

**COMPONENTS OF PHYSICAL PLAN**

1. **Parking Garage Mixed-Use Project.** The project envisioned by the City for a parking garage with additional uses, in the block between Hillsdale and Alhambra streets and Broadway and Olympia avenues, is an opportune catalyst site.
  - ◆ The parking garage block should be four stories with a mix of uses, including a parking garage, a new library and some combination of retail, office, residential and other public space such as a community room.
  - ◆ This development should be designed to accommodate a public pedestrian space such as a plaza or park fronting on Broadway Avenue. This will create a node of activity in front of the buildings, on both sides of the street.
  - ◆ The parking garage is a good location for a roof garden/green roof/living roof to help beautify the structure and provide a public open space, potentially combined with the library facility. This space would offer significant views to Monterey and the Bay.
  - ◆ There should be at least one pedestrian paseo across Broadway Avenue connecting the parking garage project to the Palm Avenue neighborhood.
  - ◆ Businesses could open onto these paseos to create active interior circulation that is removed from the street.
  - ◆ On-site parking should be located under or behind buildings. There is the opportunity for tuck-under parking, which provides parking for upper-floor residential units behind the retail on the ground floor.
  
2. **Broadway Avenue.** Broadway Avenue will be Seaside's main street and the heart of the West Broadway Urban Village.
  - ◆ Ground floor uses along Broadway Avenue should be neighborhood- and visitor-serving retail.
  - ◆ Broadway Avenue should be lined with buildings three and four stories in height.
  - ◆ There should be two to three stories of residential units above the first floor of retail.
  - ◆ Broadway Avenue itself should be three lanes with the center lane for turning. The center lane should have accent paving, without curbs or landscaping, for most of its length. However, there would be landscaped medians placed intermittently to identify pedestrian crossings and other pedestrian-oriented zones. The center lane must remain open enough to allow emergency vehicle access.
  - ◆ Undulating sidewalks will create areas with wide sidewalks as well as pockets for parallel parking. This provides opportunity for businesses to spill out onto the sidewalk, but also to allow parking to continue on the street.
  - ◆ At the parking garage block, the center lane could be widened to create a split, creating a median that would be useable public space. This active median would be wide enough to accommodate pedestrians, benches and potentially vendors, such as seen on Las Ramblas in Barcelona, Spain and at Santana Row in San Jose.

3. **Integrated Mixed-Use Blocks.** The blocks between the south side of Broadway Avenue and the north side of Palm Avenue can be integrated to provide greater flexibility for developers.
  - ◆ Parcels could be combined to create larger development projects. Public and semi-public open spaces should be integrated into such projects.
  - ◆ Alleys may remain and be integrated into new development or could be removed to accommodate contemporary development projects.
4. **Palm Avenue.** Additional residential units will be encouraged along Palm Avenue to increase the density in the area, which will support activity on Broadway Avenue.
  - ◆ Ground floor uses on Palm Avenue should be residential. Vertical and horizontal mixed-use projects may be considered on Palm Avenue on a case-by-case basis, proceeding through the appropriate review process.
  - ◆ The north side of Palm Avenue should have townhouses and live/work units stepping up in height toward Broadway Avenue.
  - ◆ The south side of Palm Avenue should be one to two stories of single-family residential.
5. **Del Monte Boulevard and Transit Center.** A mix of uses are appropriate for Del Monte Boulevard and surrounding the future transit center.
  - ◆ A new transit center should be located along the former rail corridor, with access from Del Monte Boulevard, at a minimum.
  - ◆ Del Monte Boulevard should be designed to work and connect with the transit center and its adjacent uses.
  - ◆ Buildings should be three to four stories in height along Del Monte Boulevard, to create an appropriate street frontage.
  - ◆ Connection between the Landmark project and Broadway Avenue should be strengthened. A pedestrian paseo parallel to Del Monte Avenue, crossing Imperial Street and Palm Avenue, would provide direct access between these two areas and offer businesses the opportunity to have a second “frontage.”
6. **Canyon Del Rey Boulevard.** Canyon Del Rey will be widened to allow bike lanes.
  - ◆ After a portion of land is given over to the roadway redesign, the leftover land could be used as a park space and/or as a linear skate park
  - ◆ The park, with or without a skate park, should function as part of the stormwater system, including appropriate vegetation and natural features.
  - ◆ Buffers between adjacent residential uses would be incorporated.
7. **Bicycle Circulation.** Safe bicycle circulation is of key importance.
  - ◆ Palm Avenue should be designated as a bikeway. Lanes would not be striped but appropriate signage would be installed.
  - ◆ Bikes would be allowed on Broadway as on all Plan Area streets.

8. **Broadway and Del Monte Intersection.** The Broadway Avenue and Del Monte Boulevard intersection will be a key node of activity and is one of the gateways into the area.
  - ◆ This intersection needs to be realigned for safety, which includes creating a shorter crossing distance for pedestrians.
  - ◆ A safe and convenient pedestrian and bicycle connection across Del Monte Boulevard needs to be addressed. This could include the installation of a pedestrian/bicycle bridge over Del Monte Boulevard.
  - ◆ The design and placement of the buildings surrounding this intersection should be done in a way that helps shape an attractive exterior space and gathering place for users of the West Broadway Urban Village.
9. **Gateways.** Gateway treatments will enhance the identity of the West Broadway Urban Village.
  - ◆ Significant and appropriate architectural elements, physical gateway monuments and proper signage should be erected at entry points to mark the gateways into the West Broadway Urban Village area.
10. **Auto Mall Connection.** With recent auto mall improvements, it is ever more important to provide a visual and physical connection to the auto mall from Broadway Avenue.
  - ◆ The connection to the auto mall should be strengthened and beautified.