

2. CONDUCT Petitioning & Occupancy Studies

- Continue petition to be signed by 51% of residents
 - In rental complexes, allow residents, property managers, & property owners to all participate in the petition equitably
- Continue 70% occupancy threshold for new permit zones

Near-Term Recommendations

3. IMPLEMENT New Permit Policies

Permit eligibility:

- Allow **all** residents & housing types to purchase permits in compliance with the 2016 AG opinion
- Oversized vehicles, as defined by CMMC, should not be eligible for permits

Permit maximums:

- Replace the 3 permit per household limit, with 1 permit per eligible driver
- “Eligible driver”: resident on a permit street with a valid driver’s license and a vehicle register to the same address

Benefits:

- *Reduces excess parking demand.*
- *Equitable solution for residents who require a vehicle.*
- *Residents who choose to own additional vehicles are incentivized to use any on-site parking, rather than rely on on-street parking for vehicle storage.*

Near-Term Recommendations

4. UTILIZE New Permit Fees

Implement an annual permit fee of \$25:

- Allows for program to become financially sustainable
- Permits investment to modernize the program
- Note: Other Southern California cities range from \$10 to over \$70

Escalating rate structure:

- First permit is \$25, second is \$50, and third is \$75, and so on
- Introduce a low-cost permit for qualifying low-income residents



Comparable Cities Rate Analysis	
City	Resident Parking Permit Cost
Costa Mesa	Free
Anaheim	\$30
Brea	\$25 in person; \$19 online
Fullerton	\$10 admin fee + \$2 per permit
Huntington Beach	\$24 first; \$10 for additional permits
Irvine	\$25
Lake Forest	\$20
Orange	\$30
Placentia	\$10
Rancho Santa Margarita	\$30
Santa Ana	\$72.29
Seal Beach	\$20
Stanton	\$25
Tustin	\$50

Near-Term Recommendations

5. IMPLEMENT

Permit Management System (PMS)

- Residents can self-manage their accounts:
 - Login, create an account, apply for a permit, upload supporting documentation, purchase permits, make edits, etc.
- Pivotal in moving towards permits by license plate data

6. INSTALL

License Plate Recognition (LPR) Cameras

- Aids enforcement & transitions to virtually managed permits
- Improves enforcement efficiency & coverage
- Automates permit enforcement, license plate number becomes the permit identifier
- Data collected during enforcement can be leveraged for ongoing program evaluation, based on occupancy data

Near-Term Recommendations

7. ADDRESS Enforcement

Adjust enforcement staffing:

- Allocate additional staff to parking enforcement
- Critical to effective enforcement of permit zones

New permit zone enforcement:

- Only active upon:
 - Installation of signs
 - 50% of households have purchased permits
- Issue warning notices & program flyers to assist with outreach

8. UTILIZE Branding & Marketing

- Utilize City website
- Use a Transportation Services' "Parking" landing page as an information hub for parking
- Include links to purchase permits and pay for parking citations.



Mid-Term Recommendations

1. Explore Shared Parking Agreements
2. Utilize Alternative Transportation Modes

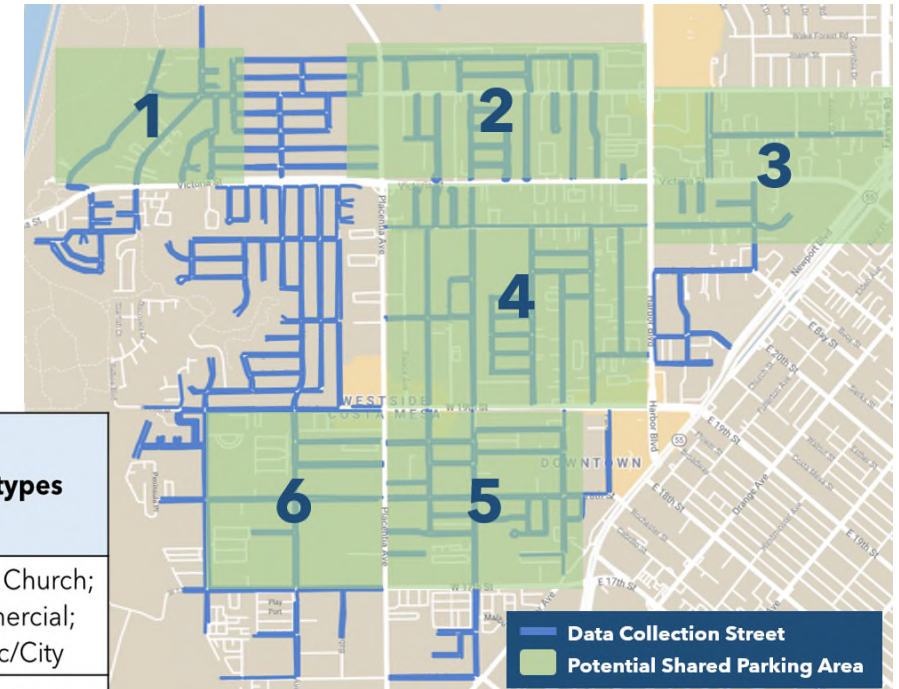


Mid-Term Recommendations

1. EXPLORE Shared Parking Agreements

- Agreements between the City and private property owners to increase parking opportunities
 - Can provide additional residential parking opportunities
- Meant to be mutually beneficial - leverages the parking supply when it is typically underutilized

Neighborhood	Estimated Shared Parking Space Inventory within 500ft	Site types
1	300-350 spaces	School; Church; Commercial; Public/City
2	250-300 spaces	School; Church
3	250-300 spaces	Church; Commercial
4	300-350 spaces	School; Public
5	100-200	Church
6	50	School



Mid-Term Recommendations

2. UTILIZE Alternative Transportation Modes

Recent achievements:

- **7+** miles of improved bike lanes
- **25** bicycle racks installed in 2021
- Completion of Merrimac Way Active Transportation Improvements
 - 1st cycle track in Costa Mesa
 - 3rd cycle track in all of OC
- **\$2+ million** approved by City Council in FY 21-22 for ATP projects

Continue to promote & enhance alternative modes:

- Improve walkability and pedestrian infrastructure
- Prioritize locations within a reasonable distance to key areas:
 - Transit stops, schools, libraries, hospitals, and medical clinics, community centers, commercial areas, and public parks.

PHASES: Pre-Implementation

Prior to implementation and permit zone re-evaluation, the City must complete the following implementation steps **(6-9 months)**:

6-9
mo.

Pre-Implementation

1. Adopt the RPP zone policies and the permit fee rate structure
2. Procure and launch an automated permit management system (PMS)
3. Develop an extensive public outreach and education campaign to communicate the renewal process.

PHASES: Implementation

The existing permit zones can be re-evaluated and renewed in two phases *after initial implementation (6-9 months)*:

1-3
mo.

PHASE 1

Existing RPP zones with **external parking impacts and commercial parking impacts** will be renewed with new permit guidelines.

External impacts include:

- Impacts from neighboring cities (Newport Beach, Santa Ana, & Huntington Beach)
- Orange County Fairgrounds
- Commercial parking demand
- Schools and recreation facilities

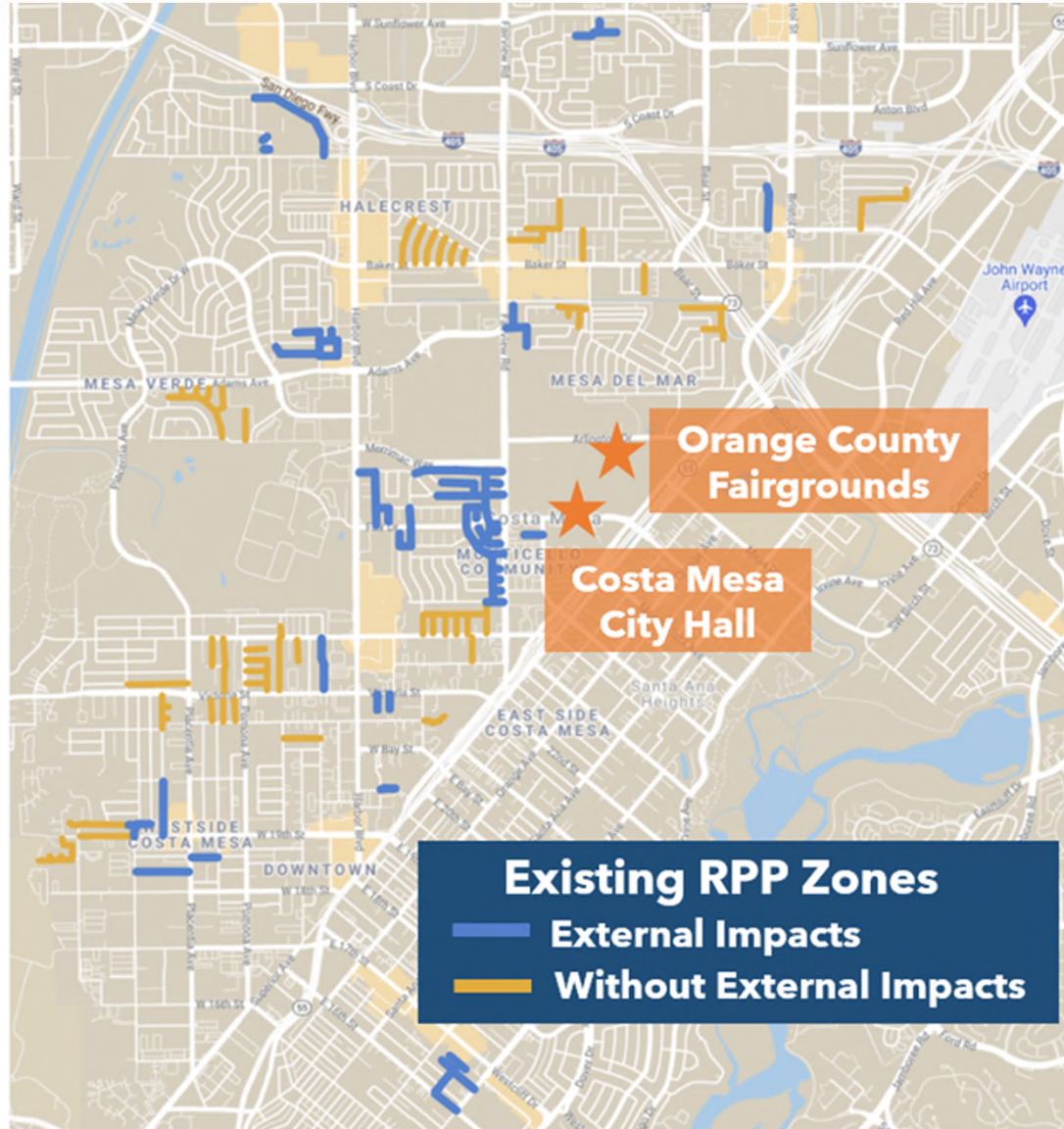
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PHASE 2

Existing RPP zones with only **residential parking demand (without external impacts)** will be evaluated for renewal:

- Zones must confirm their interest by providing a petition signed by 51% of residents
- Existing zones will be required to re-apply for the RPP zone and will be re-evaluated under the new permit zone guidelines
- Existing zones that re-apply within 6 months will be given re-evaluation priority. After 6 months, the zone will be removed

PHASES: Current Permit Zones



Existing RPP Zones		
Zone Impacts	Number of RPP Streets (approximate)	Renewal Phase
External Impacts	60-70 streets	Phase 1
Without External Factors	50-60 streets	Phase 2



Staff Recommendations

Staff recommends the City Council:

1. Approve revised Residential Permit Parking program guidelines and policies.
2. Approve an annual residential parking permit fee with an escalating rate structure and discount for qualifying low-income residents.
3. Authorize staff and the City Attorney to initiate amendments to the Costa Mesa Municipal Code incorporating proposed changes to the Residential Permit Parking program and return to City Council for approval through Public Hearing.

