



October 30, 2020

John Ilasin  
Public Works Director  
City of Carpinteria  
5775 Carpinteria Avenue  
Carpinteria, CA 93013

Re: Downtown Carpinteria Parking Study - **Draft**  
Walker Project No. 37-8938.01

Dear Mr. Ilasin

Walker is pleased to submit the following draft report of our parking study for Downtown Carpinteria. We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

A handwritten signature in black ink, appearing to read "Steffen Turoff".

Steffen Turoff, AICP  
Director of Studies

A handwritten signature in black ink, appearing to read "S. Edwin".

Shannon Edwin  
Analyst



# Downtown Carpinteria Parking Study

Carpinteria, CA

**DRAFT**

October 30, 2020

Prepared for:

The City of Carpinteria



**WALKER**  
CONSULTANTS

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# Executive Summary

The City of Carpinteria engaged Walker Consultants (“Walker”) to conduct a comprehensive parking study. This includes an overview of the existing parking conditions, an analysis of future parking demand, and recommendations for improvements and future parking management.

The downtown study area consisted of all on- and off-street public parking within the “Downtown T”, which includes Carpinteria Avenue and Linden Avenue, as well as parking within a few blocks east and west of Linden Avenue. Since some downtown demand might occur beyond the T, parking within a few blocks of the T, including Elm Avenue, Maple Avenue, Walnut Avenue, and the numbered side streets (9<sup>th</sup>, 8<sup>th</sup>, 7<sup>th</sup>, 6<sup>th</sup>, and 5<sup>th</sup> Streets) were also included.

## Existing Conditions

- Parking occupancy counts for the downtown study area were collected in August 2019.
- Existing parking occupancy counts revealed that Downtown Carpinteria experiences a parking surplus with 65% of downtown spaces occupied and over 300 spaces available during the weekday lunchtime peak.
- There is currently not a shortage of parking spaces in the downtown, even during the busy summer season, although concentrated areas of high demand for parking do occur. Even if additional parking spaces were constructed, the majority of these areas of high demand would still likely experience a lack of parking availability, unless parking regulations and similar measures were adjusted to address the high demand.
- The current mix of parking restrictions downtown was found to adequately serve visitors and employees using the spaces.
  - Parking time limits, including 90-minute limits on Linden Avenue and Carpinteria Avenue, as well as public Lot 1, were found to adequately serve downtown visitors and experienced few violations (those staying longer than the posted limit).
  - Unrestricted parking (i.e. parking areas with no time-limits, such as public Lot 2 and Lot 3) were also found to adequately serve long-term parking needs, such as employee parking.
- Downtown Carpinteria is expected to continue to grow and change in the future with new development projects and redevelopment of existing space, likely increasing the demand for public parking over time.



## Analysis of Current Policies and Regulations

- New development or redevelopment in downtown must provide all its own parking on-site per the city's zoning code unless it can be granted discretionary approvals from the City, including:
  - Conjunctive use – reduction of parking for two or more land uses sharing the same supply that experience different peak parking demands.
    - This is a specialty tool and is only available in limited circumstances.
    - There have been challenges in regard to enforcement or successful functioning in the long-term.
  - Development Impact Fees (DIF) – Developers may pay a fee for deficit parking spaces to fund future parking and parking improvements.
    - The current fee is \$22,523 per space, which is cost-prohibitive for many developers.
    - Payment of the DIF in lieu of providing required parking onsite is at the discretion of the Planning Commission.
    - Some development projects or uses have abandoned, postponed, or scaled back plans for new improvements or further intensification downtown to avoid payment of parking DIFs.
    - In the instances applicants have paid the DIF, it has only been when the rate was lower, typically within a range of \$5,000 per space.
  - Parking Modification – Businesses or development may request a modification to the required number of on-site spaces. There are a series of criteria the Planning Commission considers in granting a modification or not.
    - Modifications are typically only granted under special circumstances based on compelling evidence and the ability to make required findings.
  - Variance – Under truly unique circumstances, applicants may request a variance to reduce or amend parking.
  - Assessment District – An assessment district was established to fund the construction of Lot 1, 2 and 3.
    - Businesses within the district paid an annual assessment for their respective total number of required spaces for their use, minus any spaces provided onsite.
    - Businesses have continued to receive credits for required parking that was met through the historic payment of the assessment district, even though the assessment district is no longer active.
- The City's General Plan envisions the Downtown T to be the center of civic and commercial life in town. Development downtown should have a walkable, pedestrian-oriented, compact design that supports a variety of transportation options.

- While the City's General Plan supports this type of development in its design requirements for downtown, the municipal code presents challenges to applicants who must meet parking requirements on-site, utilize one of the various modification tools, or pay impact fees.
  - This has presented challenges to both applicants and the Planning Commission in issuing approvals, as there have been no set criteria on how much of a reduction to the required number of parking spaces can or should be provided.
- Given the downtown environment and the City's desire to be less auto-dependent, even if an applicant can meet their parking requirements, doing so may not be in the best interest of other City goals as it would devote more land to parking.

## Future Parking Conditions

- The City needs to continue proactively planning for the adequate supply and management of downtown parking to meet the needs of existing and future land uses, including parking needs for downtown visitors, residents, employees, and business owners.
- Three proposed development projects could impact parking downtown:
  - Linden Inn
    - 40 room hotel with café, rooftop bar, and meeting space that would be constructed on the existing public parking lot, Lot 3, north of the train tracks and Amtrak station.
  - 700 Linden
    - Mixed-use commercial development located at 700 Linden Avenue.
    - Includes office, retail, restaurants, a rooftop bar, and open public space.
  - Rail Expansion
    - Expanded rail service at the Carpinteria Amtrak Station.
- Shared parking methodologies were used to determine peak parking demand for the Linden Inn and 700 Linden projects.
  - Linden Inn
    - Weekday and weekend parking demand is expected to peak at 6 p.m. with a demand for 58± parking spaces.
  - 700 Linden
    - Weekday peak parking demand is expected to occur at 2 p.m. with a demand for 64± parking spaces.
    - Weekend peak parking demand is expected to occur at 7 p.m. with a demand for 45± spaces.
- The expanded rail service was evaluated using projected ridership data provided by the LOSSAN Rail Corridor Agency. A 24% increase in ridership is anticipated with the expansion.
  - Based on a series of assumptions, it is projected that the expanded rail service will increase parking demand for Amtrak in Lot 3 by two to eight spaces depending on success of the rail service.

- Walker evaluated the number of spaces that could be potentially constructed in a new lot on the vacant, city-owned, parcel south of the train tracks and Lot 3. Six layout options were developed, with the number of spaces that could be constructed varying based on the layout and configuration. These are summarized as followed (drawings of each layout are provided in the body of the report):
  - Option 1: 88 spaces – The lot’s footprint extends from Linden Avenue to Elm Avenue, with two rows of parking and 90-degree parking stalls.
  - Option 2: 98 spaces – Same footprint as Layout 1 with angled parking stalls and parallel spaces along the perimeter of the lot. Access is provided via Linden Avenue and Elm Avenue.
  - Option 3: 165 spaces – The lot’s footprint extends from Linden Inn to Holly Avenue, with access from Linden Avenue, Holly Avenue, and Elm Avenue. This design has two parking rows with 90-degree parking stalls.
  - Option 4: 187 spaces – Same footprint as Layout 3 with angled parking stalls and parallel spaces along the perimeter. Access is provided via Linden Avenue, Holly Avenue, and Elm Avenue.
  - Option 5: 37 spaces – This layout only extends from Linden Inn to end of the neighboring unpaved lot south of the site, serving the restaurant “The Spot”, with two rows of 90-degree spaces. Access is only provided from Linden Avenue.
  - Option 6: 103 spaces – This layout extends from Linden Avenue to Holly Avenue. The plan for this lot includes a row of parking bordering the northern edge of the site, along the train tracks, the entire length of the site, with a second row of parking on the southern edge, only extending to the edge of the existing “The Spot” unpaved lot to the south. Access would be provided on Linden Avenue, Holly Avenue, and Elm Ave.
- The three development projects all plan to use Lot 3 or a potential new lot south of Lot 3 to accommodate their parking demand to varying degrees. An analysis of the number of spaces that would be needed, should this occur, was conducted.
  - At least 159 spaces are needed to accommodate the three future development projects in Lot 3 and a future new lot under the highest-demand conditions analyzed.
  - This would require the construction of a new lot in the vacant space south of Lot 3.
  - While the 700 Linden development plans to use spaces in Lot 3 to accommodate their development, in reality, it is unlikely that this would occur unless employees of the project are specifically assigned to this lot. Most customers are likely to attempt to park closer to the development in on-street spaces on Linden Avenue or on side-streets.
- To gain an understanding of how the three projects would effect the overall parking demand in downtown, the projected future parking demand was added to the existing parking occupancies experienced in downtown.
  - The downtown parking supply, with spaces removed for construction of the Linden Inn, could support the three proposed development projects without constructing any new parking, with an overall downtown utilization of 84% during typical peak conditions.
  - If a new lot is constructed, at any size, overall parking demand would be projected to be below 80%.
  - Some parking in downtown is located along or near primarily residential streets. Some future demand could impact these streets, particularly during busy periods, causing conflicts with resident and downtown visitor or employee parking.



- Parking management strategies and constructing new parking should be considered to manage and accommodate long-term parking demand in downtown. Parking management strategies typically must be updated and implemented when material new parking capacity is added, and therefore should be employed with the results monitored, prior to the construction of a new parking facility.

## Recommendations

- Downtown parking currently experiences a surplus of parking spaces, which could support more downtown development. As such, the City should:
  - Establish amended downtown parking policies and regulations that serve to right-size on-site parking in recognition of the parking surplus and support policies that maintains and expands the existing downtown development pattern particularly along portions of the commercial corridor that currently have large surface parking lots and less of the desired downtown development pattern.
  - Establish a methodology for allocating the parking surplus that can be a benefit to all areas of the downtown district and is sustainable over a reasonable period of time.

## Parking Requirements and Restrictions in Downtown

- Evaluate downtown parking requirements for new development/redevelopment on a case-by-case basis. This would include the following considerations:
  - Allowing new development/redevelopment to use available downtown public parking to meet some of their parking demand. This would include:
    - Approaching and managing downtown public parking as a shared supply for existing and new downtown businesses and land uses.
    - New development/redevelopment would use downtown spaces that currently sit empty.
  - Reductions may be considered for projects that demonstrate alternative methods to meet their parking needs. This may include:
    - Parking some demand off-site (e.g. employees)
    - Providing amenities for other transportation options (e.g. bike parking, transit passes for employees, etc.)
    - Develop a Transportation Demand Management program that would detail how the project applicant plans to reduce vehicle trips to/from the site, thus reducing the amount of parking required.
- Reduce the cost of the current Development Impact Fee.
- Based on current parking conditions, maintain existing time-limited and unrestricted parking. This includes:
  - 90-minute spaces on Linden Inn and Carpinteria Avenue and restrictions in Lot 1.
  - Lot 2 and Lot 3 should continue to remain unrestricted for longer-term parking.

## Planning for Future Parking Demand

- While the downtown currently experiences a surplus of parking, the City should regularly monitor parking demand in downtown as new development or redevelopment occurs. These observations will help the city identify when it is time to implement additional parking management strategies, or considering constructing new supply, to ensure parking is adequately provided and managed. Key indicators that additional parking management strategies may be required include:
  - Downtown parking supply is 85% or more occupied during the peak
  - Visitors are required to spend several minutes circling the downtown area to find an available space.
  - Employees and visitors are spilling over into residential areas to find available parking in areas outside of the Downtown T.
- When these thresholds are met, the City may consider implementing the following:
  - Institute time-limits in unrestricted parking areas and adjust existing time limits to better manage conditions.
  - Construct additional parking supply. This could be accomplished by:
    - Public-private partnerships, even on a small scale
      - The City would enter into an agreement, for a fee, with a private property owner to lease underutilized, available private parking spaces. These spaces could be signed, indicating that they were publicly available parking or made available for employee parking.
    - Constructing new parking
      - The City would construct new public parking lots on City-owned land
      - Explore opportunities to convert some parallel on-street parking to angled parking.
  - Provide a valet parking program for downtown businesses.
  - Develop a Residential Parking Permit program (would require California Coastal Commission approval) to reduce downtown spillover.
  - Work with businesses to create an Employee Parking Program.
  - Incentivize non-driving transportation options.
    - Reconfigure Linden Avenue to provide protected bike lanes.
    - Establish a downtown bikeshare.
    - Implement a dockless bike or scooter program.
    - Increase transit service and develop programs that encourage arriving to downtown by transit.
    - Provide dedicated pickup/drop-off spaces for rideshare services such as Uber and Lyft.
    - Convert some on-street parking on Linden Avenue to parklets (parking spaces converted to public space for seating, dining, etc.)
      - Currently, the City has allowed temporary parklets in response to the Covid-19 pandemic and businesses have expressed interest in making these allowances permanent.



- With the existing surplus of parking, the conversion of a few spaces on Linden Avenue to parklets is anticipated to have a negligible impact on the total supply of parking. Over time, as parking demand increases in downtown, the parking management strategies recommended as part of this study should aid in continuing to mitigate in any loss of parking due to parklets.
- Additionally, it should be noted, that while a parking space can accommodate one vehicle, a parklet can serve several pedestrians, provide additional outdoor seating downtown, and provide additional amenities such as bike parking, public art, and landscaping. Adequate parking is important for businesses and a commercial district as a whole. Yet ultimately the destination is the draw, and the benefits of attractive and enjoyable outdoor space can be a net benefit compared to the number of parking spaces removed, particularly when adequate parking has been identified, as it has been in Carpinteria's downtown.



# 01 Introduction

# 1. Introduction

The City of Carpinteria engaged Walker Consultants (“Walker”) to conduct a comprehensive downtown parking study. This includes an overview of the existing parking conditions, future parking demand, and recommendations for improvements. The report is organized in the outline shown in Figure 1.

The combination of these sections provides an in-depth analysis of the existing parking system in Carpinteria, impacts of potential future development, and a detailed list of recommendations.

## Setting

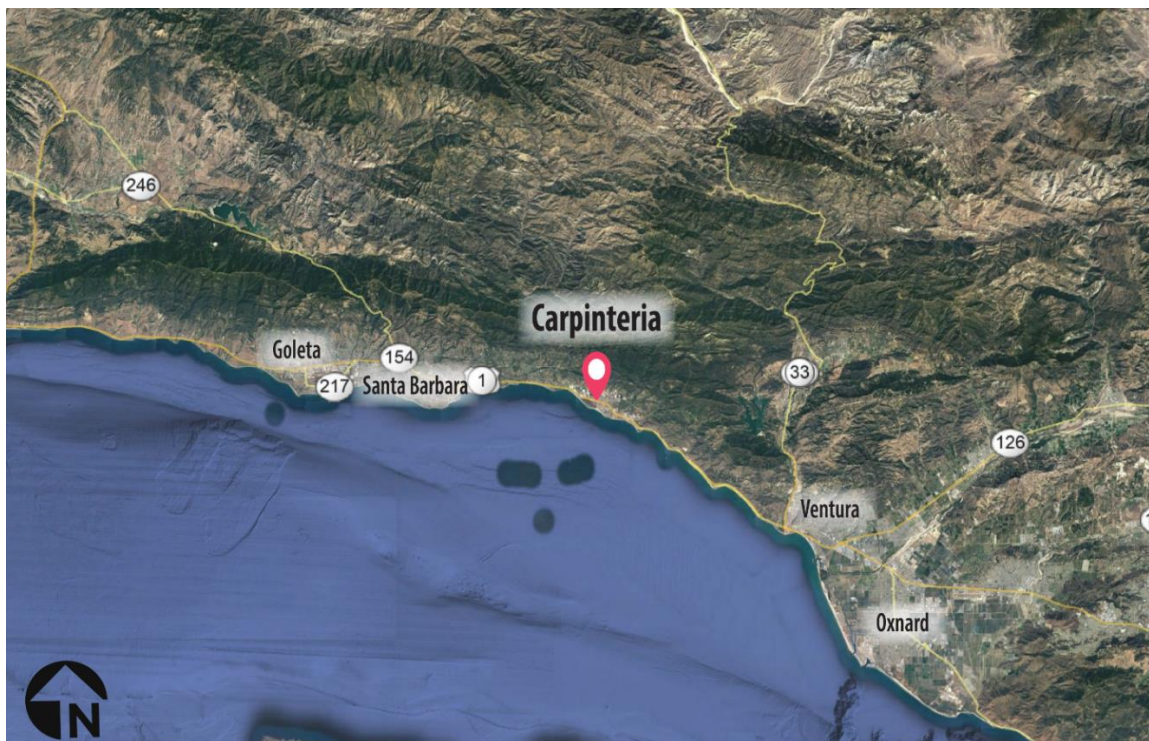
Carpinteria is a coastal city located in Santa Barbara County on the Central Coast of California. The City borders the Carpinteria State Beach and the Pacific Ocean, providing scenic ocean views along the coastal downtown. According to the U.S. Census American Community Survey, the City of Carpinteria has a total population of approximately 13,593.

As shown in Figure 2, Carpinteria is accessible from the US-101 and Highway 1 to the northwest and southeast. Amtrak runs through the city, and the nearest station is located in Downtown Carpinteria.

Figure 1: Report Outline



Figure 2: Carpinteria Proximity Map



Source: Satellite image, Google Earth Professional, 2020; Graphics, Walker Consultants, 2020

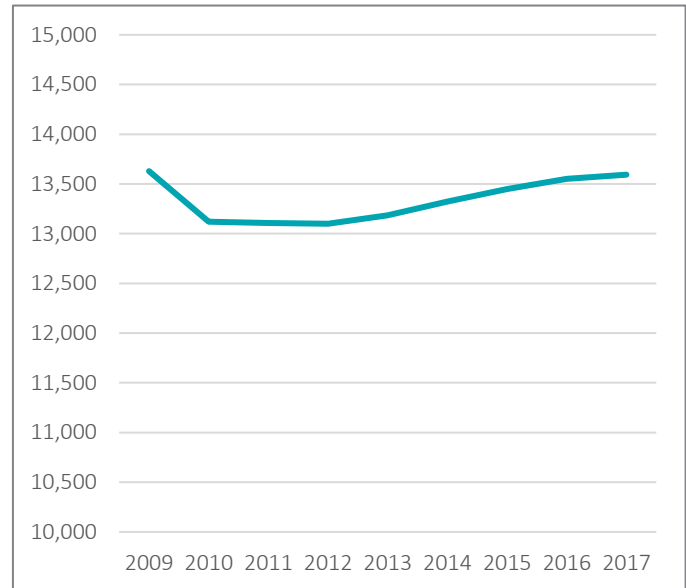
Downtown Carpinteria is located just north of Carpinteria State Beach and the Carpinteria State Beach Campground and is the commercial and civic core of the City. Downtown hosts several ongoing and annual special events, including “First Fridays”, a community event the first Friday of every month which includes a variety of vendors, music, and food, and an annual “Avocado Festival” which also features various vendors, food, arts and crafts, and live music.

There are an estimated 5,102 households in the City of Carpinteria. The median household income is \$73,505. Carpinteria ranks well above the median United States household income of \$59,039 and is just above the median household income in California of \$71,228.

As shown in Figure 3, the City has experienced a relatively steady population since 2009, with a slight decrease in 2010 that steadily increased again between 2011 and 2017. In 2017, the population was approximately 0.26% lower than 2009 population estimates.

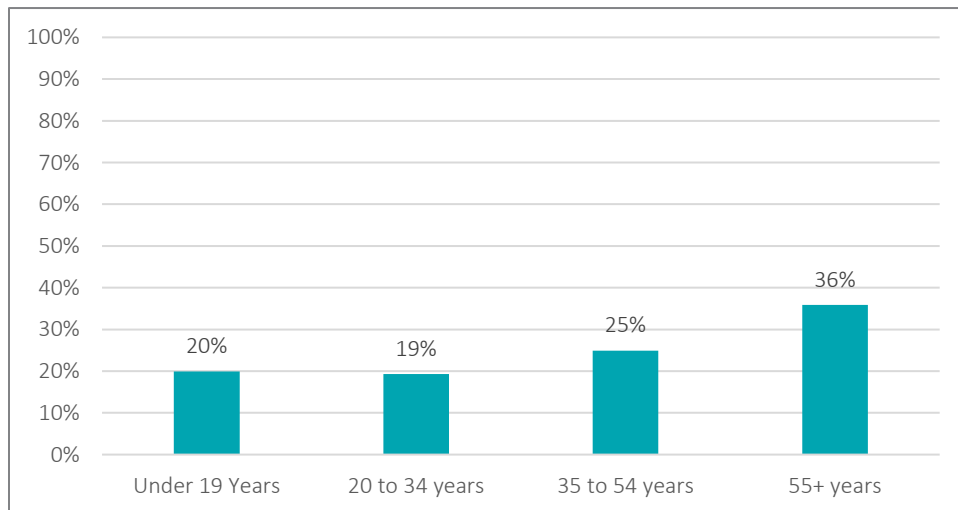
In Carpinteria, 36% of the population is over the age of 55, indicating a relatively older population in relation to the other populations of age ranges within the City. Figure 4 shows a breakdown of the age distribution in Carpinteria.

Figure 3: Carpinteria Population 2009 - 2017



Source: U.S. Census American Community Survey, 2009-2017

Figure 4: City of Carpinteria Population Age Distribution



Source: U.S. Census American Community Survey, 2009-2017

## Purpose of the Study

The City of Carpinteria engaged Walker Consultants to provide a comprehensive analysis of its downtown public parking system. This study intends to provide a summary of the existing parking conditions in downtown including the existing parking supply, weekday and weekend occupancy rates, existing regulations, and current parking management practices. The study also provides an analysis of the parking needs of three planned future downtown projects – the Linden Inn located on the existing public Lot 3, a mixed-use project on the 700 block of Linden Avenue, and expanded rail service at the existing Amtrak station.

The result of these activities is a list of recommended strategies in Section Six (6) of this report to assist the City in making improvements to downtown parking and plan for the added parking demands of future development projects.

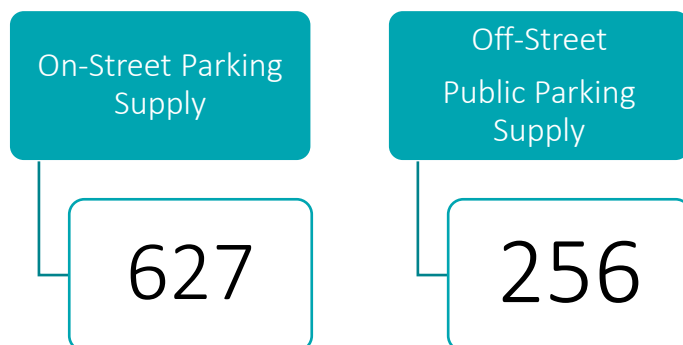


## 02 Existing Conditions

## 2. Existing Conditions

### Downtown Parking Supply

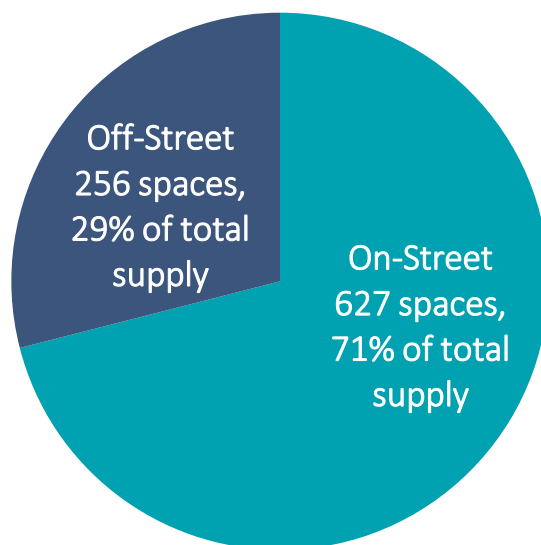
Walker conducted a parking inventory (the supply of parking spaces) count on August 14, 2019. Based on the results of this count, Walker identified a supply of 883± public parking spaces available in Downtown Carpinteria. This includes 627± on-street spaces and 256± off-street spaces. It is noted that no private off-street parking spaces were included as part of this study, which in any community tend to have greater availability, but the restricted availability of which limits access.



Linden Avenue, the main commercial street in downtown, hosts approximately 78± spaces of the on-street parking space supply. The remaining public on-street spaces are located on Carpinteria Avenue and side streets just off Linden Avenue, as well as Elm Avenue, Maple Avenue, and Walnut Avenue. Elm Avenue, Maple Avenue, and Walnut Avenue primarily serve residential land uses.

A visualization of the distribution of the parking supply in downtown Carpinteria is shown in Figure 5.

Figure 5: Distribution of Downtown Parking Supply

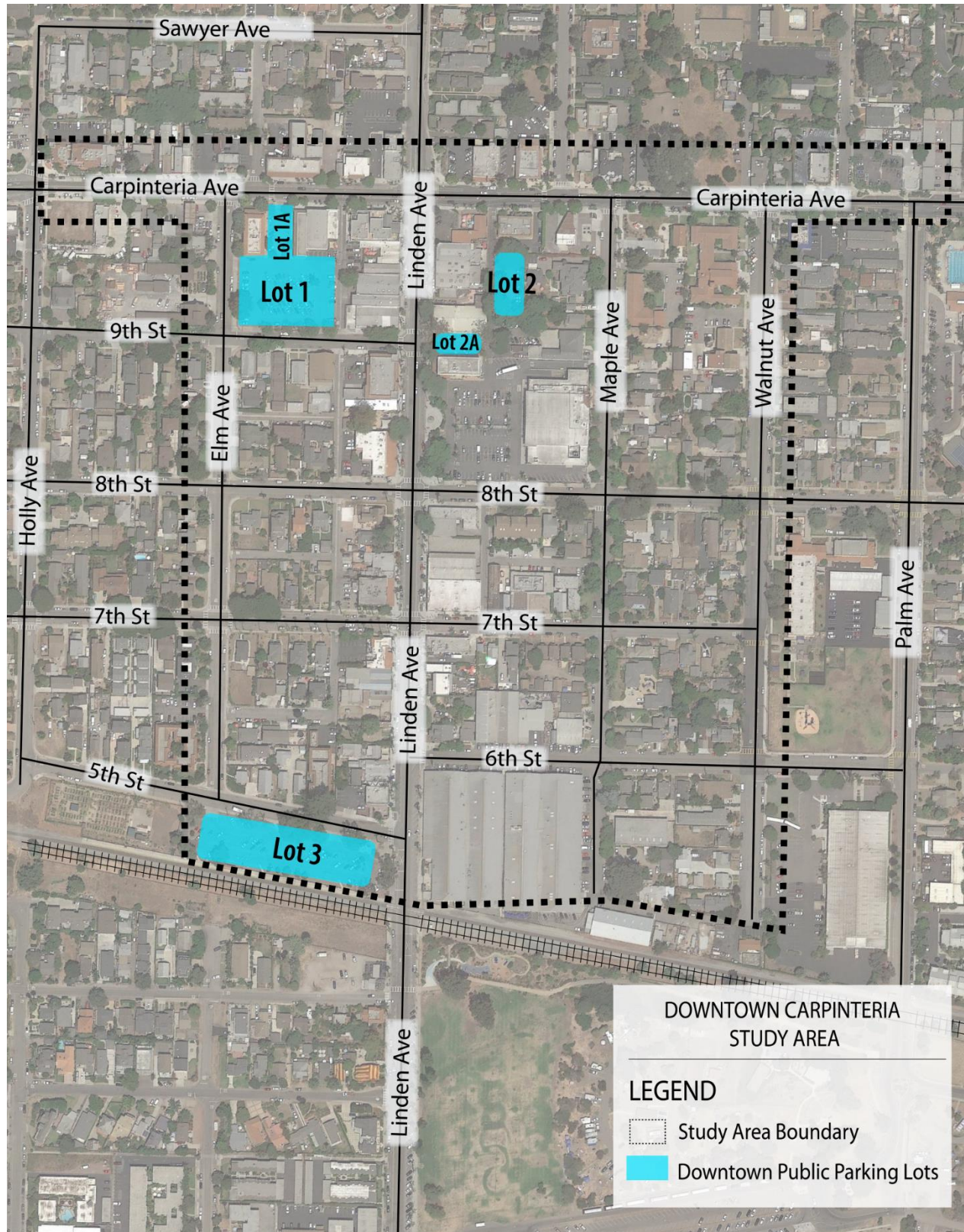


Source: *Walker Consultants*, 2019

The analysis area for this study is shown in Figure 6.



Figure 6: Downtown Carpinteria Study Area



Note: Parking spaces on 6<sup>th</sup> Place and the public parking lot that primarily services the Carpinteria Library were inadvertently not included in the study area. However, the extent of parking availability in these two locations would likely only add to the surplus experienced in downtown and have a minimal effect on overall findings.

Source: Satellite image, Google Earth Professional, 2019; Graphics, Walker Consultants, 2019



Table 1 provides a summary of the parking supply collected within the Downtown Carpinteria study area.

Table 1: Parking Supply Summary

On-Street	Number of Spaces
Carpinteria Ave	47
Linden Ave	78
9th St	19
8th St	67
7th St	63
6th St	67
5th St	24
Elm Avenue	65
Maple Avenue	98
Walnut Avenue	99
<b>Total On-Street</b>	<b>627</b>
Off-Street	
Lot 1	69 <sup>1</sup>
Lot 1A	15
Lot 2	46
Lot 2A	13
Lot 3	113
<b>Total Off-Street</b>	<b>256</b>
<b>Total Supply</b>	<b>883</b>

<sup>1</sup>Includes unmarked spaces along the periphery of the lot.

*Note: Some on-street spaces were comprised of unmarked curbs; therefore, the number of spaces were estimated based on the amount of curb available and observed occupancies.*

Source: Walker Consultants, 2019

## Parking Restrictions and Enforcement

Over one-half (72%) of the on-street parking spaces in the study area is unrestricted (no time limits or other restrictions). Mostly the unrestricted spaces front residential uses or are located on side-streets off Linden Avenue. On-street parking is limited to 90-minutes for most parking spaces on Linden Avenue and Carpinteria Avenue. There are some 90-minute spaces on 9<sup>th</sup> Street (10 spaces) and 8<sup>th</sup> Street (two spaces). The first one or two spaces closest to Linden Avenue on the side streets are typically 24-minute time-limited spaces.

Most public off-street spaces (72%) are also unrestricted. Off-Street facilities have varying time restrictions, with Lot 2 and Lot 3 being unrestricted. Lot 2A is limited to 90-minute parking.

There are three different parking restrictions within the adjoining Lots 1 and 1A. Lot 1A has a one-hour parking restriction. Within Lot 1, 90-minute signage is posted in select locations, mainly in the middle of the parking facility, while there is no posted signage around the perimeter of the facility. This makes it potentially difficult for parking patrons to determine where the time restrictions apply within the lot. Vehicles are also parked along the periphery of the parking facility, where no spaces are marked, and no signage is posted. Signage and photos of Lot 1 are shown in Figure on page 8.

Table 2 on the following page summarizes the parking restrictions for the study area and the number of spaces.

Walker field staff also noted that certain painted curb markings, especially loading zones were difficult to read. Examples of these locations are shown in Figure.

The City's Code Compliance division staff currently conducts the majority of the City's parking enforcement actions including enforcement of red curb and time-limited parking.

Table 2: Downtown Parking Restrictions &amp; Parking Inventory

Facility	Unre- stricted	2-Hour	90-Min	1-Hour	24-Min	EV	ADA	Loading Zone	Total
<b>On-Street</b>									
Carpinteria Avenue			43		4				47
Linden Avenue			74		2		1	1	78
9 <sup>th</sup> Street	5		10		4				19
8 <sup>th</sup> Street	62		2		3				67
7 <sup>th</sup> Street	55				3			5	63
6 <sup>th</sup> Street	66 <sup>1</sup>						1		67
5 <sup>th</sup> Street	22				2				24
Elm Avenue	64				1				65
Maple Avenue	98								98
Walnut Avenue	77	10			9		1	2	99
<b>Total On-Street</b>	<b>449</b>	<b>10</b>	<b>129</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>627</b>
<b>Percent of Total On-Street</b>	<b>72%</b>	<b>2%</b>	<b>21%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	
<b>Off-Street</b>									
Lot 1	41		25				3		69
Lot 1A				14			1		15
Lot 2	42					2	2		46
Lot 2A			12				1		13
Lot 3	102					2	9		113
<b>Total Off-Street</b>	<b>185</b>	<b>0</b>	<b>37</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>256</b>
<b>Percent of Total Off-Street</b>	<b>72%</b>	<b>0%</b>	<b>14%</b>	<b>6%</b>	<b>0%</b>	<b>2%</b>	<b>6%</b>	<b>0%</b>	
<b>Total</b>	<b>567</b>	<b>10</b>	<b>166</b>	<b>14</b>	<b>28</b>	<b>4</b>	<b>19</b>	<b>8</b>	<b>883</b>
<b>Percent of Total</b>	<b>64%</b>	<b>1%</b>	<b>19%</b>	<b>2%</b>	<b>3%</b>	<b>0%</b>	<b>2%</b>	<b>1%</b>	<b>8%</b>

Note: <sup>1</sup>On 6<sup>th</sup> St, between Linden Ave & Maple Ave, there are 44 unrestricted public spaces that appear to primarily be utilized by the industrial/automobile repair shops located on this block. There are also 23 spaces on the west side of Maple St, between 6<sup>th</sup> St & the train tracks, that are also used for these uses. The spaces are oriented perpendicular to the road. While public, the location and orientation of these spaces gives the appearance that they are reserved for these uses.

Source: Walker Consultants, 2019



Figure: Existing Parking Restriction Signs

Lot 1



Linden Ave



Pavement Markings



Source: Walker Consultants, 2019

## Existing Parking Demand

Walker evaluated parking demand in downtown by conducting occupancy counts of parked cars in the study area on multiple days and periods. Data collection days were selected in coordination with the City of Carpinteria to reflect typically busy summer parking conditions. Weekday occupancy counts were conducted every two hours on Wednesday, August 14, 2019, from 11:00 a.m. to 9:00 p.m. Weekend counts were conducted on Saturday, August 17, 2019, from 11:00 a.m. to 9:00 p.m.

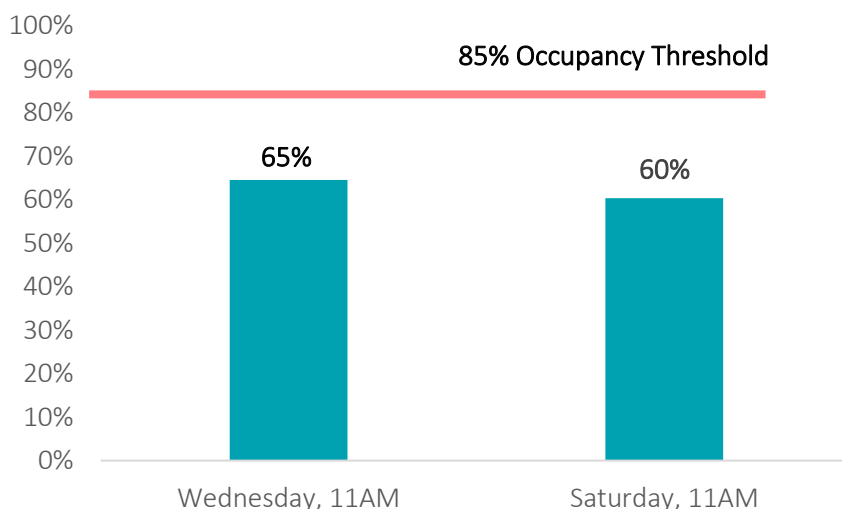
Overall, peak parking demand was observed on a weekday, between 11:00 a.m. and 1:00 p.m., during which time approximately 65% of spaces were occupied. Weekend peak occupancy was observed on Saturday from 11:00 a.m. to 1:00 p.m., with approximately 60% of spaces occupied. The complete set of counts are provided in Appendix A and peak parking demand for the weekday and weekend are discussed in the following sections.

The blended downtown parking utilization across the entire study area suggests a significant surplus of parking spaces and related inefficiencies. An 85% utilization rate is the typical target for on-street parking spaces within most parking systems, to ensure most spaces are being utilized while adequate availability remains for those seeking a space. Off-street parking facilities can have an acceptable parking occupancy rate of 90%, or higher for facilities where employees regularly park, although the 85% for off-street parking simply represents a higher level of service to the driver (more regular availability is provided). Parking availability is typically our key concern, but too many empty spaces at peak time or an imbalance between locations with a lack of parking and with abundant parking is an efficiency and potentially convenience issue.

In general, when parking facilities experience occupancies greater than 85%, users begin to perceive parking as “full” and are likely to spend more time circling to find a space. At 85%, most spaces are being utilized but those drivers seeking a space can find one with minimal searching. Therefore, 85% is typically used as a target for optimal parking occupancy. With a peak occupancy of 65%, downtown Carpinteria currently has a surplus of capacity available within the parking system as a whole, when compared to this standard.

Table 3 provides a summary of the peak weekday and weekend parking utilization.

Figure 7: Overall Downtown Peak Parking Demand



### Existing Parking Demand Key Findings

- Parking demand peaks on weekdays during lunchtime with 65% of spaces occupied
- Downtown currently experiences a significant surplus of available parking



A summary of peak parking occupancies for each analysis period is shown in Table 3.

Table 3: Downtown Parking Supply and Demand Summary

	Inventory	Wednesday, 11AM – 1:00PM		Saturday, 11AM – 1:00PM	
On-Street	627	389	62%	354	56%
Off-Street	256	181	71%	179	70%
Total	883	570	65%	533	60%

Source: Walker Consultants, 2019

Details for the weekday and weekend analysis periods are provided in the following sections.

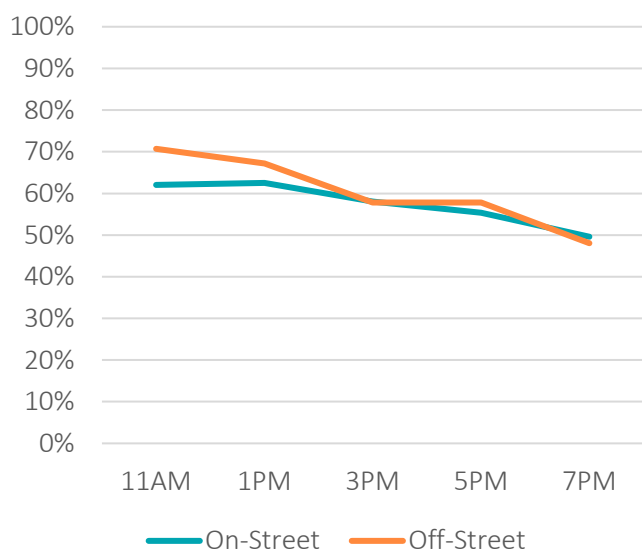
## Weekday Parking Occupancy

Weekday peak parking occupancy occurred between 11:00 a.m. and 1:00 p.m., with 570± vehicles parked, 313± spaces available, and a utilization rate of 65%.

We note that peak parking occupancy that occurs during weekday lunchtime hours is consistent with the findings of most small (and many large) parking studies we have performed in dozens of commercial districts in California. However, in most commercial districts, on-street parking is more highly utilized than off-street. In Carpinteria, off-street occupancies were observed to be higher during peak parking demand.

During the peak, approximately 62% of the on-street spaces were utilized and approximately 71% of the off-street spaces were utilized. A comparison of on- and off-street occupancies are shown in Figure 8. Over the course of the day, off-street parking demand peaks during the late morning (around 11:00 a.m.) and slightly declines over the course of day, falling below 50% at night. On-street parking demand peaks in the early afternoon (around 1:00 p.m.) and similar to off-street slightly declines over the course of the day, falling to 50% at night.

Figure 8: Weekday Parking Occupancy Over Time



In general, parking demand in downtown Carpinteria is higher in the daytime than at night on weekdays.

Weekday parking occupancy during the peak hour is also shown graphically by facility in Figure 9 and summarized in Table 4 on the following pages. During the peak, Lot 1, 1A, 1, and 2A were all over 85% utilized. Select on-street blocks in Downtown Carpinteria were also highly utilized, including 9<sup>th</sup> Street and portions of Linden Avenue. 6<sup>th</sup> Street and Maple Avenue between 6<sup>th</sup> Street and the train tracks was also highly utilized, partly due to demand from employees of the surrounding industrial buildings.

The majority of availability observed was on residential streets and in Lot 3, the public lot that, in part serves the Amtrak Station.

Figure 9: Weekday Peak Parking Occupancy, 11:00 AM



Source: Satellite image, Google Earth Professional, 2019; Graphics, Walker Consultants, 2019

Table 4: Weekday Peak Parking Occupancy Summary, 11:00 AM

Supply		Wednesday, 11:00 AM	
On-Street	Number of Spaces	Occ.	%
Carpinteria Ave	47	27	57%
Linden Ave	78	51	65%
9th St	19	19	100%
8th St	67	37	55%
7th St	63	38	60%
6th St	67	57	85%
5th St	24	12	50%
Elm Avenue	65	32	49%
Maple Avenue	98	64	65%
Walnut Avenue	99	52	53%
<b>Total On-Street</b>	<b>627</b>	<b>389</b>	<b>62%</b>
Off-Street			
Lot 1	69	61	88%
Lot 1A	15	13	87%
Lot 2	46	41	89%
Lot 2A	13	11	85%
Lot 3	113	55	49%
<b>Total Off-Street</b>	<b>256</b>	<b>181</b>	<b>71%</b>
<b>Total</b>	<b>883</b>	<b>570</b>	<b>65%</b>

Note: Some on-street spaces were comprised of unmarked curbs; therefore, the number of spaces were estimated based on the amount of curb available and observed occupancies.



## Weekday Unrestricted vs. Time-Limited Parking

Since there is a mix of unrestricted and time-limited spaces in the downtown, the difference in utilization of these spaces was analyzed. For this exercise, time-limited spaces included spaces with 90-minute, 1-hour, 2-hour, or 24-minute limits.

During the peak, unrestricted spaces were slightly more utilized than time-limited spaces with 67% of unrestricted spaces being occupied and 66% of time-limited. For on-street spaces, unrestricted spaces were more utilized with an occupancy rate of 64% when compared to 61% for time-limited spaces. Time-limited spaces were more utilized for off-street spaces with 80% of time-limited spaces occupied and 74% of unrestricted spaces.

Table 5: Weekday Unrestricted & Time-limited Parking Utilization

	Supply	Occ.	%
<b>On-Street</b>			
<i>Unrestricted</i>	449	287	64%
<i>Time-limited</i>	167	102	61%
<b>Off-Street</b>			
<i>Unrestricted</i>	185	137	74%
<i>Time-limited</i>	51	41	80%
<b>Total Unrestricted</b>	<b>634</b>	<b>424</b>	<b>67%</b>
<b>Total Time-limited</b>	<b>218</b>	<b>143</b>	<b>66%</b>

Source: Walker Consultants, 2020

The majority of unrestricted on-street spaces are located along primarily residential-serving streets as well as along 6<sup>th</sup> Street and Maple Avenue near the industrial/automobile repair shops, which likely contributes to their higher utilization. Additionally, downtown employees may also be utilizing unrestricted spaces as they typically need longer-term parking.

Time-limited spaces are primarily located near retail and commercial land uses, providing the closest and most convenient spots to these uses. These spaces were also found to turn over more often than the unrestricted spaces (as described in the Parking Turnover section).

## Weekday Parking Occupancy Key Finding

- Peak parking occupancy occurred between 11:00 a.m. and 1:00 p.m., with 570± vehicles parked, 313± spaces available, and a utilization rate of 65%.

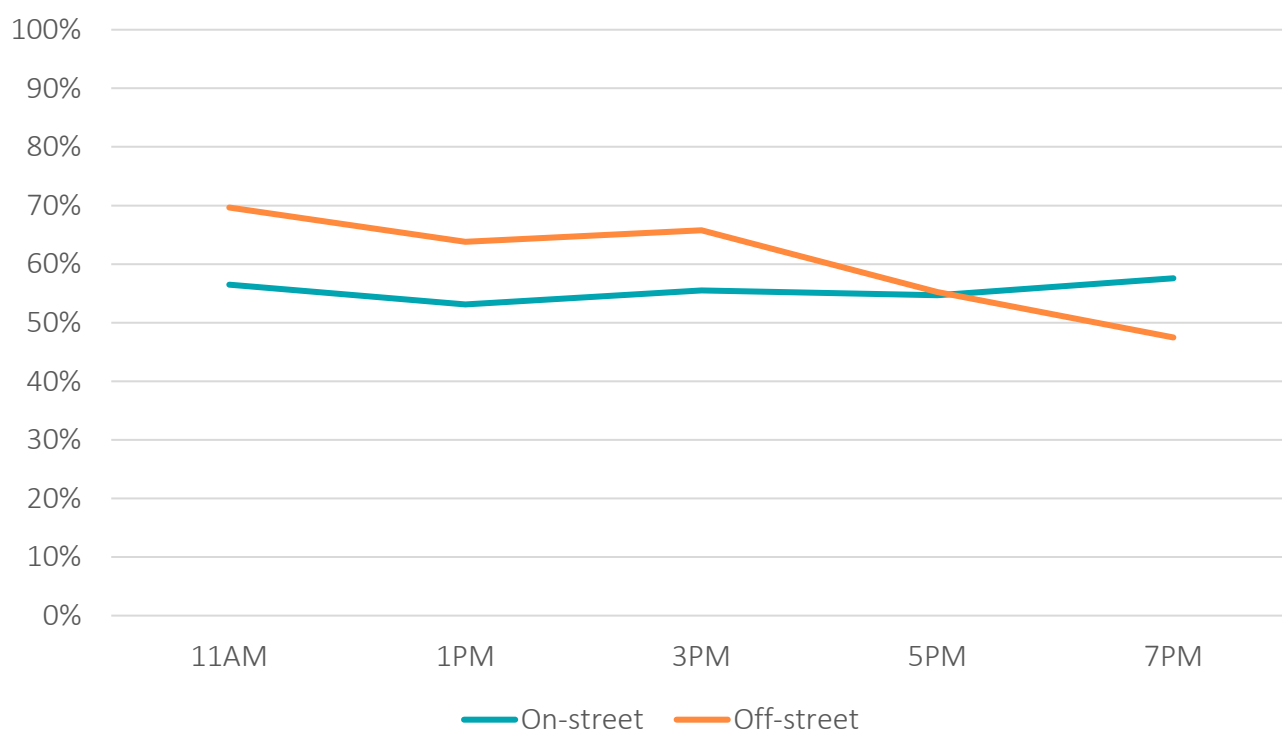
## Weekend Parking Occupancy

Weekend peak parking occupancy occurred between 11:00 a.m. and 1:00 p.m., with 533± vehicles parked, 350± spaces available, and a utilization rate of 60%.

During the weekend peak, approximately 56% of the on-street spaces were utilized and approximately 70% of the off-street spaces were utilized. A comparison of on- and off-street occupancies are shown in Figure 10.

Over the course of the day, off-street parking demand peaked during the late morning (around 11:00 a.m.) and gradually declined over the course of the day, falling below 50% at night. On-street parking demand stayed relatively constant throughout the day, and had higher demand than the off-street at 7:00 p.m., partly due to an increase in demand from restaurants.

Figure 10: Weekend On- and Off-Street Parking Occupancy Over Time



Source: Walker Consultants, 2019

Weekend parking occupancies during the peak hour are also shown graphically by facility in Figure 10 and summarized in Table 6 on the following pages. During the weekend counts, Lots 1, 1A, and 2A were all over 85% utilized. Select on-street blocks in Downtown Carpinteria were also highly utilized, including portions of Elm Avenue, Carpinteria Avenue and most of Linden Avenue.

Figure 11: Weekend Peak Parking Occupancy, 11:00 AM



Note: Portions of 8<sup>th</sup> Street were temporarily signed “no parking” from 7:00 a.m. to 5:00 p.m. August 19-20, 2019. While the restrictions were not in place during the field work (August 17), signage could have deterred users from parking.

Source: Satellite image, Google Earth Professional, 2019; Graphics, Walker Consultants, 2019

Table 6: Weekend Peak Parking Occupancy Summary, 11:00 AM

Supply		Wednesday, 11:00 AM	
On-Street	Number of Spaces	Occ.	%
Carpinteria Ave	47	30	64%
Linden Ave	78	66	85%
9th St	19	14	74%
8th St	67	29	43%
7th St	63	25	40%
6th St	67	31 <sup>1</sup>	46%
5th St	24	12	50%
Elm Avenue	65	45	69%
Maple Avenue	98	53	54%
Walnut Avenue	99	49	49%
<b>Total On-Street</b>	<b>627</b>	<b>354</b>	<b>56%</b>
Off-Street			
Lot 1	69	66	96%
Lot 1A	15	14	93%
Lot 2	46	40	87%
Lot 2A	13	11	85%
Lot 3	113	48	42%
<b>Total Off-Street</b>	<b>256</b>	<b>179</b>	<b>70%</b>
<b>Total</b>	<b>883</b>	<b>533</b>	<b>60%</b>

Note: Some on-street spaces were comprised of unmarked curbs; therefore, the number of spaces were estimated based on the amount of curb available and observed occupancies.

<sup>1</sup>Occupancies on 6<sup>th</sup> St were lower due to the industrial/automobile repair shops being closed on the weekend.

Source: Walker Consultants, 2019



## Weekend Unrestricted vs. Time-Limited

On the weekend, time-limited spaces were more utilized than on the weekday with 71% of time-limited spaces occupied (compared to 66% during the weekday). Unrestricted spaces had lower utilization on the weekend with 59% of spaces occupied (compared to 67% during the weekday). For both on-street and off-street spaces, time-limited spaces were more highly utilized than unrestricted. This likely indicates a higher rate of visitors in downtown on the weekend using spaces closer to retail and commercial destinations.

Table 7 provides a summary of unrestricted and time-limited parking utilization on the weekend.

Table 7: Weekend Unrestricted & Time-limited Parking Utilization

	Supply	Occ.	%
<b>On-Street</b>			
<i>Unrestricted</i>	449	246	55%
<i>Time-limited</i>	167	108	65%
<b>Off-Street</b>			
<i>Unrestricted</i>	185	126	68%
<i>Time-limited</i>	51	47	92%
<b>Total Unrestricted</b>	<b>634</b>	<b>372</b>	<b>59%</b>
<b>Total Time-limited</b>	<b>218</b>	<b>155</b>	<b>71%</b>

Source: Walker Consultants, 2020

## Weekend Parking Occupancy Key Finding

- Peak parking occupancy occurred between 11:00 a.m. and 1:00 p.m., with 533± vehicles parked, 350± spaces available, and a utilization rate of 60%.

## Parking Turnover

Walker conducted a parking turnover analysis in select locations within the study area. The purpose of this exercise was to understand how long vehicles park on the street and within lots if they are abiding by the existing parking time limit restrictions (typically 90-minutes).

To understand how often parked cars leave a space, or, turnover, a license plate inventory (LPI) was collected in two-hour intervals from 11:00 a.m. to 7:00 p.m. (5 counts) on Wednesday, August 14, 2019, in select locations in the study area, shown in Figure 11 on the following page. These locations were selected jointly between Walker and the City of Carpinteria.

The LPI inventory was conducted by collecting the last four digits of any license plate within the study area. An LPI assists in understanding how long a vehicle is parked in a space, if there are areas with low turnover, and/or if cars are parked longer than the hourly time limits posted.

Overall, the majority of vehicles parked downtown stayed for two hours or less. There was a total of 874 unique license plates collected throughout the day. Of the 874 unique plates,

- 74% were parked for less than two hours.
- 14% were parked for two to four hours.
- The remaining 12% were parked for more than four hours.

Of the on-street parking locations,

- Linden Avenue experienced the highest turnover (90% of vehicles were parked less than two hours).
  - Most of Linden Avenue is restricted to 90-minutes, indicating approximately 10% of vehicles (20 vehicles) parked throughout the day may have violated the posted time limit.
- Carpinteria Avenue also experienced a high rate of turnover with 83% parked for less than two hours.
  - Carpinteria Avenue is restricted to 90-minute parking.
  - Of vehicles parked on Carpinteria Avenue, 18% (20 vehicles) were parked two or more hours.
- The side streets (7<sup>th</sup> Street, 8<sup>th</sup> Street, and 9<sup>th</sup> Street) had a lower turnover than Linden Avenue and Carpinteria Avenue.
  - 7<sup>th</sup> Street had the lowest turnover of the side streets, with the majority of vehicles (61%) staying longer than two hours. 7<sup>th</sup> Street is currently unrestricted.
  - 8<sup>th</sup> Street and 9<sup>th</sup> Street had a higher turnover with 34% of the vehicles staying longer than two hours, likely because a portion of the spaces on 8<sup>th</sup> Street and 9<sup>th</sup> Street are not time-restricted.

In off-street parking facilities,

- Turnover was relatively high including Lot 1 (90-minute portion), Lot 1A, and Lot 2A.
  - The percent of vehicles parked that stayed less than two hours in those lots was 91%, 95%, and 95%, respectively.

- In Lot 2, vehicles had longer lengths of stay because the lot is unrestricted with 62% of vehicles parked for more than two hours (38% of vehicles stayed for less than two hours).
- The unrestricted portion of Lot 1 had higher turnover than Lot 2 with 63% of vehicles staying less than two hours.

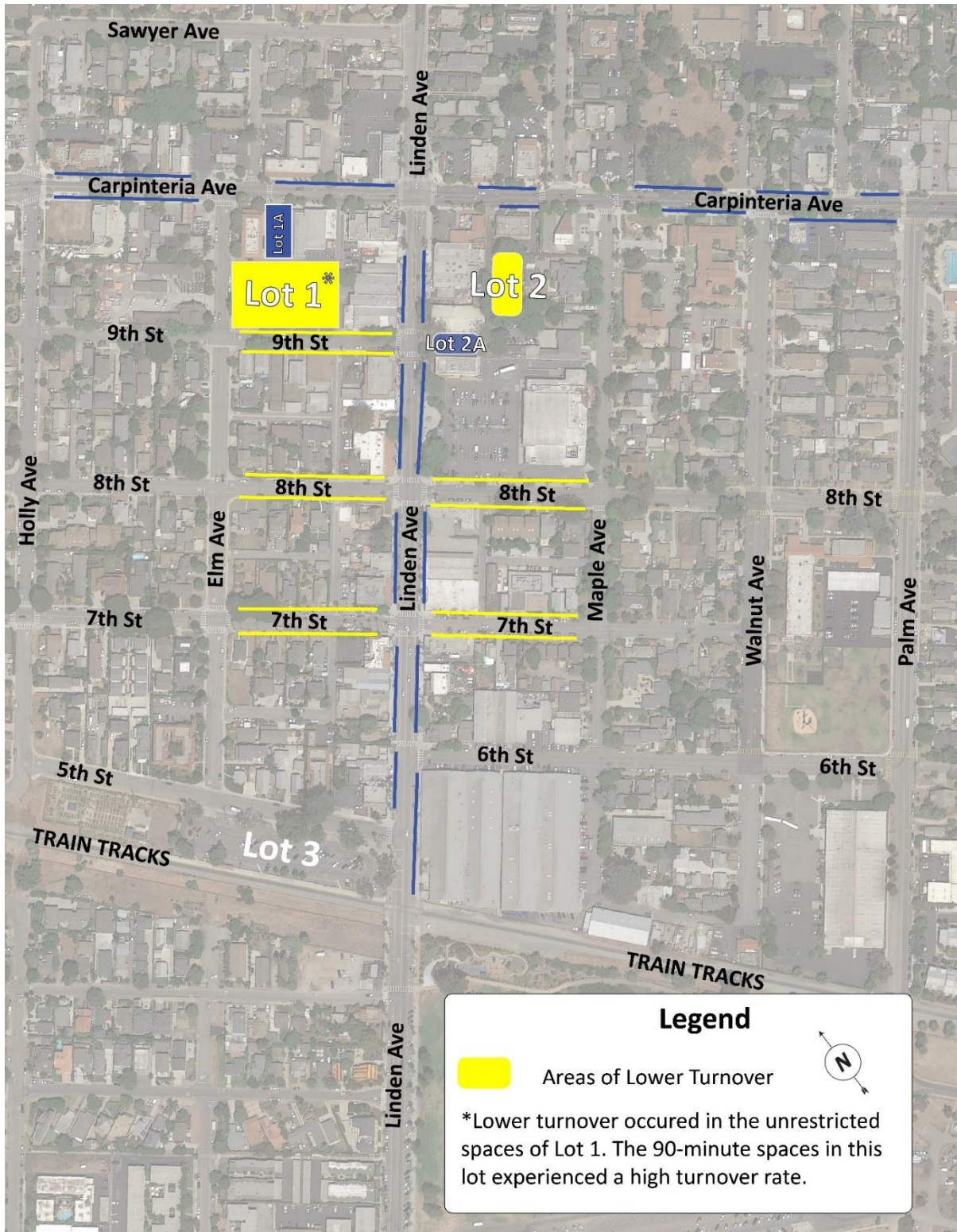
## Parking Turnover Key Findings

- The existing mix of time-limited spaces and unrestricted spaces adequately serves downtown parking needs for visitors, residents, and employees.
- Existing time limits appear to be sufficient in deterring long-term parks (e.g. employees or residents) from parking in prime parking spaces on Linden Avenue and Carpinteria Avenue.

Areas of lower turnover are shown graphically in Figure 12.

The turnover results for the areas surveyed are shown in Table 8 on page 19.

Figure 12: License Plate Inventory Study Area & Areas of Lower Turnover



Note: Areas of lower turnover are defined as areas in which at least 34% of vehicles were parked longer than two hours  
Source: Satellite image, Google Earth Professional, 2019; Graphics, Walker Consultants, 2019



Table 8: Downtown Carpinteria Parking Turnover Summary

Hours Parked	1 Count 2 Hours or less	2 Counts 2-4 Hours	3 Counts 4-6 Hours	4 Counts 6-8 Hours	5 Counts 8+ Hours	Total Unique Plates
<b>7<sup>th</sup> Street</b>						
# Plates	27	21	11	3	8	70
% of Total	39%	30%	16%	4%	11%	
<b>8<sup>th</sup> Street</b>						
# Plates	39	9	4	2	5	59
% of Total	66%	15%	7%	3%	8%	
<b>9<sup>th</sup> Street</b>						
# Plates	27	6	3	3	2	41
% of Total	66%	15%	7%	7%	5%	
<b>Carpinteria Avenue</b>						
# Plates	99	15	6	0	0	120
% of Total	83%	13%	5%	0%	0%	
<b>Linden Avenue</b>						
# Plates	190	10	6	2	2	210
% of Total	90%	5%	3%	1%	1%	
<b>Lot 1 – 90-MIN</b>						
# Plates	63	6	0	0	0	69
% of Total	91%	9%	0%	0%	0%	
<b>Lot 1 - Unrestricted</b>						
# Plates	67	20	7	11	1	106
% of Total	63%	19%	7%	10%	1%	
<b>Lot 1A</b>						
# Plates	52	3	0	0	0	55
% of Total	95%	5%	0%	0%	0%	
<b>Lot 2</b>						
# Plates	38	32	21	6	3	100
% of Total	38%	32%	21%	6%	3%	
<b>Lot 2A</b>						
# Plates	42	1	1	0	0	44
% of Total	95%	2%	2%	0%	0%	
<b>Total # Plates</b>	<b>644</b>	<b>123</b>	<b>59</b>	<b>27</b>	<b>21</b>	<b>874</b>
<b>% of Total</b>	<b>74%</b>	<b>14%</b>	<b>7%</b>	<b>3%</b>	<b>2%</b>	

Source: Walker Consultants, 2019

## When the Length of Stay of Parked Vehicles May Matter

The length of time vehicles parked downtown was found not to be problematic. Further, we note that “turnover” is typically only a concern where parking is in short supply. While certain locations in Downtown Carpinteria were highly utilized, overall, we found parking spaces remained readily available in Downtown Carpinteria as a whole. The areas of higher utilization were in the downtown core on Linden Avenue, near popular shops and restaurants. Since these spaces are more in-demand, despite the frequent turnover, it can give the perception that parking is limited or unavailable. However, these spaces were found to turnover within the 90-minute limit in conjunction with available parking spaces within a block or two, indicating that there are available spaces downtown during the busiest times of day, even with the most sought-after spaces utilized.

Therefore, there is not as urgent a need to ensure the turnover of high demand spaces when there is adequate parking availability. Consistent with this observation, regulations to ensure that parking spaces in locations of high demand may be needed when and where parking availability is scarce.

Additionally, adjustments to time-limits may be considered in the future, as demand warrants, such as implementing time-limited parking in spaces that are currently unrestricted. Specific recommendations regarding time-limits are provided in Section 6, Recommendations, Page 74.

## Conclusion

The findings of our observations and data collection efforts demonstrate, even during busy summer parking conditions, there are available public parking spaces in downtown Carpinteria. During the weekday peak, there were 313+ available spaces and during the weekend peak, there were 350+ available spaces. This finding indicates that there is capacity in the parking system to accommodate new development or redevelopment downtown.

However, it is noted that some of this availability is located on streets with residential land uses. Increasing parking demand in downtown due to future development may result in more visitors or employees using these areas, which may create conflicts between residential, visitor, and employee parking needs. In terms of the public off-street lots, Lot 3 was the only lot with low utilization (49%) while the others were 85% or more. The balance of these competing needs for parking and how projected future demand may be accommodated will be discussed in the Recommendations section of this report, Page 74.

### Existing Conditions Conclusions

- There is a parking surplus of 300+ spaces during peak parking demand conditions.
- This surplus indicates that there is capacity to park additional development or redevelopment in downtown.
- The mix of time-limits and unrestricted parking adequately serves downtown parking needs and deters long-term parking in prime spaces.
- Parking management strategies should be implemented with new development or redevelopment that increases parking demand downtown.



## 03 Stakeholder Outreach

## 3. Stakeholder Outreach

Community outreach is a vital component to understanding parking and transportation in downtown Carpinteria. As part of this study, the City, in partnership with Walker, planned to conduct public meetings in-person to gather input from community members about their experiences with parking downtown. These public meetings were envisioned to include an open house and workshop as well as presentations to the Downtown T Advisory Board, Planning Commission, and City Council.

However, in response to the Covid-19 pandemic, the City has decided to move forward with an all-digital outreach process. This process will include a project website, online survey, and online public meetings. With not being able to hold in-person meetings, the City hopes to provide ample opportunity for community members to provide public input online.

### Digital Outreach Plan



#### Parking Study Website

The project website includes major project findings, background information, and a detailed list of recommendations. Community members can visit this site to learn more about the study to review findings and recommendations as well as access the draft parking study.

Members of the public will be able to use the website to access the most up to date parking study information and provide online public input.

#### Online Survey


The website also hosts an online survey. This survey will engage community members with questions about their experiences and challenges with parking downtown. This survey also has questions regarding various recommendations and strategies to allow members of the public to weigh in on various options for future parking management presented in this report.

#### Digital Public Meetings

Outreach plans are anticipated to include three meetings. This will include meetings with the Downtown T Advisory Board, Planning Commission, and City Council. Dates, times, and instructions for members of the public to access these meetings and provide comments online will be provided on the project website. It is currently anticipated that these meetings will occur in early 2021.

### Outreach Results

Results of the outreach process will be analyzed and presented in the final version of the parking study. Feedback from community members and stakeholders will also be incorporated regarding project findings and recommendations will also be incorporated into the final parking study report.



## 04 Analysis of Current Policies & Regulations

## 4. Analysis of Current Policies & Regulations

Municipal parking requirements are typically applied on a parcel-by-parcel basis for standalone land uses, which results in the type of auto-centric or suburban-style development typically seen; commercial buildings located in or surrounded by a parking lot, often the only way a sufficient number of parking spaces can be provided to satisfy the parking requirements. Minimum parking requirements do not take into account the potential for shared parking among a mix of uses, within a mixed-use development, or within a downtown setting, that may occur as different uses experience peak parking needs at different times. Sharing parking can reduce the number of parking spaces needed to park all land uses considerably, making for a more walkable downtown and new land uses more economically feasible.

In small-town environments, like Downtown Carpinteria, requiring all parking to be provided on-site is typically incompatible with other downtown goals like walkability and encouraging non-auto modes of travel. Downtown environments have the opportunity to share parking through public parking supplies that may serve the downtown as a whole, rather than on a parcel by parcel basis. This also encourages a “park once” philosophy and behavior, where those who do drive downtown park their car in one location and visit multiple destinations.

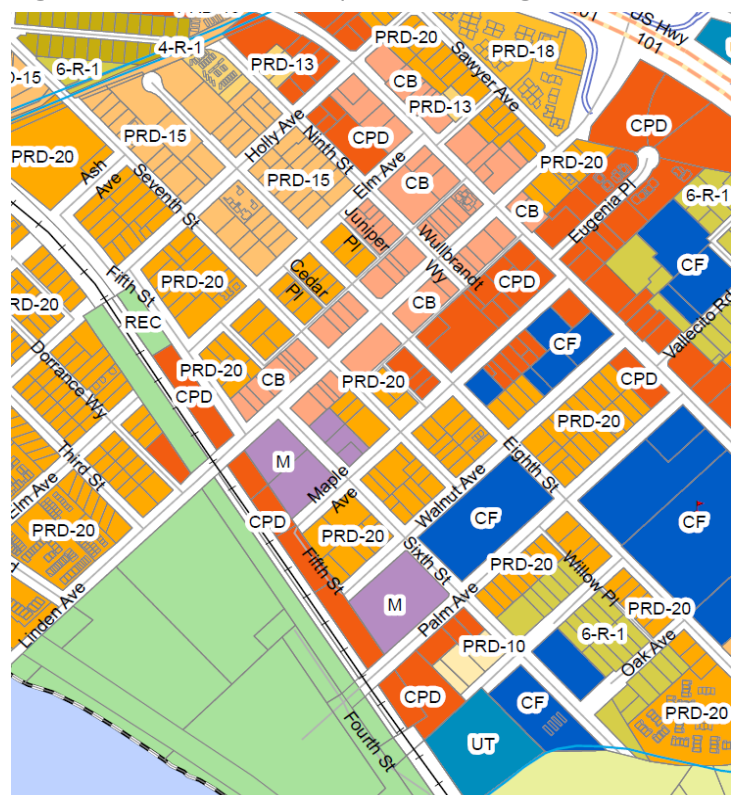
Requiring a building or land use to provide all its own parking on-site may also lead to an oversupply of private parking in Downtown that sits empty and unavailable for public use when not in use by the private business.

The following section provides an evaluation of Carpinteria’s existing policies and regulations. An evaluation of the requirements should keep in mind that they do not take into account opportunities to share parking, and the reductions in the amount of parking needed that sharing allows.

### Existing Parking Regulations

Parking in downtown Carpinteria is governed by the City’s Municipal Code, Chapter 14.54, Parking Regulations. Parking in the downtown “T” district is required to be provided at the same rate as development outside of downtown, identified in Section 14.54.040 of the municipal code. However, rates do vary for parcels zoned for Commercial Planned Development Districts (CPD) and Central Business District (CB), which applies to the majority of parcels in the downtown “T” area, shown in Figure 13.

Figure 13: Downtown Carpinteria Zoning





In order to evaluate existing parking code requirements, the existing code requirements were compared to base ratios found in *Shared Parking*, created in partnership by Walker, the Urban Land Institute (ULI) and the International Council of Shopping Centers (ICSC). The shared parking methodology was originally developed in the 1980s and has been a widely accepted industry standard for rightsizing parking facilities over the past 30+ years. Applied to mixed-use development and cities throughout the U.S., and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by ULI, the American Planning Association (APA), the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) as an acceptable method of parking planning and management.

Shared Parking starts with the type and quantity of land use to be analyzed. Each land use has a specific metric considered by the parking industry to be a reliable measure of parking demand for that use. For retail, that metric is square footage (gross leasable area or GLA), for theaters that metric is the number of seats, etc. The parking demand is divided by the quantity for each metric to generate a base parking ratio for each land use based on that metric (i.e. for retail the ratio is presented as “spaces per thousand square feet of gross leasable area”; for theater the ratio is presented as “spaces per seat”).

Simply put, the base parking demand ratios represent how many spaces should be supplied to each use if the spaces are unshared, and the project is in a suburban context where the driving ratio is at or near 100 percent. Comparing the City’s code to these industry ratios provides the opportunity to compare code to these rates and develop an understanding of how downtown rates, which should typically factor in such considerations as walkability and shared parking, compare.

Since these ratios are considered to be industry standards and more reflective of the actual parking rate needed for a particular land use, the base parking ratios provided in the Third Edition of *Shared Parking* were compared to City rates for the primary land uses in downtowns— residential, retail, hotel, and office. However, it is noted that these reflect base ratios, and do not include shared parking opportunities such as reductions related to people arriving downtown via non-driving modes.

Table 9 shows a comparison of the City’s municipal code compared to base ratios published in *Shared Parking*. A discussion of how these rates differ follows.

Table 9: Zoning Code Parking Requirements &amp; Shared Parking Model Rate Comparison

Land Use	Zoning Code	Zoning Rate converted to KSF	Industry Base Ratios All rates are per 1,000 square feet (KSF) unless otherwise noted	
			Weekday	Weekend
<b>Residential</b>			N/A, the Shared Parking Model does not include base ratios for Single Family Housing  Studio: 0.85 per unit 1-bdr: 0.90 per unit 2-bdr: 1.65 per unit 3+ bdr: 2.5 per unit Visitor: Weekday – 0.10; Weekend – 0.15 per unit	
Single Family	2.0 per unit	-		
Multi-Family		-		
1-bdr	1.0 per unit	-		
2+-bdr	2.0 per unit	-		
Visitor	1.0 per 3 units			
<b>Commercial</b>				
Hotel/Motel	1.0 per room + 1.0 per employee	-	Guest – 1.0 per room Employee – 0.15 per room	
Restaurant/café/tavern	1.0 per 4 fixed seats or 1.0 per 50 sf of seating area and: 1) 1.0 per 250 sf of GFA – CPD Zone 2) 1.0 per 500 GFA – CB Zone	20.0 4.0 2.0	Sit-Down: 15.5 Family: 17.4 Fast Casual: 14.4 Bar/Lounge: 16.5	Sit-Down: 17.75 Family: 17.10 Fast Casual: 14.7 Bar/Lounge: 18.5
Office	1.0 per 250 sf – CPD Zone 1.0 per 500 sf – CB Zone	4.0 2.0	<25 ksf: 3.8 25-100 ksf: 3.94 =100ksf: 3.4 100-500 ksf: 3.55 >500 ksf: 2.8	<25 ksf: 0.38 25-100 ksf: 0.39 =100ksf: 0.35 100-500 ksf: 0.36 >500 ksf: 0.28
General Commercial – CPD Zone	1.0 per 250 sf + adequate parking for vehicles owned or operated by the business shall be provided	4.0	<400 ksf: 3.6 400-600 ksf: 2.8 600-1,000 ksf: 4.0 1,000-2,000 ksf: 4.4 2,000ksf+: 3.6	<400 ksf: 4.0 400-600 ksf: 3.0 600-1,000 ksf: 4.5 1,000-2,000 ksf: 5.0 2,000ksf+: 4.0
General Commercial – CB Zone	1.0 per 500 sf	2.0		

Note: bdr = bedroom; sf = square feet; ksf = 1,000 square feet; CPD = Commercial Planned Development Districts; CB = Central Business District; < = “less than”

Source: *Code Requirements* – City of Carpinteria Municipal Code, Section 14.54.040; *Industry Ratios - Shared Parking Third Edition*, 2020; Table – *Walker Consultants*, 2020

## Residential

In general, municipal parking requirements for residential land uses are higher when compared to industry standards.

## Commercial

### Hotel

Hotel parking rates vary in methods of calculation between the City and base industry rates. Recommended industry rates will also vary considerably based on location, from auto-centric compared to walkable districts, or proximity to airports. While parking is required to be provided at one space per room under both code requirements and base industry standards, the employee rate differs. The City currently requires one additional space per employee while the Shared Parking model's base ratios recommend parking be supplied for employees at a rate of 0.15 spaces per room. These two different methods would provide a varied result in terms of how much parking should be provided. For example, a 100-room hotel that has five employees planned would require 105 spaces under the City's code but 115 using base ratios. In this case, the City's rate would be lower. Hotel employee drive and parking ratios may vary significantly based on hotel location as well. When available, many hotel employees, in particular, will be more likely to use transit or carpool.

### Restaurant

The City's code has three different rates for restaurant land uses depending on the zoning. For uses not in a CPD or CB zone, parking is required to be provided at a rate of one space per four fixed seats or one space for 50 square feet of seating area, equating to 20 spaces per 1,000 feet. Restaurants in the CPD zoning are required to provide parking at a rate of one space per 250 square feet, or four spaces per 1,000 square feet. Those in CB zoning are required to provide parking at a rate of one space per 500 square feet, or two spaces per 1,000 square feet.

When these rates are compared to base ratios published in Shared Parking, the City's rate is higher for land not located in a CPD or CB zoning. However, the rates are notably lower than industry ratios for those located in CB or CPD zoning. This is likely due to the CPD and CB zoning rates taking into account their location in downtown and the likelihood that some visitors or employees use alternative modes of travel to arrive to these locations in downtown.

Additionally, rates in Shared Parking vary depending on the type of restaurant. For example, as shown in the table above, parking rates are generally lower for fast casual restaurants when compared to a sit-down restaurant.

### Office

The recommended parking supply for office land uses in Shared Parking varies depending on the amount of office space and if it's a weekday or weekend. Typically, office parking needs are much lower on the weekends.

Generally, industry standards fall between the required rates for office land uses in CPD (4.0 per ksf) and CB (2.0 per ksf) zoning, with slightly higher required rates in the CPD and lower in the CB. Rates within Shared Parking vary from 2.8 to 3.9 per ksf on weekdays and only up to 0.39 per ksf on weekends.

## General Commercial

Similar to office, commercial parking needs vary depending on the size of the development. Industry rates generally fall within rates required by the municipal code, depending if it's in CPD or CB zoning.

## Meeting Parking Requirements in Downtown

The municipal code also allows for parking requirement adjustments if the requirement cannot be met by allowing shared parking for conjunctive uses as well as the opportunity to pay development impact fees. The following section provides more details regarding these policies.

For new businesses or land uses downtown, or intensified uses, parking requirements may be met in a variety of ways. Most simply, downtown businesses may meet their requirement by providing the total parking required, based on the existing zoning code, on-site. However, not all businesses or intensified uses downtown can provide all of their parking on-site.

Additionally, having every new or intensified use provide their own parking on-site does not align with the City's goals of providing a multi-modal, pedestrian-scaled, design for downtown, as it leads to more land being devoted to parking and less to people, retail, restaurants, and new businesses.

Meeting parking requirements without providing all of the parking on-site typically requires discretionary approval such as a Development Plan (DP) or Conditional Use Permit (CUP) by the planning commission. There are a variety of methods applicants may utilize to meet their respective parking requirement, beyond providing all of their parking on-site, as described in the following sections.

## Conjunctive Use

One method of meeting parking requirements is to receive approval for conjunctive use of parking spaces. The City of Carpinteria allows shared parking through their conjunctive use regulations, Section 14.54.060 of the Municipal Code. The City defines conjunctive use as *"the joint use of parking spaces for two or more land uses where the hours of operation and demand for parking are such that the parking spaces can be used by the individual uses at different times of the day or week and, therefore, can serve more than one use."*

This policy intends to provide the opportunity for possible reductions in the number of parking spaces required for two or more land uses and the sharing of parking spaces under certain circumstances. This includes the compatibility of land uses, adjacency of properties, and lack of need for separate parking facilities.

Conjunctive use provisions are typically granted for projects with land uses that experience different peak parking demands. For example, parking spaces would be assigned to commercial uses during business hours and residential uses on nights and weekends. According to the City, this is a specialty tool and is only available in limited circumstances. It has also presented challenges in regard to enforcement or successful functioning in the long-term.

## Development Impact Fee

For developments that are unable to meet parking requirements, the City has established a development impact fee (DIF) for the downtown "T" zone (Section 15.80.030), referred to as the Parking Facilities DIF. According to the

municipal code, the fee shall be imposed on the issuance of a development permit and be used to finance the cost of parking facilities and improvements within the downtown area.

According to the Development Impact Fee Mitigation Schedule for 2019-2020, for all residential and commercial developments within the downtown “T” zone, the current development impact fee is \$22,523.77 per parking space. Payment of the DIF in lieu of providing the required parking on site is at the discretion of the Planning Commission, however, based on conversations with the City, there are currently no criteria to determine how many spaces can or should be offset through the payment of the DIF.

Additionally, based on conversations with the City, due to limited options for addressing parking shortfalls, some development projects or uses have abandoned, postponed, or scaled back plans for new improvements or further intensification in downtown to avoid payment of parking DIFs. According to the City, in the instances applicants have paid the DIF, it has only been when the rate was lower, typically within a range of \$5,000 per space.

There are currently three parking facilities projects identified in the City’s Capital Improvement Plan (CIP) that would be funded by collected DIF fees. These include:

- New public lot south of the train tracks, adjacent to Lot 3 (identified as Lot 4 in the CIP) – Construction of Lot 4 between Linden Avenue and Elm Avenue adjacent to UP Railroad Right of Way,
  - Total Cost: \$1,172,62
  - Priority: Medium
- Parking Lot #1 Configuration – Reconfigure Parking Lot #1 by expanding parking area into 9<sup>th</sup> street and create a pedestrian area on 9<sup>th</sup> Street between Yucca Lane and Linden Avenue.
  - Total Cost: \$373,108
  - Priority: Medium
- Parking Lot #2 and Cactus Lane Improvements – Reconstruction of Parking Lot #2 paved surface and asphalt concrete curbing and install new lighting.
  - Total Cost: \$1,214,180
  - Priority: High

The total estimated cost for these three projects is \$2,759,911. As of June 30, 2019, the 18/19 Fiscal Year end balance for the Parking Facilities DIF was \$91,428.85.

## Parking Modification

For land uses located in CB zoning, a business or development may request a modification to the required number of on-site spaces, as outlined in Section 14.22.040 of the municipal code. In this process, the planning commission will review a development plan and make the determination based on the following:

- The inability of the property owner to provide on-site parking due to the size, shape, configuration of the property or location of existing structures on the property.
- The modification shall not have an adverse impact on the community and on existing businesses.
- That the proposed use is as provided in Section 14.22.030.
- That all other appropriate standards, requirements, and limitation of this chapter are complied with.



According to the code, the planning commission shall be authorized to modify with or without conditions the required number of on-site spaces upon findings from the bullets listed above and in setting the conditions of such modification shall consider the following criteria:

- Credit for parking allotted to the existing or prior use.
- The number and availability of on-street parking spaces immediately fronting the property and in the immediate area.
- Provision of a public benefit (e.g., local employment, tax base, and/or retail uses of a community priority).
- The cumulative effect of parking modifications or concentration.
- The parking standards as specified in Chapter 14.54.
- Recording of an agreement by the property owner to waive all rights of protest to a future parking district.

According to the City, modifications are typically only granted under special circumstances based on compelling evidence and the ability to make the required findings. There are currently no limits for Planning Commission in modifying required parking for development and is entirely at their discretion, taking into account the criteria listed above.

For developments not in CB zoning but within the Downtown T district, parking modifications may be requested through a Development Plan Modification (Section 14.50.120). To be eligible for a modification, the planning commission must determine that such modification is necessary to accommodate an innovative project which will result in at least one of the following public benefits:

1. Energy-efficient heating/cooling.
2. Provision of affordable housing units through mix of housing types, innovative design and construction techniques, or other means.
3. Provision of a larger amount of open space or landscaping than the minimum requirements of the district.

## Variance

According to the City, under truly unique circumstances, applicants may also request a variance to reduce or amend parking under Section 14.70 under the Municipal Code.

## Assessment District

When the existing public lots were constructed – Lot 1, 2, and 3 – a downtown assessment district was formed to help pay for the initial acquisition and/or construction. Businesses within the district paid an annual assessment for their respective total number of required spaces for their use, minus any spaces provided onsite, based on when the initial assessment was created.

According to the City, businesses have continued to receive credits for required parking that was met through the historic payment of the assessment district, even though the assessment district is no longer active. These credits have continued to transfer with the land. Therefore, if an existing use on land with these credits goes out of

businesses, the next use will inherit the same number of credits previously assessed spaces. This has allowed new or intensified uses to only be responsible for their net increase over the pre-existing baseline (existing parking onsite plus any historical parking assessment district credits).

## Existing Regulations & City Goals

### General Plan/Coastal Land Use Plan

According to the City's General Plan/Coastal Land Use Plan, the Downtown T is planned to be the center of civic and commercial life in the town, a place where residents and visitors can be together as a community, pursuing a wide range of activities. The General Plan/Coastal Land Use Plan supports this vision through a variety of policies in the Community Design Element:

**CDS2A-b.** *Ensure that intensified land uses within the subarea support a lively place to visit, live, work and shop, and that the scale and character of the District remain consistent with the city's "small beach town" image.*

**CDS2A-c.** *Encourage the gradual but systematic transformation of Carpinteria Avenue from a highway commercial strip to an integrated downtown street similar in character to Linden Avenue.*

**CDS2A-d.** *Enhance the pedestrian character of the District's streets, plazas, paseos, parks and lanes.*

Typically, when new development, or an intensification of use for an existing site, is required to provide all of its own parking on-site, downtown environments may easily lose some of the "small town", walkable, and pedestrian-focused design as more land is devoted to cars. This may lead to an overabundance of large surface lots, which does not align with a small-town, pedestrian-friendly, design. This also means less land is available for new retail, restaurants, businesses, and people-focused amenities if it is instead required to be used for parking.

The City of Carpinteria currently requires new development to meet the entirety of its parking requirement onsite unless they fall under one of the special circumstances listed in the previous section. Based on conversations with the City, some applicants have postponed or abandoned development projects or expansions of existing businesses because they cannot meet their parking requirements onsite and find the Parking DIF payment too high. The existing policies in place may contribute to limited development opportunities in downtown or encourage new uses to provide new surface lots, deteriorating the character of downtown. This does not align with the City's goals of providing a small-town, pedestrian-oriented, downtown.

Additionally, requiring new development or redevelopment to provide all of their required parking onsite may also encourage residents and visitors to continue using their vehicles to access the downtown, rather than utilizing alternative modes such as biking, walking, and transit.

The Circulation Element in the General Plan/Coastal Land Use Plan provides a statement on automobile dependency in Carpinteria:

*As many local streets, particularly those in commercial or industrial areas, become increasingly loaded to capacity, total dependence on the automobile will mean increased congestion. It is accordingly considered prudent to facilitate alternate modes of transportation in order to help reduce travel demands. The City's*

*existing and planned bikeway system has and will continue to become increasingly important as an alternative.*

An objective in the Circulation Element also calls for building demand for alternative transportation use by increasing the ease, effectiveness, and social acceptability (Objective C-7). Ensuring that parking is not over-supplied, but “right-sized”, to adequately meet downtown needs while investing in other transportation options, is key in meeting this objective.

Additionally, it should be noted that the City is currently updating their General Plan/Coastal Land Use Plan that plans to include an emphasis on reducing the dependency on cars within the community.

## Sustainable Community Policy

In 2014, the City adopted Resolution No. 5500, establishing a Sustainable Community Policy. This policy recognizes that local government plays a significant role in reducing greenhouse gas emissions through “efficient operation of public facilities and assets, the effects of land use and transportation planning, waste management, protection of natural habitat and resources, promotion of renewable energy, and efficient use.”

The Sustainable Community Policy includes several goals related to land use and transportation planning that would be relevant to downtown planning, including:

- Guide future policy development and goal setting in order to integrate sustainability principles into the City’s decision-making process and budgeting.
- Economic Vitality:
  - Establish expanded local hiking trails, biking trails, public transit, and other alternative transportation modes that are attractive and convenient to residents, employees, and visitors.
  - Improve transit opportunities for the local workforce, including but not limited to bus, rail, and improvements to the Highway 101 corridor.
  - Promote infill development to enhance existing commercial districts and prevent blight.
- Energy Conservation:
  - Reduce greenhouse gas emissions through various activities which may include improved mass transit systems, reduced vehicle trips, improved alternative transportation systems for biking, walking, and low emission vehicles.
- Community Health, Safety, and Wellness:
  - Through Zoning Code and General Plan updates, encourage land use development which creates a compact and accessible community that encourages walking and cycling and promotes an active lifestyle.

These goals call for a sustainable approach to development which encourages infill development, providing for multi-modal transportation options and encourage land-use patterns that are compact and encourage walking, biking, and transit use.

Parking requirements can play an important role in supporting these goals. Ensuring that parking is not oversupplied can assist in encouraging non-driving modes of transportation as well as promote compact development patterns that discourage large surface parking lots and encourages greater reliance on walking and bicycling.

## Downtown “T” Advisory Board

The Downtown “T” Business Advisory Board (DTBAB) is responsible for providing an operational and financial mechanism to acquire, construct, and maintain off-street public parking facilities. The Board also makes recommendations to City Council for general promotion of business activities, economic growth and stability in downtown, and general maintenance issues within the Downtown “T”.

The DTBAB plays an important role in understanding the needs of businesses in downtown and how parking, maintenance, and infrastructure improvements can support economic activity in the Downtown “T”.

## Conclusions

The City’s General Plan/Coastal Land Use Plan supports this type of development in their design requirements for downtown, but the municipal code presents challenges to applicants who must meet parking requirements on-site, utilize one of the various modification tools in the code, or pay impact fees to reduce parking requirements. This has presented challenges to both applicants and the Planning Commission in issuing approvals, as there has been no set criteria on how much of a reduction to the required number of parking spaces can or should be provided.

Additionally, given the downtown environment and the City’s desire to be less auto-dependent, even if an applicant can meet their parking requirements, the requirements may not align with other City goals to the extent it requires more land be devoted to parking, reducing opportunities to use the space for more commercial or residential uses instead of what in some cases is effectively storage for automobiles or, worse, unused parking spaces that do not benefit anyone.



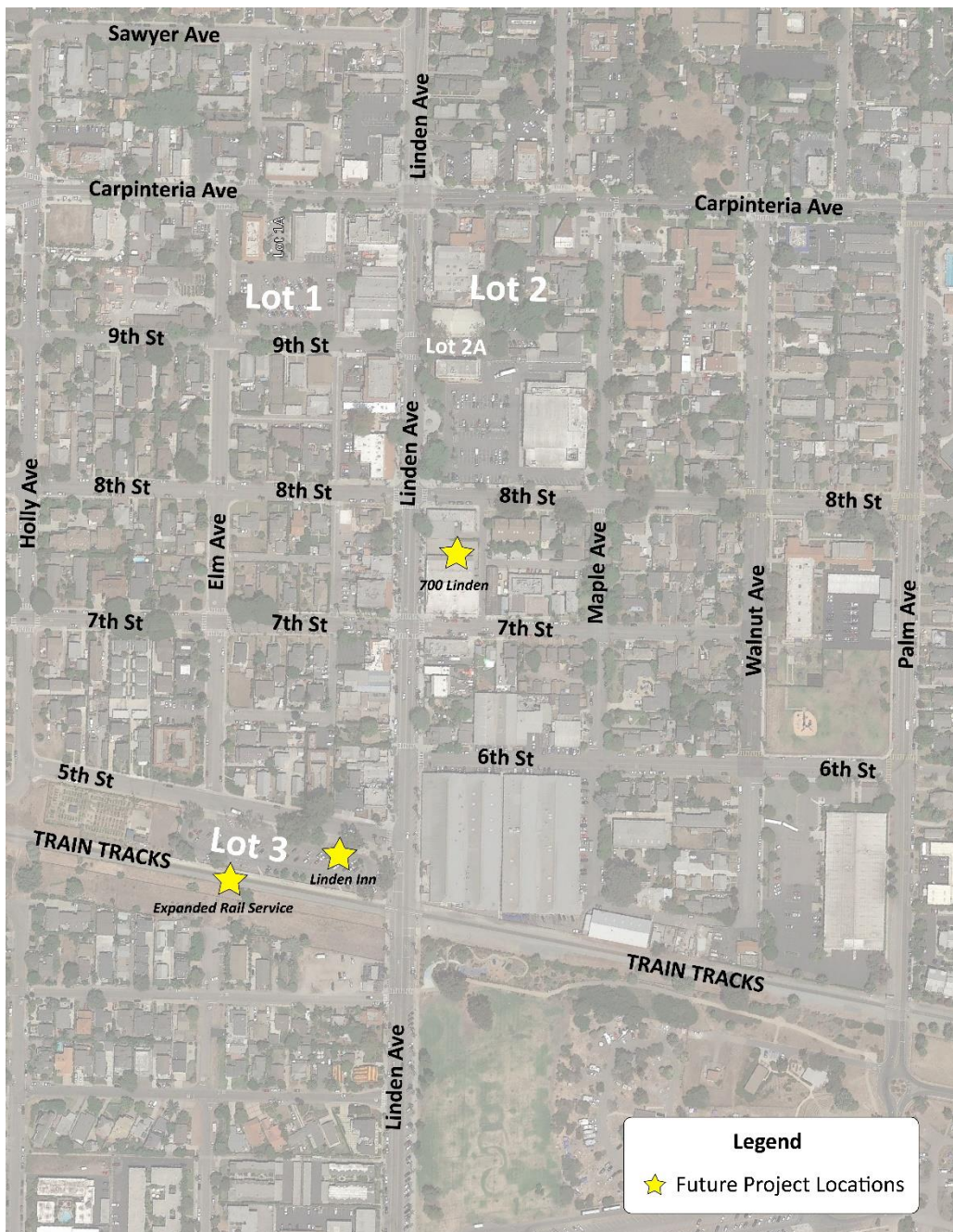
## 05 Future Parking Conditions



## 5. Future Parking Conditions

There are three major development projects anticipated for Downtown Carpinteria. These include a new mixed-use hotel and café project on existing public parking Lot 3 (referred to as the “Linden Inn”), mixed-use retail, office, and restaurant development on the 700 block of Linden Avenue (referred to as “700 Linden” in this report), and expanded rail service at the existing Carpinteria Amtrak Station. The location of each of these projects is shown in Figure 14.

Figure 14: Future Project Locations



Source: Satellite image, Google Earth Professional, 2019; Graphics, Walker Consultants, 2020

To determine how these potential developments could impact parking in downtown and the need for parking new or intensified uses, Walker conducted an assessment of future demand. Walker utilized the Walker/Urban Land Institute's (ULI) Shared Parking Model to project the recommended future supply for the Linden Inn and 700 Linden projects. The rail project was estimated based on ridership projections provided by LOSSAN (Los Angeles – San Diego – San Luis Obispo) Rail Corridor Agency, the agency responsible for the expansion project.

The following section provides detailed descriptions of each project and methodologies for this projection.

## Shared Parking Model

The shared parking methodology was developed in the 1980s and has been a widely accepted industry standard for rightsizing parking facilities over the past 30+ years. Applied to mixed-use development and cities throughout the U.S., and codified in zoning ordinances as an acceptable practice, shared parking is endorsed by the Urban Land Institute (ULI), the American Planning Association (APA), Institute of Traffic Engineers (ITE), the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) as an acceptable method of parking planning and management.

Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment—in lieu of providing a minimum number of parking spaces for each individual use. Shared parking commonly results in a reduction of needed and required parking spaces. This reduction, which is sometimes significant, depends on the quantities and mix of uses and local code requirements.

Shared parking is defined as the ability to use the same parking resource by multiple, nearby or adjacent land uses, without conflicts between these varying uses. Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects<sup>1</sup>; and daily, hourly, and seasonal variations. A shared parking model generates 456 parking demand computations as follows:

- 19 hours during a day, beginning at 6:00 a.m. and concluding at 1:00 a.m.
- 2 days per week, a weekday and a weekend day
- 12 months of the year
- $19 \times 2 \times 12 = 456$  different calculations

The recommended parking capacity is derived based on the highest figure generated from these 456 computations. Therefore, the intent is to design for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85<sup>th</sup> percentile level relative to similar properties.

A shared parking analysis begins first by taking the land use quantities of the project, e.g., number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies,

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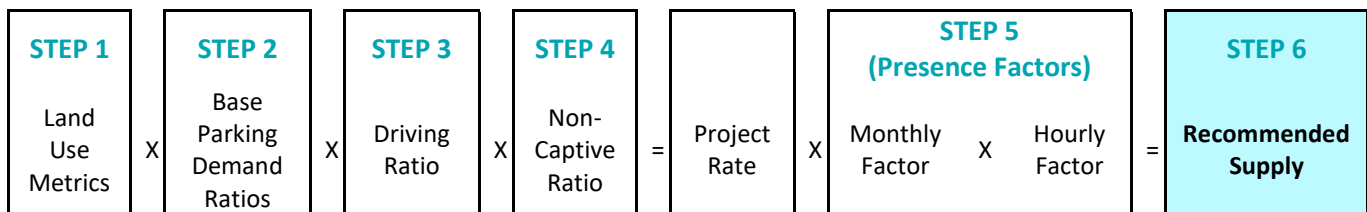
<sup>1</sup> Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a sandwich shop located in an office tower generates very little, if any, outside parking demand. Since the parking demand for the office tower tenants has already been accounted for, to avoid double counting, a non-captive adjustment factor is applied to the parking demand calculation for the sandwich shop. In this extreme example, the non-captive ratio may be 0 percent.

vetted by leading parking consultants and real estate professionals, and documented within the Third Edition of ULI/ICSC's *Shared Parking*.

Walker, in accordance with standard shared-parking methodology, applies two additional adjustments to the base parking demand ratios, one to reflect an estimate of the local transportation modal split (called the driving ratio) and another to account for the best estimate of captive market effects<sup>2</sup> (called the non-captive ratio).

The following graphic, Figure 15, provides an illustrative view of the steps involved in the shared parking analysis. This graphic is used within this document to help the reader understand the shared parking process and to also assist in communicating the step of the analysis that is being described within this report. The Shared Parking Analysis section of this report follows this graphic in consecutive order, moving from left to right.

Figure 15: Steps of Shared Parking Analysis



Source: Walker Consultants, 2019

For most land uses, shared parking is based on the 85<sup>th</sup> percentile of peak-hour observations, a standard espoused by the ITE, the NPA's Parking Consultants Council, and renowned parking planners. This 85<sup>th</sup> percentile is a significant and high threshold to meet in terms of supplying parking capacity in that it provides a parking supply that will not be needed by a majority of developments. The 85<sup>th</sup> percentile recommendation is informed by field data counts in the fifth edition of ITE's *Parking Generation*<sup>3</sup> and this threshold represents the 85<sup>th</sup> percentile of peak-hour observations supplied during the study.

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial and operational standpoint and protect the interests of neighboring property owners, while minimizing the negative aspects of excessive land area or resources devoted to parking. The ultimate goal of a shared parking analysis is to find a peak period, reasonably predictable worst-case scenario, or design day condition.

Allowing multiple land uses and entities to share parking spaces has allowed for and led to the creation of many popular real estate developments and districts, resulting in the combination of office, residential, retail, hotel, and entertainment districts that rely heavily on shared parking for economic viability while providing parking accommodations to meet the actual demand generated by the development. Traditional downtowns in large and small cities alike have depended on this practice in order to be compact, walkable, and economically viable. In the same way, mixed-use projects have also benefited from the shared-parking principle, which offers multiple benefits to a community, not the least of which is a lesser environmental impact due to the reduction in required parking needed to serve commercial developments, as well as the ability to create a more desirable mix of uses at one location, all the while ensuring that parking supply is designed for the busiest hour of the year, busiest day of the year, and busiest month of the year, at an 85<sup>th</sup> percentile relative to similar properties.

<sup>2</sup> Captive market means attendees who are on-site for more than one reason and are not creating additive parking demand.

<sup>3</sup> *Parking Generation*, Fifth Edition. Washington DC: Institute of Transportation Engineers, 2019.

## Definition of Terms

To help clarify terms used in this report and enhance understanding by the reader, the following definitions are presented:

- **85<sup>th</sup> Percentile** - For most land uses, shared parking is based on the 85th percentile of peak-hour observations, a standard espoused by the ITE, the NPA's Parking Consultants Council, and renowned parking planners. The 85th percentile recommendation is informed by field data counts in the fifth edition of ITE's Parking Generation and this threshold represents the 85th percentile of peak-hour observations supplied during the study.
- **Driving Ratio Adjustment** – The percentage of patrons, employees, and hotel guests that are projected to drive to the site in a personal vehicle, expressed as a ratio.
- **Non-Captive Adjustment** – A shared parking analysis recognizes that people often visit two or more land uses housed within the same development site, without increasing their on-site parking use. For example, a hotel guest who has lunch at one of the project's restaurants and arrived by automobile creates parking demand for one, not two parking spaces. A non-captive ratio allows for an adjustment to the parking needs analysis by taking into account the portion of on-site visitors who are already accounted for as office or resident parking demand and are therefore not creating additional parking demand. This double counting is avoided by applying what is referred to as a "non-captive ratio," the inverse of a captive ratio, and which therefore only counts those cars parked specifically for the intended uses.
- **Presence Factor** - Adjustments to account for parking demand variability by hour of day and month of year. Presence is expressed as a percentage of peak potential demand modified for both time of day and month of the year. The fact that parking demand for each component may peak at different times generally means that fewer parking spaces are needed for the project than would be required if each component were a freestanding development.
- **Shared Parking** - Shared Parking is defined as the ability to use the same parking resource by multiple nearby or adjacent land uses without encroachment over time. Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects<sup>4</sup>; and daily, hourly, and seasonal variations.

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<sup>4</sup> Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a sandwich shop located in an office tower generates very little, if any, outside parking demand. Since the parking demand for the office tower tenants has already been accounted for, to avoid double counting, a non-captive adjustment factor is applied to the parking demand calculation for the sandwich shop. In this extreme example, the non-captive ratio may be 0 percent.



## Linden Inn



Source: AB Design Studio Inc, Concept 3.0 Preliminary Design, 2020

In accordance with the shared parking methodology described above, this section discusses the recommended parking supply for the Linden Inn project. Linden Inn is a proposed future development to be located at 499 Linden Avenue (location of existing Lot 3). The Project will consist of 40 hotel rooms, a café, a rooftop bar, and supporting meeting space.

## Land Use Program and Assumptions

Table 10 summarizes the land use program for the Project.

Table 10: Linden Inn Land Use Program

	Quantity	Unit
Hotel Rooms	40	Hotel Rooms
Café*	2,050	Square Feet
Hotel Rooftop Bar	1,490	Square Feet
Hotel Meeting Space**	3,938	Square Feet

\*Includes both indoor and outdoor square footage proposed.

\*\*Includes conference room, conference terrace, and event space on the rooftop terrace.

Source: Land use program – AB Design Studio Inc, Concept 3.0 Preliminary Design, 2020; Table – Walker Consultants, 2020



The following assumptions were utilized in the analysis of the recommended parking supply for the Linden Inn project:

- A 220 square foot General Store is proposed for the Linden Inn project. It is assumed that the General Store will be internal to the hotel, and primarily serve hotel guests. Given its size, no parking demand is anticipated to be generated from the General Store. Based on the small size of the General Store, it is anticipated that the employees of the store would also have other responsibilities at the hotel and therefore be captured within the general hotel parking demand.
- Based on the US Census American Community Survey 2012-2017 5-Year Estimate Means of Transportation to Work data, for the City of Carpinteria, 79% of employees drive alone to work. Therefore, for this analysis, it was assumed that 79% of hotel and café employees drive to the site each day.
- Drive ratio adjustments for hotel guests, hotel bar, and hotel meeting/banquet space guests are consistent with what is recommended in the shared parking model for similar development projects and are shown in Table 11 and Table 12. It is of Walker's opinion that these recommended drive ratios adequately capture the Inn's close proximity to the rail as well as the general walkability of downtown with the understanding that a majority of guests are still likely to drive. Existing rail service is currently limited and even with planned increases, while some hotel guests are likely to use rail service, several would still be expected to drive. Carpinteria is a somewhat isolated city on the Central Coast which may contribute to guests' decision to arrive by car so that they can have greater access to other communities throughout the area, as well as throughout Carpinteria.
- The non-captive ratio (adjustment to account for users already present on site) for hotel restaurant and bar guests was decreased to 70% to account for the likelihood that a portion of restaurant patronage are not hotel guests. Non-captive ratios for the other user groups (hotel guests and hotel meeting patrons) are consistent with what is recommended in the shared parking model for similar development projects (shown in Table 11 and Table 12).
- Base parking ratios, time of day and monthly presence factors are consistent with what is recommended in the shared parking model for similar projects (shown in Table 11 and Table 12).

Based on the above described assumptions, Table 11 and Table 12 display the adjustments made and resulting recommended parking supply by land use for the weekday (the period of projected peak parking demand) and weekend.

The period of peak parking demand is the same both weekdays and weekends, projected to occur at approximately 6:00 p.m. The recommended parking supply to serve the project at these times is 58± parking spaces.

## Linden Inn Parking Demand Key Findings

- Weekday and weekend parking demand is expected to peak at 6 p.m. with a demand of 58± parking spaces.

Table 11: Linden Inn Recommended Parking Supply – Weekday (Project Period of Peak Demand)

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 6PM	Peak Mo Adj July	Recommended Supply
Hotel Guests	40	keys	1.00	59%	100%	0.59	keys	85%	100%	20
Employees	40	keys	0.15	79%	100%	0.12	keys	40%	90%	2
Rooftop Bar	1,490	sf GLA	6.67	63%	70%	2.94	ksf GLA	55%	95%	2
Meeting Space	3,938	sf GLA	10.31	68%	60%	4.21	ksf GLA	100%	100%	17
Bar/Meeting Employees	5,428	sf GLA	1.07	79%	100%	0.84	ksf GLA	60%	100%	3
Café Customers	2,050	sf GLA	12.40	70%	70%	6.08	ksf GLA	85%	97%	10
Employees			2.00	79%	100%	1.58		90%	100%	4
Total Guests/Customers										50
Total Employees										8
Total										58
Shared Parking Reduction										57%

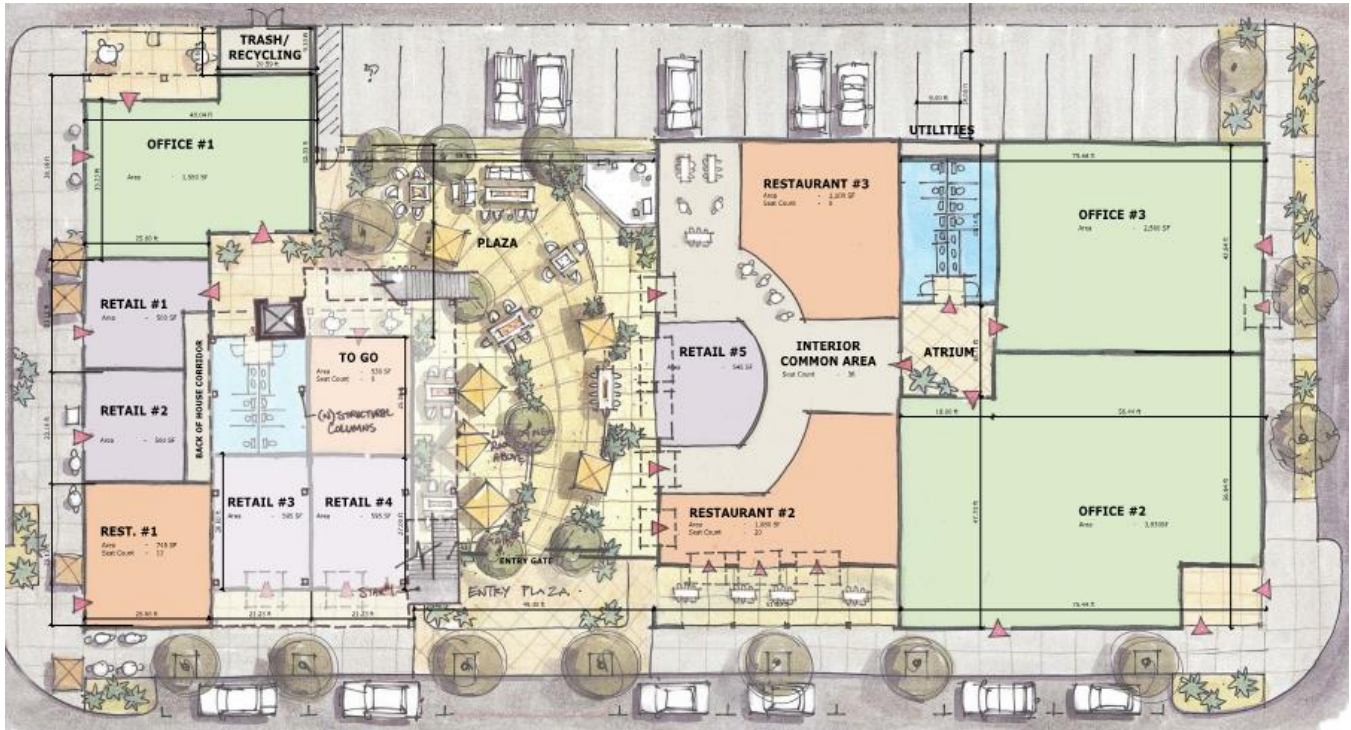
Source: Walker Consultants, 2020

Table 12: Linden Inn Recommended Parking Supply – Weekend (Project Period of Peak Demand)

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 6PM	Peak Mo Adj July	Recommended Supply
Hotel Guests	40	keys	1.00	69%	100%	0.69	keys	85%	100%	23
Employees	40	keys	0.15	79%	100%	0.12	keys	40%	90%	2
Rooftop Bar	1,490	sf GLA	7.67	54%	70%	2.90	ksf GLA	55%	95%	2
Meeting Space	3,938	sf GLA	5.64	68%	70%	2.68	ksf GLA	100%	100%	11
Bar/Meeting Employees	5,428	sf GLA	1.10	79%	100%	0.87	ksf GLA	100%	100%	5
Café Customers	2,050	sf GLA	12.70	70%	70%	6.22	ksf GLA	85%	97%	11
Employees			2.00	79%	100%	1.58		90%	100%	4
Total Guests/Customers										48
Total Employees										10
Total										58
Shared Parking Reduction										52%

Source: Walker Consultants, 2020

## 700 Linden



Source: Devicente Mills Holliday Associates, Concept Site Plan, 2019

700 Linden is an adaptive reuse project planned to be constructed at 700 Linden Avenue. The Project is proposed to have office, retail, bar, and restaurant uses. There are also 20 parking spaces planned to be constructed on-site.

## Land Use Program and Assumptions

Table 3 summarizes the land use program proposed for the development.

Table 13: 700 Linden Land Use Program

	Quantity	Unit
Office	10,485	Square Feet
Retail	2,735	Square Feet
Rooftop Bar	520	Square Feet
Restaurant and Seating Area	3,456	Square Feet

Source: Land use program – Devicente Mills Holliday Associates; Table – Walker Consultants, 2019

The following assumptions were utilized in the analysis of the recommended parking supply for the 700 Linden project:

- Based on US Census American Community Survey 2012-2017 5-Year Estimate Means of Transportation to Work data, for the City of Carpinteria, 79% of employees for all uses are projected to drive to the site each day.
- Given that the project site is within the center of downtown, located in a walkable environment near multiple neighborhoods, as well as being within three-blocks of the Amtrak station and local bus service and regional transit, it is assumed that 30% of retail and dining customers would arrive to the site by non-driving modes while 70% customers drive to the site.
- Base parking ratios, time of day and monthly presence factors, non-captive ratio adjustments (adjustments to account for users present on site) are consistent with what is recommended in the shared parking model for similar projects (shown in Table 14 and Table 15).
- There is 3,456 square feet of restaurant space. It is assumed that 50% of this restaurant space will be sit down restaurants and 50% will be fast casual restaurants.

Based on the above described assumptions, Table 14 displays the adjustments made and resulting recommended parking supply by land use for the weekday. The period of peak weekday parking demand is projected to occur at approximately 2:00 p.m. on a weekday. The recommended parking supply to serve the project at this time is 64± parking spaces.

Table 15 displays the adjustments made and resulting recommended parking supply by land use for the weekend. The weekend peak (period of project peak demand) is projected to occur at approximately 7:00 pm. The recommended parking supply to serve the project at this time is 44± parking spaces.

## 700 Linden Parking Demand Key Findings

- Weekday peak parking demand is expected to occur at 2 p.m. with a demand of 64± parking spaces.
- Weekend peak parking demand is expected to occur at 7 p.m. with a demand of 45± spaces.



Table 14: 700 Linden Recommended Parking Supply – Weekday (Project Period of Peak Demand)

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 2PM	Peak Mo Adj July	Recommended Supply
Retail	2,523	sf GLA	2.90	70%	95%	1.93	ksf GLA	95%	100%	5
Employee			0.70	79%	100%	0.55		100%	100%	2
Sit-Down Restaurant	1,728	sf GLA	13.25	70%	95%	8.78	ksf GLA	65%	100%	10
Employee			2.25	79%	100%	1.78		90%	100%	3
Fast Casual Restaurant	1,728	sf GLA	12.40	70%	73%	6.36	ksf GLA	90%	96%	10
Employee			2.00	79%	100%	1.58		95%	100%	3
Rooftop Bar	520	sf GLA	15.25	70%	95%	10.11	ksf GLA	0%	96%	0
Employee			1.25	79%	100%	0.99		10%	100%	0
Office	10,485	sf GFA	0.30	70%	100%	0.21	ksf GLA	95%	100%	3
Employee			3.50	79%	100%	2.77		95%	100%	28
Total Customers										28
Total Employees										36
Total										64
Shared Parking Reduction										44%

Source: Walker Consultants, 2020

Table 15: 700 Linden Recommended Parking Supply – Weekend (Project Period of Peak Demand)

Land Use	Quantity	Unit	Base Ratio	Driving Ratio	Non-Captive Ratio	Project Rate	Unit	Peak Hr Adj 8PM	Peak Mo Adj July	Recommended Supply
Retail	2,523	sf GLA	3.20	70%	94%	2.11	ksf GLA	70%	100%	4
Employee			0.80	79%	100%	0.63		80%	100%	2
Sit-Down Restaurant	1,728	sf GLA	15.25	70%	100%	10.63	ksf GLA	95%	100%	18
Employee			2.50	79%	100%	1.98		100%	100%	4
Fast Casual Restaurant	1,728	sf GLA	12.70	70%	88%	7.82	ksf GLA	80%	96%	10
Employee			2.00	79%	100%	1.58		90%	100%	3
Rooftop Bar	520	sf GLA	17.50	70%	100%	12.20	ksf GLA	50%	96%	3
Employee			1.50	79%	100%	1.19		100%	100%	1
Office	10,485	sf GFA	0.03	70%	100%	0.02	ksf GLA	0%	100%	-
Employee			0.35	79%	100%	0.28		0%	100%	-
Total Guests/Customers										35
Total Employees										9
Total										44
Shared Parking Reduction										48%

Source: Walker Consultants, 2020

## Code Required Parking Spaces

The development team for 700 Linden also calculated the number of parking spaces that would be required per city code for the development. The team determined that 64 parking spaces would be required per code, the same as Walker determined using the Shared Parking Model.

Table 16: 700 Linden Zoning Ordinance Parking Requirements

Date: 29 October, 2020

700 Linden Avenue - Zoning Ordinance Parking Requirements				
Land Use	Project (SF)	Seating Area (SF) (d)	Zoning Ordinance Rate (a)(b)	Zoning Ordinance Requirement
Office	9,884	NA	1 Space/500SF	19.768
Retail Commercial	2,501	NA	1 Space/500SF	5.002
Accessory Uses (c)	3,165	NA	1 Space/500SF	6.33
Restaurant (e)	3,889	2,736	1 Space/500SF + 1 Space/50SF Seats	29.666
Roof Deck Bar	635	252	1 Space/500SF + 1 Space/50SF Seats	3.286
<b>Total Requirement</b>				<b>64.052</b>
<b>Parking Provided</b>				<b>48 Spaces</b>

- (a) Based on CB Zone  
(b) Does not include 4,244 SF Public Plaza Seating or 1,772 SF Roof Deck Public Seating  
(c) Includes Restrooms, Circulation, Common Areas  
(d) Assumes 60% Circulation Area within Seating  
(e) Assumes Common Area Seating in Butler Building

Source: 700 Linden Development Team, October 2020

## Rail Expansion

The third major project planned in downtown Carpinteria is an expansion of the existing rail service at the Amtrak Station located adjacent to public parking Lot 3. This expansion is being administered by the LOSSAN Rail Corridor Agency. Currently, there is a singular track and platform at this station. Existing service includes five northbound Amtrak trains and five southbound trains. Parking for the train station is currently accommodated in Lot 3.

Future plans include the construction of a second track and platform at the existing station. This expansion would increase service from five to seven trains in each direction. Walker requested the projected ridership with the expanded rail and service. Based on the projected ridership numbers, LOSSAN anticipates a 24% increase in ridership. Ridership projections are shown as annual boardings and alightings. The ridership projections provided by LOSSAN via email correspondence are shown in Table 17.

Table 17: LOSSAN Rail Expansion Ridership Projections

	Base (Existing Service)	Proposed (Assumed 7 Roundtrips)	Percent Increase
2023	42,700	53,100	24%
2043	58,000	72,000	

Source: LOSSAN Rail Corridor Agency via email correspondence, 2020

In order to project the amount of parking that might be needed to accommodate increased rail service, a few scenarios were considered. First, the existing parking demand generated by the Amtrak station was determined.

Currently, existing parking demand in Lot 3 likely includes a combination of Amtrak riders originating in Carpinteria, downtown visitors, downtown employees, and beach visitors. Walker requested more specific ridership data related to originating trips from the Carpinteria station to determine existing parking demand, but despite multiple efforts, was unable to receive this information. Therefore, assumptions were developed to estimate the amount of existing Amtrak parking demand. Based on conversations with the City and observations of parking demand and behavior in this lot, two scenarios were considered:

- Scenario 1: 30% of existing parked vehicles are Amtrak riders
- Scenario 2: 50% of existing parked vehicles are Amtrak riders

The intent of these two scenarios is to provide conservative projections of existing parking demand for the station in order to determine how many spaces might be needed in the future. Since parking is currently unrestricted in this lot, the actual number of Amtrak riders parking in the lot was unable to be determined.

Based on these two scenarios, the existing parking demand for Amtrak is shown in Table 18.

Table 18: Existing Lot 3 Amtrak Parking Demand Calculation

Existing Amtrak Demand	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
<b>Weekday</b>										
Existing Lot 3 Occupancy	55	55	55	55	39	39	28	28	31	31
Scenario 1 (30% of Existing)	17	17	17	17	12	12	8	8	9	9
Scenario 2 (50% of Existing)	28	28	28	28	20	20	14	14	16	16
<b>Weekend</b>										
Existing Lot 3 Occupancy	48	48	50	50	67	67	54	54	49	49
Scenario 1 (30% of Existing)	14	14	15	15	20	20	16	16	15	15
Scenario 2 (50% of Existing)	24	24	25	25	34	34	27	27	25	25

Source: Walker Consultants, 2020 Since the annual ridership projections were the only numbers received by Walker, in order to calculate the potential parking required to accommodate the increased rail expansion, an additional set of scenarios were considered.

For starters, with LOSSAN projecting a 24% increase in boardings and alightings, the most conservative method is to apply a 24% increase to the existing Amtrak parking demand.. However, this 24% includes both boardings and alightings, which would include visitors arriving in Carpinteria who would not have a car and need to park in Lot 3 or some originating trips from nearby residents who might walk or bike to the station. Therefore, three scenarios were considered:

- Assume 100% of the 24% increase is attributable to originating trips in Carpinteria, requiring a parking space.
- Assume 80% of the 24% increase in boardings and alightings, equating to 19%, are originating trips from the Carpinteria station that would require a parking space.
- Assume one-half of the 24% increase in boardings and alightings, equating to 12%, are originating trips from the Carpinteria station that would require a parking space.

Based on these assumptions, 24%, 19%, and 12% increases were applied to the existing parking occupancies presented in Scenario 1 and Scenario 2. These various percent increases provide three varying scenarios to evaluate increased parking demand as a result of additional rail service. It should be noted that these scenarios are high in

nature in order to ensure adequate consideration is given to the highest-demand possibilities as rail services expand. These percent increases were applied to the existing parking demand scenarios described above.

On weekdays, depending on the percent increase, the Amtrak station with increased service is expected to need a supply of 19 to 21 spaces during the lunchtime peak under Scenario 1 volumes and 31 to 35 under Scenario 2. This equates to a net increase in demand by two to seven spaces as a result of the new rail service, depending on the scenario. Table 19 provides a summary of these calculations.

**Table 19: Future Amtrak Weekday Parking Demand Calculation by Hour**

	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
<b>Scenario 1 Existing Parking Demand</b>	17	17	17	17	12	12	8	8	9	9
<b>24% increase</b>	21	21	21	21	15	15	10	10	11	11
<i>Net New Demand</i>	4	4	4	4	3	3	2	2	2	2
<b>19% increase</b>	20	20	20	20	14	14	10	10	11	11
<i>Net New Demand</i>	3	3	3	3	2	2	2	2	2	2
<b>12% increase</b>	19	19	19	19	13	13	9	9	10	10
<i>Net New Demand</i>	2	2	2	2	1	1	1	1	1	1
<b>Scenario 2 Existing Parking Demand</b>	28	28	28	28	20	20	14	14	16	16
<b>24% increase</b>	35	35	35	35	25	25	17	17	20	20
<i>Net New Demand</i>	7	7	7	7	5	5	3	3	4	4
<b>19% increase</b>	33	33	33	33	24	24	17	17	19	19
<i>Net New Demand</i>	5	5	5	5	4	4	3	3	3	3
<b>12% increase</b>	31	31	31	31	22	22	16	16	18	18
<i>Net New Demand</i>	3	3	3	3	2	2	2	2	2	2

Notes: Scenario 1 assumes 30% of existing demand in Lot 3 are attributed to Amtrak riders. Scenario 2 assumes that 50% of existing demand in Lot 3 is attributed to Amtrak riders. This calculation assumes hourly distribution of parking demand for Amtrak riders remains consistent.

Source: Walker Consultants, 2020



On the weekend, the Amtrak Station, with increased service, would need 17 to 19 spaces under Scenario 1 and 28 to 31 spaces under Scenario 2. This equates to a net increase two to eight spaces depending on the scenario. These calculations are shown in Table 20.

Table 20: Future Amtrak Weekend Parking Demand Calculation by Hour

	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
<b>Scenario 1 Existing Parking Demand</b>	14	14	15	15	20	20	16	16	15	15
<b>24% increase</b>	17	17	19	19	25	25	20	20	19	19
<i>Net New Demand</i>	6	6	6	6	8	8	6	6	6	6
<b>19% increase</b>	17	17	18	18	24	24	19	19	18	18
<i>Net New Demand</i>	3	3	3	3	4	4	3	3	3	3
<b>12% increase</b>	16	16	17	17	22	22	18	18	17	17
<i>Net New Demand</i>	2	2	2	2	2	2	2	2	2	2
<b>Scenario 2 Existing Parking Demand</b>	24	24	25	25	34	34	27	27	25	25
<b>24% increase</b>	30	30	31	31	42	42	33	33	31	31
<i>Net New Demand</i>	6	6	6	6	8	8	6	6	6	6
<b>19% increase</b>	29	29	30	30	40	40	32	32	30	30
<i>Net New Demand</i>	5	5	5	5	6	6	5	5	5	5
<b>12% increase</b>	27	27	28	28	38	38	30	30	28	28
<i>Net New Demand</i>	3	3	4	4	5	5	4	4	4	4

Notes: Scenario 1 assumes 30% of existing demand in Lot 3 are attributed to Amtrak riders. Scenario 2 assumes that 50% of existing demand in Lot 3 is attributed to Amtrak riders. This calculation assumes hourly distribution of parking demand for Amtrak riders remains consistent.

## Rail Expansion Parking Demand Key Findings

- The expanded rail service is anticipated to increase parking demand in Lot 3 by two to seven spaces on weekdays.
- On weekends, the expanded service is anticipated to increase parking demand by two to eight spaces.

## Potential New Public Lot

The City currently owns the vacant parcel on the south side of the railroad tracks, part of which is being considered for development into a public surface parking lot (APN 004-105-026). As part of the future conditions analysis, Walker developed conceptual plans for a potential new public parking lot in this location to determine how many spaces could potentially be provided. The locations of Lot 3 and a potential new lot are shown in Figure 16.

Figure 16: Location of Existing Lot 3 and a Potential New Public Parking Lot

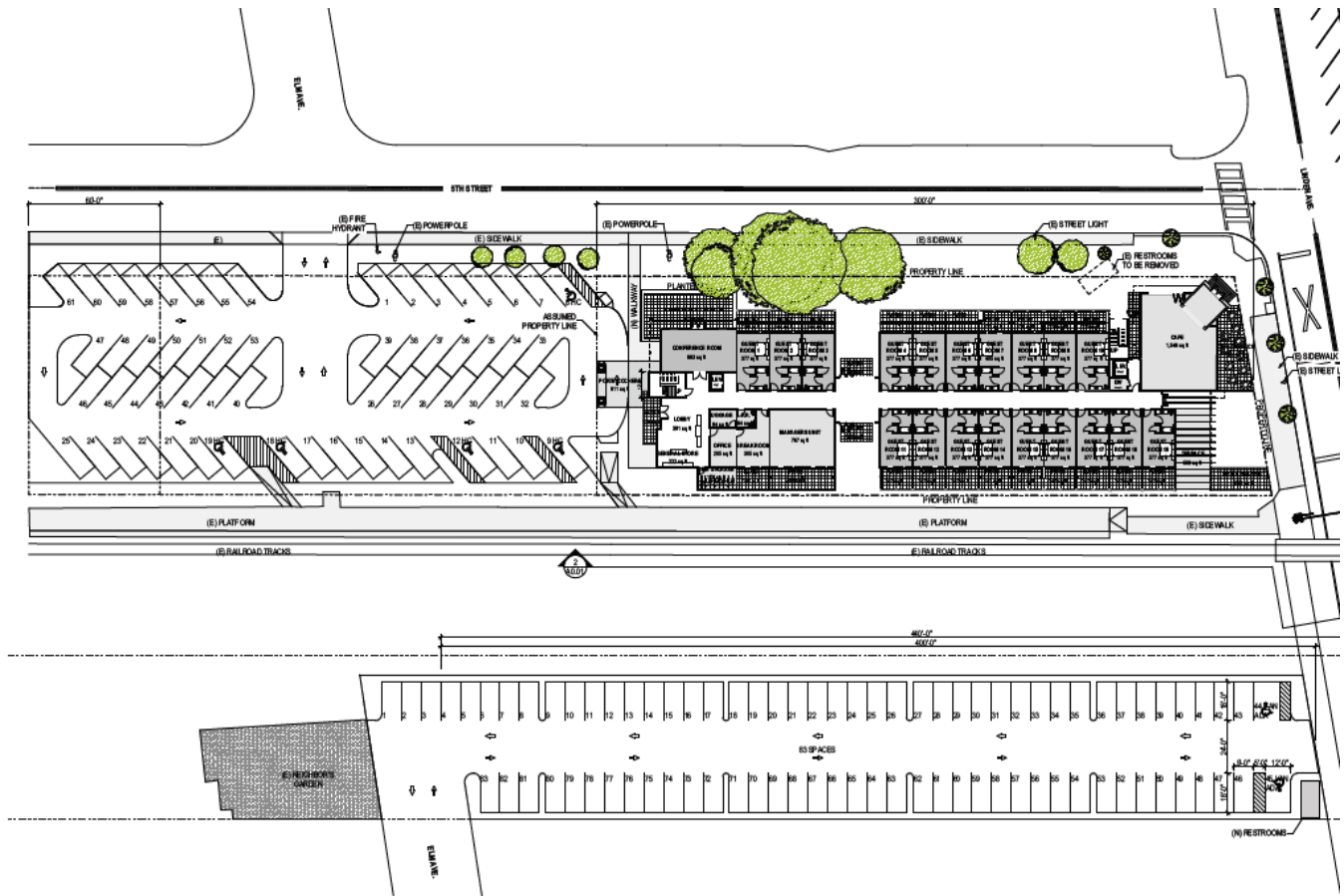


\*Boundaries do not indicate the size of a potential new lot, but rather the area that was evaluated in terms of the number of spaces that could be potentially be accommodated within the space. As of the publishing of this report, no official plans are in place for a lot in this location.

Source: Satellite image, *Google Earth Professional*, 2019; Graphics, *Walker Consultants*, 2020

Conceptual architectural drawings for the proposed Linden Inn project show approximately one-half of Lot 3 dedicated to the Inn with the rest of the lot being maintained as parking, as well as some additional spaces gained on vacant space west of Lot 3; an estimated 61 spaces. There are currently 113 spaces in this lot, which would equate to a loss of 52 spaces. These plans also show a conceptual drawing of a new lot south of the train tracks with a neighboring public park space. The conceptual Inn plans anticipate 83 spaces in this lot. These plans are shown in Figure 17.

Figure 17: Linden Inn Conceptual Parking Layout – AB Design Studio



Source: AB Design Studio, Preliminary Design, 2020

Walker was tasked with developing concept plans for a potential new parking lot south of the train tracks to determine how many spaces could be gained by developing this space (APN 004-105-026).

Walker developed six conceptual parking layouts to be considered. The six layouts are summarized below:

- Option 1: 88 spaces – The lot’s footprint extends from Linden Avenue to Elm Avenue, the same footprint presented in the architect’s drawings for the Inn, with two rows of parking and 90-degree parking stalls.
- Option 2: 98 spaces – Same footprint as Layout 1 with angled parking stalls and parallel spaces along the perimeter of the lot. Access is provided via Linden Avenue and Elm Avenue.
- Option 3: 165 spaces – The lot’s footprint extends from Linden Inn to Holly Avenue, with access from Linden Avenue, Holly Avenue, and Elm Avenue. This design has two parking rows with 90-degree parking stalls.
- Option 4: 187 spaces – Same footprint as Layout 3 with angled parking stalls and parallel spaces along the perimeter. Access is provided via Linden Avenue, Holly Avenue, and Elm Avenue.
- Option 5: 37 spaces – This layout only extends from Linden Inn to end of the neighboring unpaved lot south of the site, serving the restaurant “The Spot”, with two rows of 90-degree spaces. Access is only provided from Linden Avenue.

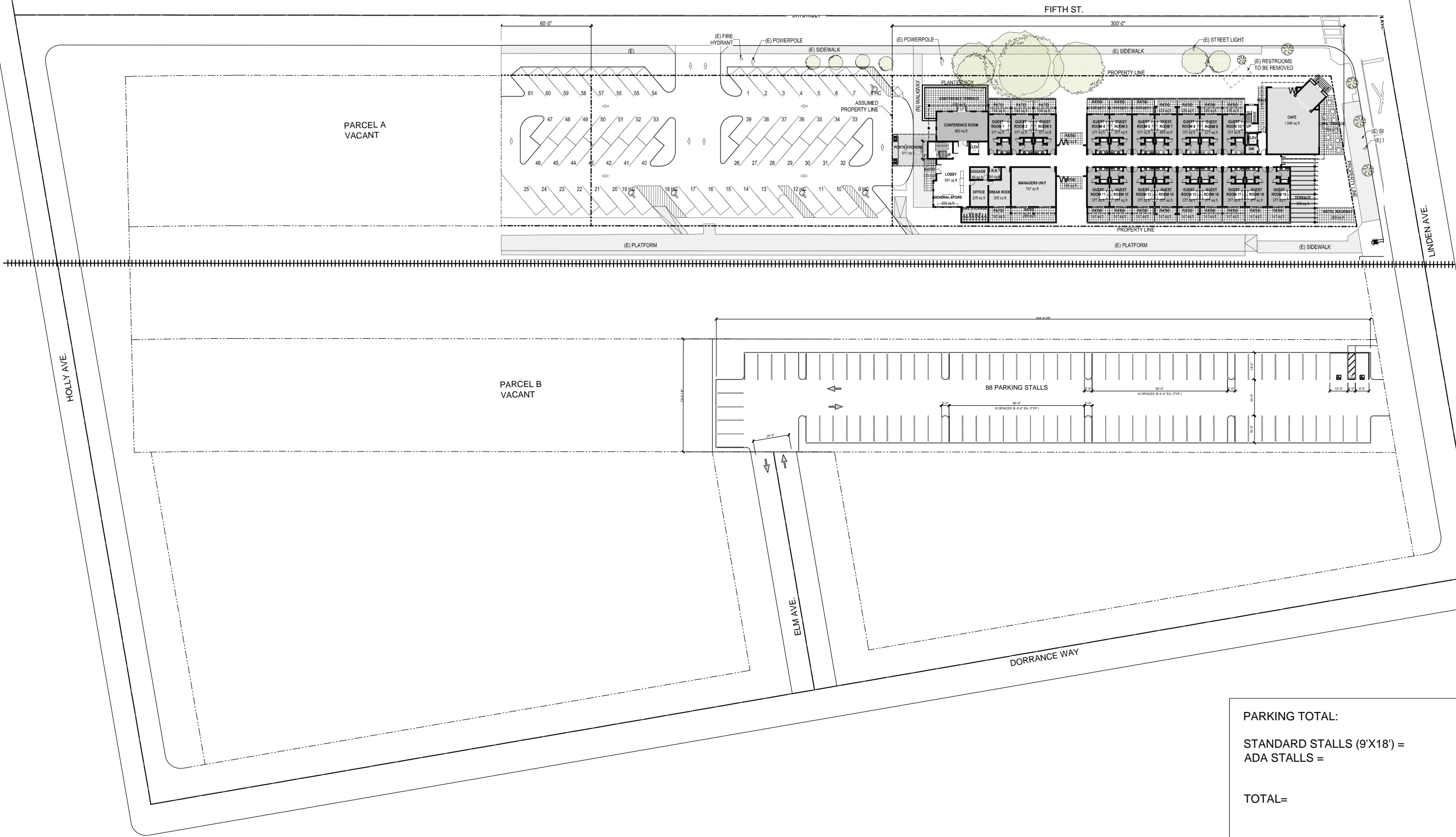
- Option 6: 103 spaces – This layout extends from Linden Avenue to Holly Avenue. The plan for this lot includes a row of parking bordering the northern edge of the site, along the train tracks, the entire length of the site, with a second row of parking on the southern edge, only extending to the edge of the existing “The Spot” unpaved lot to the south. Access would be provided on Linden Avenue, Holly Avenue, and Elm Ave.

The City has expressed that in the event the Inn is constructed, they would like a net neutral parking loss, meaning, despite the loss of some spaces with the construction of the Inn, these spaces would be replaced in a potential new lot. The Inn’s plans currently show a potential loss of 52 spaces in Lot 3. Therefore, in order to maintain this number of spaces, at least 52 spaces would need to be replaced in a new lot. Each layout presented would provide the City with a surplus of spaces in addition to replacing the 52, except for the smallest layout, Layout 5, which only provides 37 spaces.

Additionally, some of these layouts show an entry/exit from Elm Street. This entry/exit would be optional and if not provided, an additional four spaces could be gained in these layout options.

These six potential layouts are shown in Figure 18, Figure 19, Figure 20, Figure 21, Figure 22, and Figure 23

EXISTING STALLS: 113 STALLS TOTAL  
NEW STALLS: 61 STALLS TOTAL



PARKING TOTAL:	
STANDARD STALLS (9'X18') =	86 STALLS
ADA STALLS =	2 STALLS
TOTAL=	88 STALLS



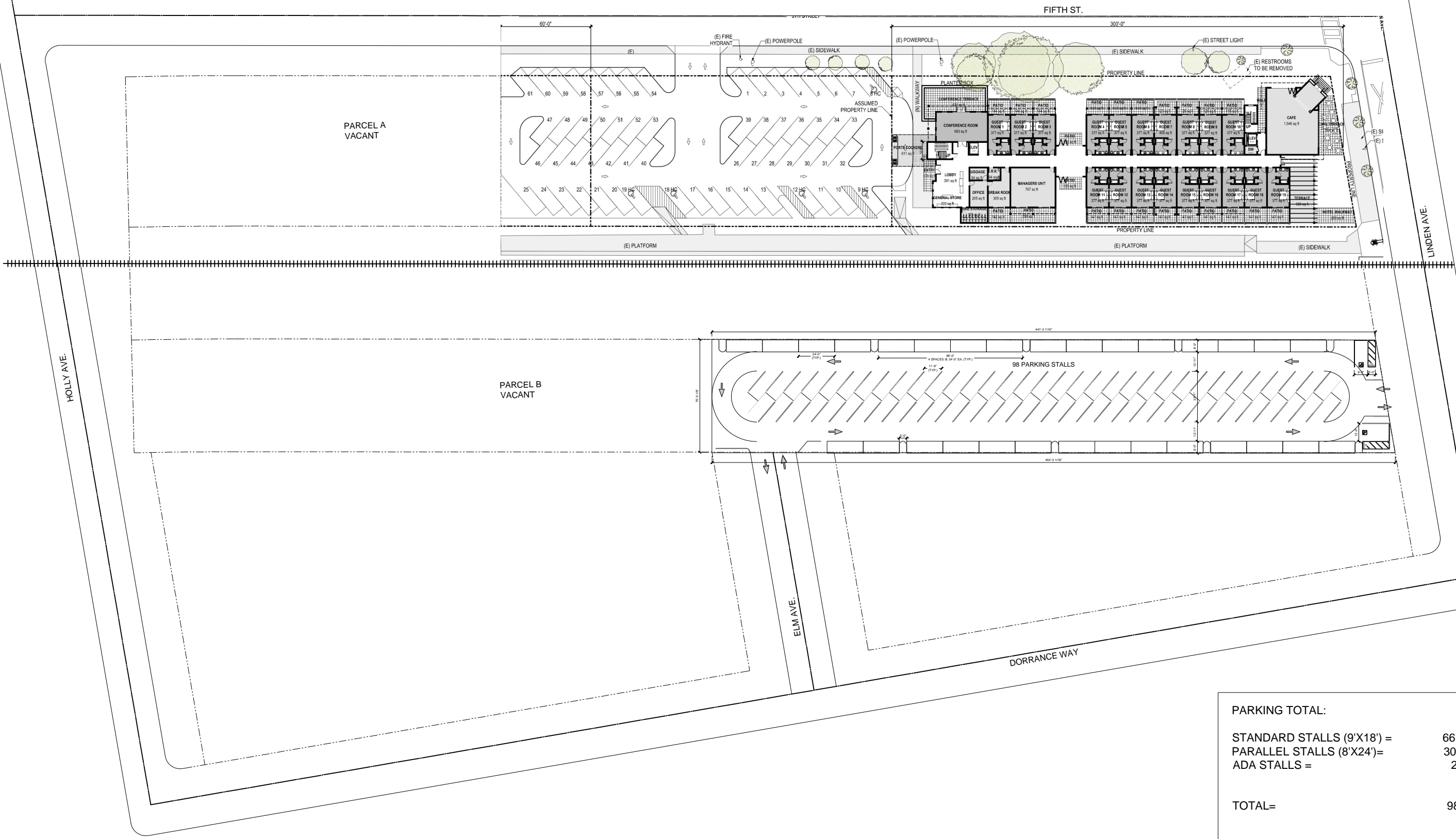
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OPTION 1



EXISTING STALLS: 113 STALLS TOTAL  
NEW STALLS: 61 STALLS TOTAL



PARKING TOTAL:	
STANDARD STALLS (9'X18') =	66 STALLS
PARALLEL STALLS (8'X24')=	30 STALLS
ADA STALLS =	2 STALLS
TOTAL=	98 STALLS



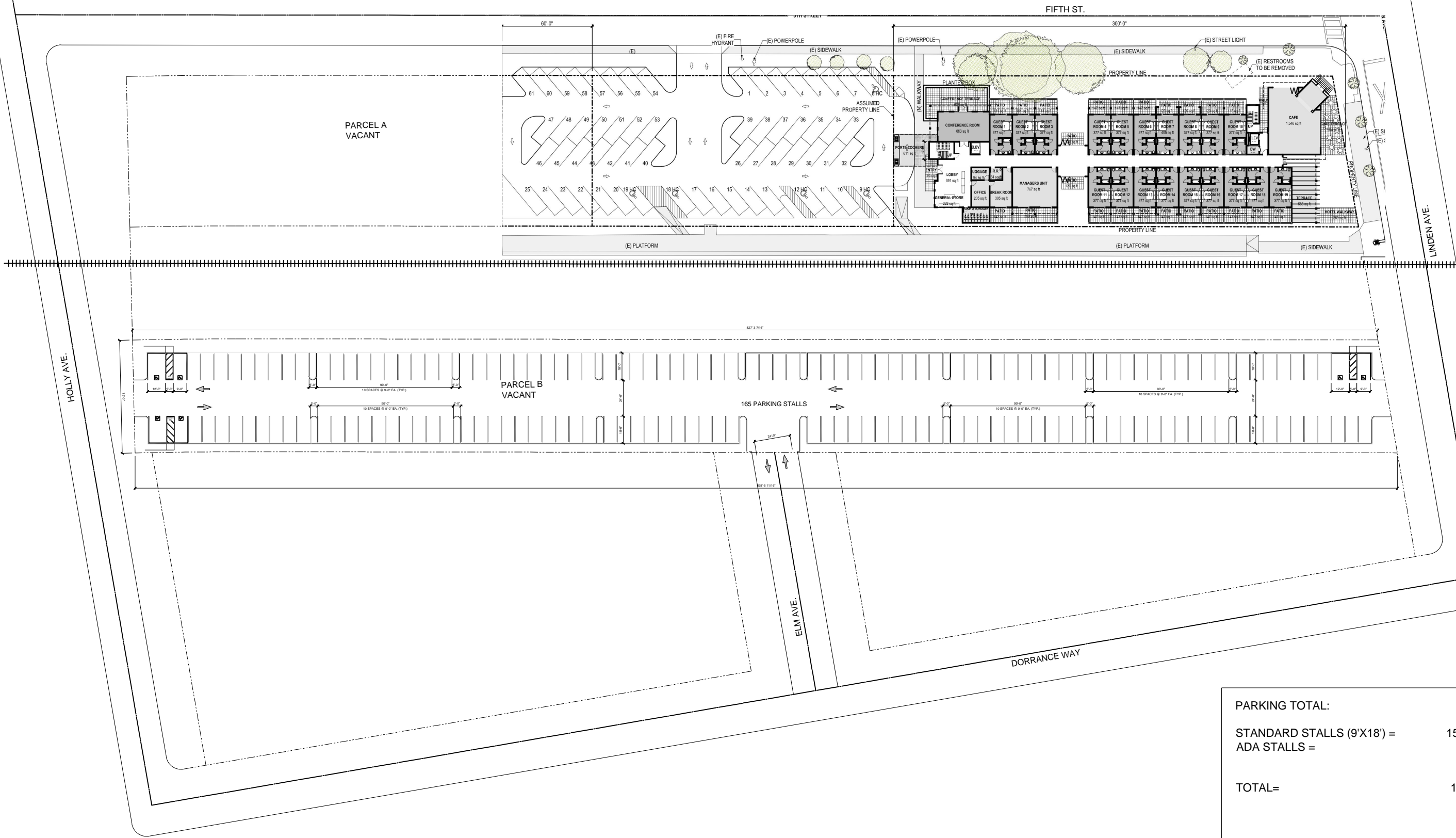
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OPTION 2



EXISTING STALLS: 113 STALLS TOTAL  
NEW STALLS: 61 STALLS TOTAL



PARKING TOTAL:		
STANDARD STALLS (9'X18') =	159 STALLS	
ADA STALLS =	6 STALLS	
TOTAL=	165 STALLS	

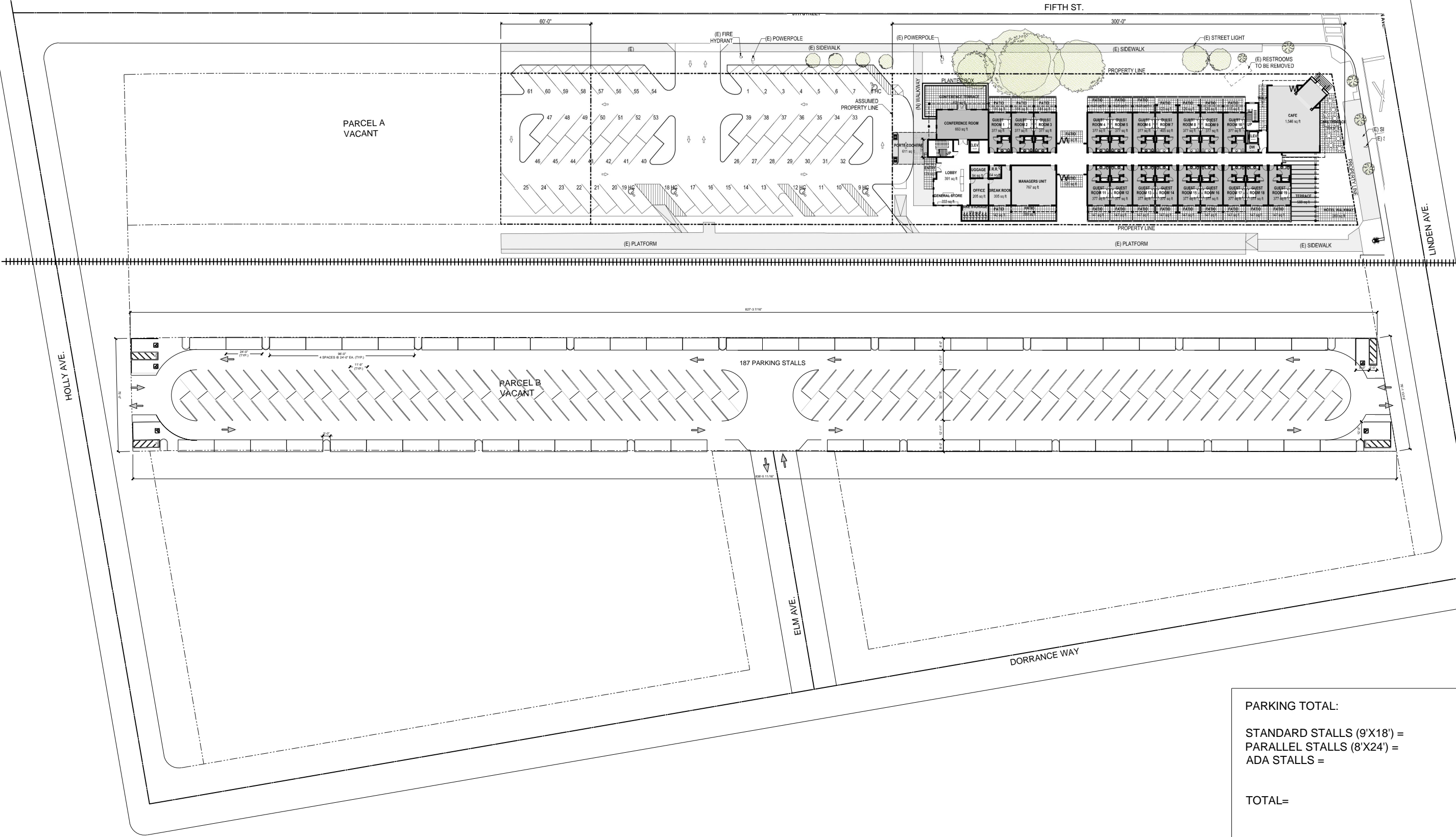


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OPTION 3

EXISTING STALLS: 113 STALLS TOTAL  
NEW STALLS: 61 STALLS TOTAL



PARKING TOTAL:	
STANDARD STALLS (9'X18') =	124 STALLS
PARALLEL STALLS (8'X24') =	58 STALLS
ADA STALLS =	5 STALLS
TOTAL=	187 STALLS

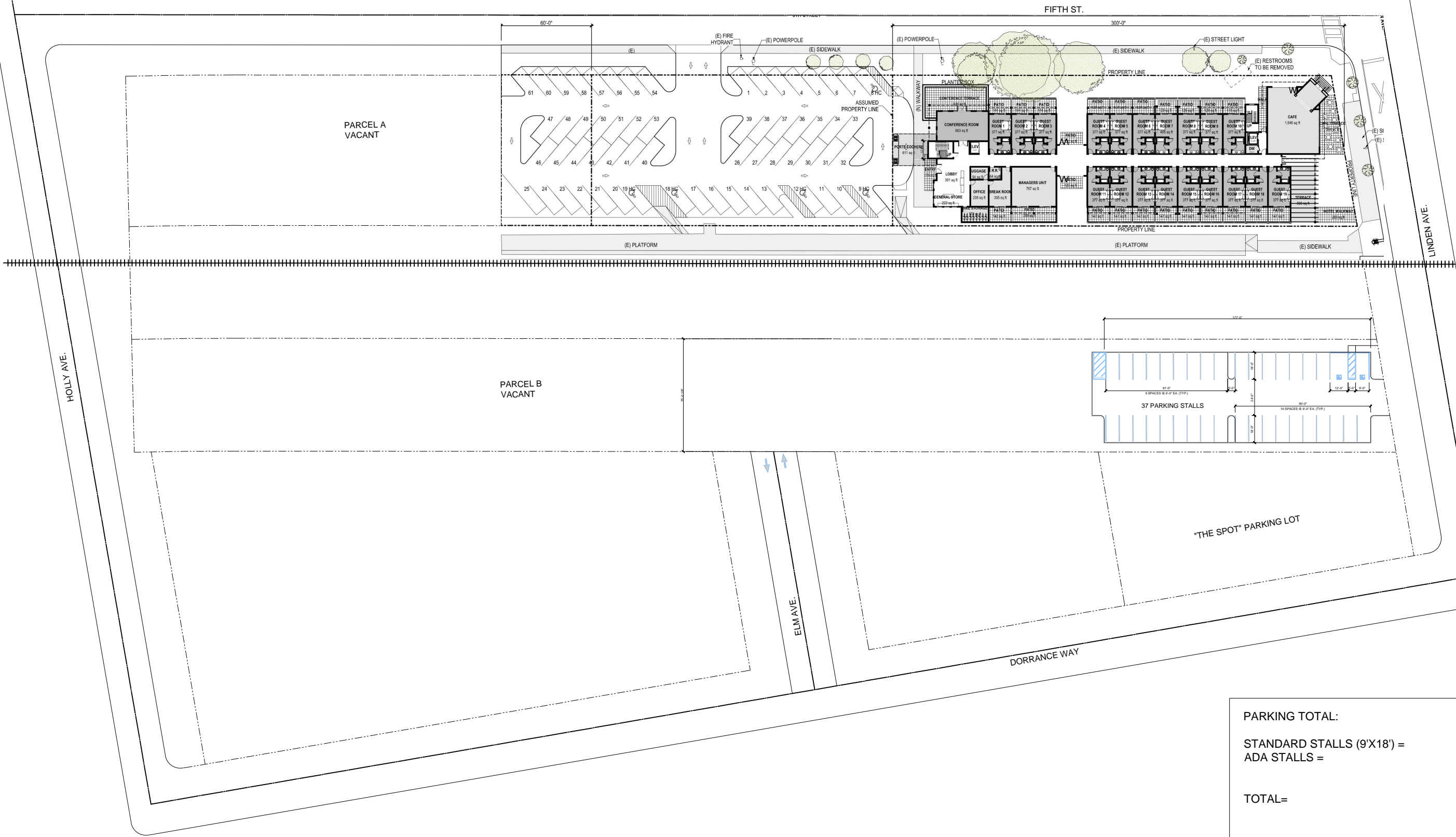


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OPTION 4

EXISTING STALLS: 113 STALLS TOTAL  
NEW STALLS: 61 STALLS TOTAL



PARKING TOTAL:	
STANDARD STALLS (9'X18') =	35 STALLS
ADA STALLS =	2 STALLS
TOTAL=	37 STALLS

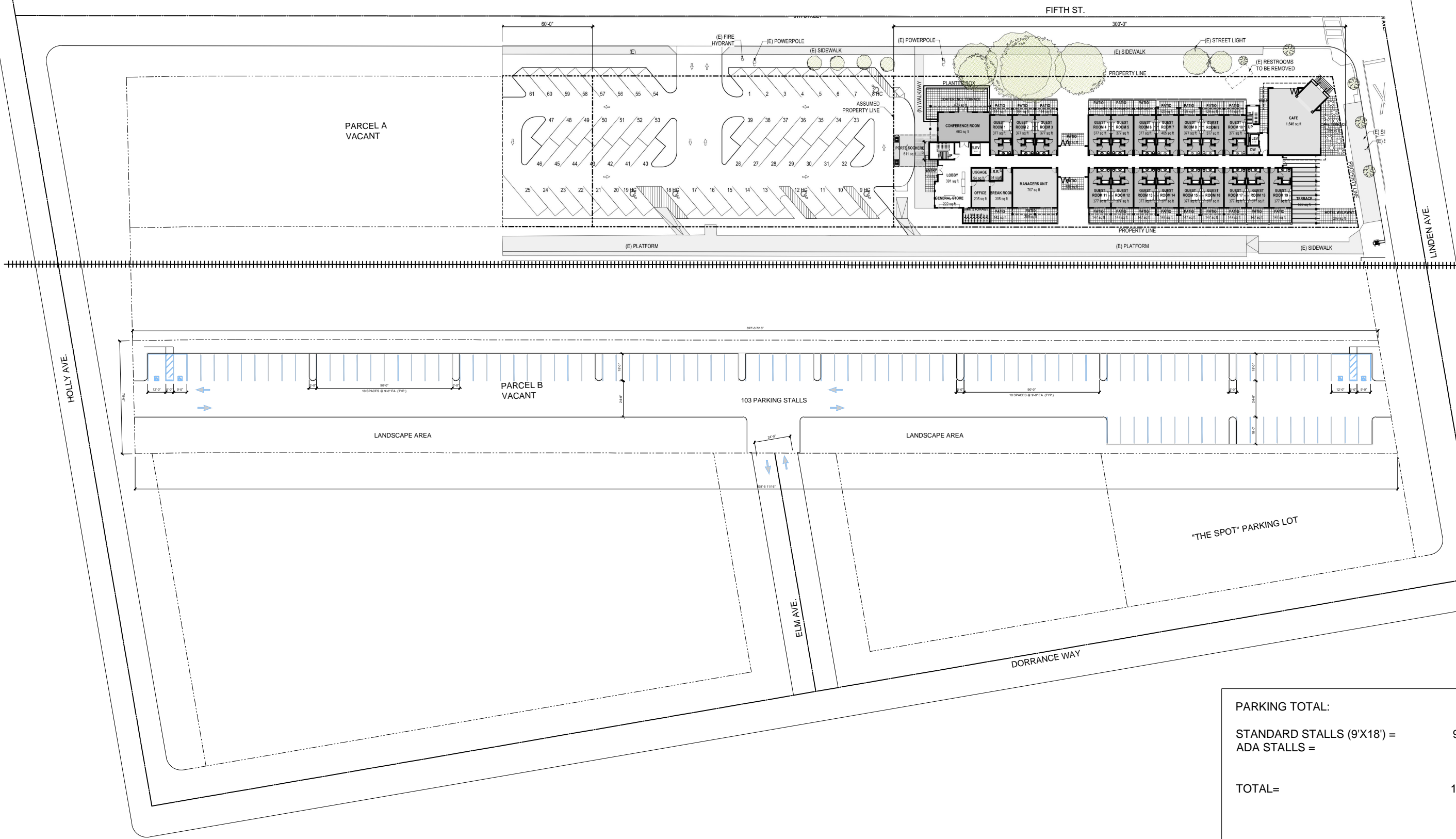


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Job: XX  
Job No: 37-8938-01  
Date:

No.  
OPTION 5

EXISTING STALLS: 113 STALLS TOTAL  
NEW STALLS: 61 STALLS TOTAL



PARKING TOTAL:	
STANDARD STALLS (9'X18') =	99 STALLS
ADA STALLS =	4 STALLS
TOTAL=	103 STALLS



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Date:

No.  
OPTION 6



## Future Parking Impacts – Lot 3 & Potential New Lot

In order to understand the impacts of these proposed projects on existing downtown parking supply and demand, an analysis was conducted that evaluates the existing parking demand in downtown in conjunction with the future planned projects. Currently, all three future projects include plans to use Lot 3. Therefore, the potential impacts to this lot were calculated, assuming existing demand would remain consistent.

### Existing + Linden Inn

In order to understand how many spaces would be utilized in Lot 3 and future Lot 4 upon construction of the Linden Inn, the hourly results for the Linden Inn project from the shared parking analysis were layered over the existing hourly demand for the lot. Since 700 Linden and the expanded rail service are planned farther out than the Linden Inn project, the parking demand experienced as a result of the inn was evaluated first.

Shared parking calculates the anticipated peak month of demand in its calculations. For the Inn, the peak month is expected to be July.

If the Inn project is approved, it would likely be constructed within the next few years, it is anticipated the demand currently experienced in Lot 3 would remain consistent. With the addition of the Linden Inn, on weekdays, the lot would continue to peak during lunchtime hours, between 12:00 p.m. and 1:00 p.m., with a projected occupancy of 111± vehicles. Based on concept plans for both Lot 3 and a potential new lot, parking needs could adequately be accommodated for the existing demand and Lot 3, with a likely surplus of parking available. The hourly parking demand for existing plus the Linden Inn is shown in Table 21.

Table 21: Future Lot 3 Parking Demand – Weekday, Existing + Linden Inn

Lot 3	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Existing	55	55	55	55	39	39	28	28	31	31
Linden Inn + Café	50	56	56	53	47	46	55	58	55	52
<b>Total</b>	105	<b>111</b>	<b>111</b>	108	86	85	83	86	86	83

Note: It is noted that this estimation assumes existing demand for Lot 3 will remain the same upon construction of the Linden Inn.  
Source: Walker Consultants, 2020

With 61 spaces planned to be maintained in Lot 3, the entirety of the weekday parking demand for the Linden Inn could likely be accommodated within these 61 spaces, with the peak parking demand not exceeding 58 spaces throughout the day. This would leave the entirety of a potential new lot south of the train tracks for general public parking which could accommodate existing demand and provide a surplus of new public spaces.

Under existing conditions, on the weekend, while the overall downtown peak parking demand occurred during lunchtime, peak demand for Lot 3 occurred at 3:00 p.m. with 67 spaces occupied and a utilization rate of 59%. With the addition of the Linden Inn development, this lot is anticipated to continue to peak at 3:00 p.m. with a peak parking occupancy of 113± spaces. Similarly, to the weekday projections, based on concept plans for Lot 3 and a potential new lot, parking demand could be adequately accommodated with a surplus available in the potential



new lot and the Inn entirely accommodated with the remaining spaces in Lot 3. The demand calculation is shown in Table 22.

Table 22: Future Lot 3 Parking Demand – Weekend, Existing + Linden Inn

Lot 3	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Existing	48	48	50	50	67	67	54	54	49	49
Linden Inn + Café	50	55	55	52	46	45	52	58	56	53
<b>Total</b>	<b>98</b>	<b>103</b>	<b>105</b>	<b>102</b>	<b>113</b>	<b>112</b>	<b>106</b>	<b>112</b>	<b>105</b>	<b>102</b>

Note: It is noted that this estimation assumes existing demand for Lot 3 will remain the same upon construction of the Linden Inn.  
Source: Walker Consultants, 2020

## Existing + Linden Inn + 700 Linden

Based on conversations with the City, the 700 Linden project includes plans to use 28 spaces in Lot 3 to accommodate peak demand, with an applicant-calculated peak of 48 spaces (20 spaces on-site, 28 in Lot 3). The project is “credited” for these 28 spaces due to the historic parking assessment discussed in Section 4, Analysis of Current Policies and Regulations, of this report.

However, results of the Shared Parking Model indicate a greater need than those projected in the 700 Linden plans. With the intentions to use spaces in Lot 3 to accommodate demand, demand for this lot was calculated by taking into account existing parking demand, the Linden Inn development, and 700 Linden, assuming full build-out of each project. Since the proposed 700 Linden project would provide 20 spaces on-site to serve the project, these spaces were subtracted from the hourly demand.

On a weekday, the combination of these uses is anticipated to peak in Lot 3 at 1:00 p.m. with a demand of 152± spaces at 1:00 p.m. This is summarized in Table 23.

Table 23: Future Lot 3 Parking Demand – Weekday, Existing + Linden Inn + 700 Linden

Lot 3	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Existing	55	55	55	55	39	39	28	28	31	31
Linden Inn + Café	50	56	56	53	47	46	55	58	55	52
700 Linden (total)	57	60	61	64	53	49	49	48	46	40
-20 On-Site Spaces	37	40	41	44	33	29	29	28	26	20
<b>Total</b>	<b>142</b>	<b>151</b>	<b>152</b>	<b>152</b>	<b>119</b>	<b>114</b>	<b>112</b>	<b>114</b>	<b>112</b>	<b>103</b>

Note: It is noted that this estimation assumes existing demand for Lot 3 will remain the same upon construction of the Linden Inn.  
Source: Walker Consultants, 2020

On the weekend, the combination of these uses – existing, the Linden Inn, and 700 Linden – would need 135± spaces when peak parking demand would occur at 6:00 p.m.

Table 24: Future Lot 3 Parking Demand – Weekend, Existing + Linden Inn + 700 Linden

Lot 3	11AM	12PM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Existing	48	48	50	50	67	67	54	54	49	49
Linden Inn + Café	50	55	55	52	46	45	52	58	56	53
700 Linden	31	41	41	37	32	29	33	43	44	42
-20 On-Site Spaces	11	21	21	17	12	9	13	23	24	22
<b>Total</b>	<b>109</b>	<b>124</b>	<b>126</b>	<b>119</b>	<b>125</b>	<b>121</b>	<b>119</b>	<b>135</b>	<b>129</b>	<b>124</b>

Note: It is noted that this estimation assumes existing demand for Lot 3 will remain the same upon construction of the Linden Inn.  
Source: Walker Consultants, 2020

If Lot 3 maintains 61 spaces with the construction of the Linden Inn, during peak weekday demand, an additional 91 spaces would be needed to accommodate the peak, for a total of 152 spaces. This could not be met with the smaller potential new lot layout options, Option 1 and Option 5.

Additionally, it should be noted that due to the location of 700 Linden, while spaces may be credited in Lot 3 to meet the parking requirement for the project, it should be expected that some customers or employees may choose to park in spaces closer to the planned project, likely on-street parking on Linden Avenue or in the neighborhood streets adjacent. Lot 3 is approximately 650 feet south of the project, which is an acceptable walking distance; however, unless visitors know to go to this lot, they may naturally try to park closer to the project site upon arrival. This may lead to a greater increase in demand for on-street parking within the area or a greater spillover into neighborhood streets (see the next section, Overall Impacts to Downtown, for further discussion).

## Existing + Linden Inn + 700 Linden + Rail Expansion

The future increase in service at the Amtrak Station in Downtown Carpinteria is likely to increase parking demand, especially as the station currently utilizes Lot 3 to accommodate parking demand and would continue to do so in the future. With both the Linden Inn and 700 Linden projects anticipating the use of Lot 3 and future Lot 4 to accommodate their respective parking demand, these lots may not be able to accommodate the entire cumulative parking demand for these three projects.

Parking demand calculations presented previously in this section for the expanded rail service provided a variety of scenarios to reflect the potential parking demand generated by this service. The range varies significantly as actual parking demand will be highly dependent on success of the service, number of originating trips from the Carpinteria station, and how many of these trips will require users to park at the station.

The following table, Table 25, provides the total weekday demand for each scenario which reflects existing demand for non-rail riders parking in Lot 3, the Linden Inn, 700 Linden, and the expanded rail service. As stated previously, the “percent increase” reflects a range of ridership increases that could potentially occur and the associated increase in parking demand. An expanded explanation of this methodology is provided on page 52 of this report.

With the expanded service, on a weekday, peak demand would occur at 1:00 p.m. and 2:00 p.m. with 154± to 159± spaces needed to accommodate peak demand, depending on the scenario.

Table 25: Total Future Parking Demand – Weekday, Existing Lot 3 + Linden Inn + 700 Linden + Rail

	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
<b>Scenario 1</b>										
<b>24% increase</b>	147	155	<b>156</b>	<b>156</b>	122	117	114	115	115	105
<b>19% increase</b>	146	154	<b>155</b>	<b>155</b>	121	116	114	115	115	105
<b>12% increase</b>	145	153	<b>154</b>	<b>154</b>	120	115	113	114	114	104
<b>Scenario 2</b>										
<b>24% increase</b>	150	158	<b>159</b>	<b>159</b>	124	119	115	116	117	107
<b>19% increase</b>	148	156	<b>157</b>	<b>157</b>	123	118	115	116	116	106
<b>12% increase</b>	146	154	<b>155</b>	<b>155</b>	121	116	114	115	115	105

Note: Scenario 1 assumes 50% of existing demand in Lot 3 are attributed to Amtrak riders. Scenario 2 assumes that 80% of existing demand in Lot 3 is attributed to Amtrak riders.

On the weekend, peak parking demand is expected to occur at 7:00 p.m. with 137± to 141± spaces needed to accommodate peak demand for the existing Lot 3 parking demand, Linden Inn, 700 Linden, and the expanded rail service.

Table 26: Total Future Parking Demand – Weekend, Existing Lot 3 + Linden Inn + 700 Linden + Rail

	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
<b>Scenario 1</b>										
<b>24% increase</b>	112	127	130	123	130	127	123	<b>139</b>	133	128
<b>19% increase</b>	112	127	129	122	129	126	122	<b>138</b>	132	127
<b>12% increase</b>	111	126	128	121	127	124	121	<b>137</b>	131	126
<b>Scenario 2</b>										
<b>24% increase</b>	115	130	132	125	133	130	125	<b>141</b>	135	130
<b>19% increase</b>	114	129	131	124	131	128	124	<b>140</b>	134	129
<b>12% increase</b>	112	127	129	122	129	126	122	<b>138</b>	132	127

Note: Scenario 1 assumes 50% of existing demand in Lot 3 is attributed to Amtrak riders. Scenario 2 assumes that 80% of existing demand in Lot 3 is attributed to Amtrak riders.

Conservatively, a supply of 159± (the highest projected peak of the scenarios analyzed) parking spaces would be needed to accommodate peak parking demand in Lots 3 and a potential new lot south of the train tracks. Peak demand for this combination of uses may be accommodated with Option 2, 3, 4, and 6 parking layouts for the potential new lot. Table 27 provides a summary of the combined total parking supply for each option.

Table 27: Lot 3 and Potential Future Parking Supply

	Lot 3	Potential New Lot	Total
<b>Option 1</b>	61	88	149
<b>Option 2</b>	61	98	159
<b>Option 3</b>	61	165	226
<b>Option 4</b>	61	187	248
<b>Option 5</b>	61	37	98
<b>Option 6</b>	61	103	164

Source: Walker Consultants, 2020

However, it is important to note that while these three projects intend to use Lot 3 and a potential new lot to accommodate demand, it is unlikely that this would occur in reality. While the Inn and Amtrak are likely to almost exclusively use this lot and a new one if constructed, parking demand for 700 Linden, which is located more centrally in downtown, would likely spread out in the downtown core. Therefore, the construction of one of the smaller

layout options would likely be adequate, as the greater downtown supply would likely support customers and patrons of 700 Linden.

## Future Impacts - Lot 3 and Potential New Lot

- At least 159 spaces are needed to accommodate the three future development projects in Lot 3 and a future new lot under the highest-demand scenario analyzed.
- This would require the construction of a new lot in the vacant space south of Lot 3.
- While the 700 Linden development plans to use spaces in Lot 3 to accommodate their development, in reality, it is unlikely that this would occur unless employees of the project are specifically assigned to this lot. Customers are likely to attempt to park closer to the development in on-street spaces on Linden Avenue or on side-streets.

## Overall Future Parking Impacts to Downtown

In order to gain an understanding of how the three proposed future projects would impact downtown, the projected future demand generated by these projects was added to the existing parking occupancies in downtown.

Future parking supply will vary depending on if the City decides to construct a new lot south of the train tracks and existing Lot 3. Additionally, if a lot is constructed in this location, the number of spaces can vary depending on the size and design. Walker evaluated future parking utilization for downtown, overall, based on these varying options for a new lot as well as what would happen if no new parking was constructed.

Downtown currently has a parking supply of 883 spaces. If the Linden Inn is constructed, this supply would decrease by 52 spaces, equating to a new supply of 831 spaces. Based on future demand calculations, if the City constructed no new spaces, downtown would experience an overall utilization of 84% during the peak at noon. Below the targeted threshold of 85%, indicating that even if the City did not construct new parking, the downtown could support the three proposed projects with an even lower parking supply. If parking becomes more constrained or greatly impacts residential areas, parking management strategies could be utilized to help alleviate impacts related to a higher demand resulting from no additional parking being constructed.

If a new public lot was constructed, at any size proposed (37 spaces to 187 spaces), along with the 52 spaces removed for the Linden Inn, parking utilization in downtown would stay well below the 85% threshold. The highest utilization scenario would be with the construction of Option 5, a smaller, 37-space lot. Under this scenario, utilization would peak at 81%. Under all other options, parking utilization is below 80%.

However, some of the available parking in downtown was on side streets or on Elm Avenue, Maple Avenue, and Walnut Avenue. These streets primarily border residential land uses. If downtown parking demand begins to significantly spillover onto residential streets, potential conflicts may arise. The following Section of this report, Recommendations, provides recommendations on parking management strategies that may assist in addressing this.

The total existing and future parking demand by hour as well as future utilization scenarios is presented in Table 26.

## Future Impacts - Overall Impacts to Downtown

- The downtown parking supply, with spaces removed for construction of the Linden Inn, could support the three proposed development projects without constructing any new parking, with an overall downtown utilization of 84%.
- If a new lot is constructed, at any size, overall parking demand would be below 80%.
- Some parking in downtown is located along or near primarily residential streets. Some future demand could impact these streets, causing conflicts with resident and downtown visitor or employee parking.
- Parking management strategies and constructing new parking should be considered to manage and accommodate long-term parking demand in downtown.



Table 28: Total Existing &amp; Future Weekday Parking Demand Comparison for Highest Demand Scenario

	Parking Supply	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
Existing Demand	-	570	<b>570</b>	564	564	512	512	495	495	434	434
Existing Utilization (Supply = 883 spaces)	883	65%	<b>65%</b>	64%	64%	58%	58%	56%	56%	49%	49%
Future Parking Demand (Linden Inn + 700 Linden + Expanded Rail) <sup>1</sup>	-	95	<b>131</b>	132	132	105	100	101	102	102	92
Total Future Demand (Existing + Future)	-	665	<b>701</b>	696	696	617	612	596	597	536	526
Future Utilization Scenarios	-										
No New Parking Constructed: -52 spaces	831	80%	<b>84%</b>	84%	84%	74%	74%	72%	72%	64%	63%
Option 1: +88 spaces; -52 spaces	919	72%	<b>76%</b>	76%	76%	67%	67%	65%	65%	58%	57%
Option 2: +98 spaces; -52 spaces	929	72%	<b>75%</b>	75%	75%	66%	66%	64%	64%	58%	57%
Option 3: +165 spaces; -52 spaces	996	67%	<b>70%</b>	70%	70%	62%	61%	60%	60%	54%	53%
Option 4: +187 spaces; -52 spaces	1,018	65%	<b>69%</b>	68%	68%	61%	60%	59%	59%	53%	52%
Option 5: +37 spaces; -52 spaces	868	77%	<b>81%</b>	80%	80%	71%	71%	69%	69%	62%	61%
Option 6: +103 spaces; -52 spaces	934	71%	<b>75%</b>	75%	74%	66%	66%	64%	64%	57%	56%

<sup>1</sup>Assumes the highest demand scenario for the Amtrak Station with 50% of existing Lot 3 parkers assumed to be Amtrak riders and a 24% increase in parking demand with the expanded rail service.



## 06 Recommendations & Parking Plan

## 6. Recommendations

The following provides a variety of strategies for the City to address the future of parking and transportation in downtown, as growth and increased parking demand occur.

### Policy & Regulation Recommendations

#### Right-Size Parking Requirements in Downtown

Downtown currently experiences a surplus of parking, with over 300+ spaces available during peak summer parking demand. Parking spaces are a tangible asset. A surplus of spaces presents the opportunity to support new development in downtown.

The current process for new development to meet their parking requirements does not consider this parking surplus. Additionally, it does not consider opportunities to share the public supply, providing non-driving transportation options, or opportunities for Transportation Demand Management (TDM), which shifts some driving and parking demand to other modes of transportation. These requirements can also be a potential barrier to the redevelopment of smaller parcels downtown, which are constrained in their ability to provide on-site parking. As such, the City should:

- Establish amended downtown parking policies and regulations that serve to right-size on-site parking in recognition of the parking surplus and support policies that maintain and expand the existing downtown development pattern.
- Establish a methodology for allocating the parking surplus that can be a benefit to all areas of the downtown district and is sustainable over a reasonable period.

#### Evaluate Parking Requirements on a Case-by-Case Basis

Instead of requiring new development or intensified uses to meet a general code requirement that may not align with the land use mix, location or other characteristics of a new land use, the City can consider parking requirements for downtown projects on a case-by-case basis. In order to evaluate parking needs for a project, the City may consider and allow a parking study that more precisely evaluates parking based on the anticipated demand rather than a general and rigid one-size-fits-all requirement that does not consider a mix of uses. Such a methodology could also more carefully consider the benefit and proximity of public or other shared parking opportunities downtown, as well as the city's broader planning, transportation and land use goals. While methods to reduce parking, minimums are currently in the existing code, rather than requiring special circumstances to reduce parking requirements, the City should allow for the evaluation of projects on a case-by-case basis from the start, as the downtown is a unique environment.

The process of parking analysis on a project specific basis would include the following considerations:

- Allowing new development/redevelopment to use available downtown public parking to accommodate some parking demand. This would include:

- Treating downtown public parking as a shared supply for existing and new downtown businesses and land uses.
  - New development/redevelopment would use downtown spaces that currently sit empty.
- Reductions may be considered for projects that demonstrate alternative methods to meet their parking needs. This may include:
  - Parking some demand off-site (e.g. employees)
  - Providing amenities for other transportation options (e.g. bike parking, transit passes for employees, etc.)
  - Develop a Transportation Demand Management program that would detail how the project applicant plans to reduce vehicles trips to/from the site, thus reducing the amount of parking required.

This method would also support the City's goals for downtown that call for a small-town, pedestrian-oriented, design downtown and a reduction on the dependence of automobiles.

## Pooled Parking

The 300+ available spaces in downtown may be considered as the "pool" of available parking which the City may use to help accommodate some of the parking demand generated by new development or redevelopment in downtown. This approach may function as follows:

1. Define the pool of publicly available parking spaces. What locations and spaces should be included as spaces that can provide parking?
2. Monitor and quantify the number of publicly available to determine the number of spaces available.
3. As development occurs or land uses intensify, they will contribute parking and transportation fees to the extent that they do not provide their own parking.
4. These fees should be used to grow the parking pool's capacity as the demand for parking is generated, effectively increase, and make more efficient use of the parking supply. Fees must be affordable enough to incentivize developers to pay them rather than build their own parking or not develop at all. Fees could be used for:
  - A. Implementing signage, enforcement and management practices and policies to move long-term parkers away from high parking demand locations to locations with greater parking availability (such as Lot 3);
  - B. Incentives for employees to park in peripheral locations during busy periods, making the most convenient and easy-to-find parking spaces available for customers and visitors;
  - C. Building or expanding surface parking lots;
  - D. Mutually beneficial leasing of private spaces for use by employees or the public;
  - E. A professionally run valet parking program to provide convenience to customers and utilize hard-to-access parking spaces during busy times.
  - F. Improved access to parking and the area through pedestrian connections to peripheral parking areas, improved bicycle parking and lanes, transit passes for employees, and similar programs;
  - G. Subsidized transit passes for employees.
5. As development and parking demand intensifies, paid parking in the most high demand locations (typically select on-street parking locations) becomes viable, even desirable. Paid parking is most importantly a parking management tool, but through paid parking revenue can be generated for parking and transportation capital and operational improvements, potentially even a public parking structure.

It through these measures that a pooled parking program and a funding mechanism become beneficially intertwined, creating a system of biofeedback through which parking needs are identified and addressed.

## Transportation Demand Management

When considering parking requirements, project applicants should also have the opportunity to submit a TDM plan and parking management plan detailing methods the applicant will reduce vehicle trips or accommodate parking demand either on- or off-site. Plans to manage transportation and parking needs may assist in reducing the total parking required to be provided on-site. For example, the Linden Inn's plans to encourage their guests' arrival by train, which will then also encourage more pedestrian and bicycle behavior in town, is consistent with this type of strategy.

The City has allowed TDM plans periodically for some projects for justification of a Parking Modification, however, have experienced challenges in monitoring and enforcement of these plans. The City, as part of the approval process, should require a project to provide an implementable, annual monitoring plan to demonstrate that the project is maintaining the reductions in parking outlined in their TDM plan.

## Conclusion

Allowing downtown projects to be evaluated on a case-by-case basis would ease the burden for new development or intensified uses to provide all parking on-site or meet additional requirements to be considered a special circumstance. This would help ensure that downtown development is not over supplied with private surface parking lots that are reserved for a single use. Rather, the downtown can be viewed as one system sharing the same supply.

These recommended parking strategies and policies also present the opportunity to support the City's goals of becoming less auto dependent and encouraging more biking, walking, and transit use in the downtown. Additionally, it supports the City's desired pattern of development for downtown to provide a small-town, walkable, and pedestrian-oriented destination.

## Recommendations Summary - Right Sizing Parking

- Develop parking requirements for downtown development on a case-by-case basis, taking into account opportunities to use the public supply to accommodate some demand from new development.
- Use the "pooled parking" methodology to monitor and manage the public parking supply as new development occurs in downtown.
- Consider opportunities for new development to submit TDM plans to reduce parking demand. This can be incorporated with the pooled parking methodology.

## Reduce Development Impact Fees

It was noted by City staff that some development in downtown has been postponed or abandoned due to an inability to meet their parking requirement onsite and pay the fully burdened fee. It was also noted that the City Council has repeatedly discounted the current fee in order to encourage and support development in downtown.

The fee is currently \$22,523.77 per space. DIFs may be used to either support new development by providing an alternative method for meeting parking requirements or, in some cases, discourage development if priced highly enough. The latter arguably occurs more frequently in communities that seek to minimize growth.

Based on this feedback, if the City wishes to support new development or redevelopment in the downtown, the City should consider reducing the existing DIF. This may make paying the fee a more appealing and realistic option for developers and businesses in downtown who can't meet their parking requirement onsite.

A full analysis of the requirements of the DIF have not been scoped or undertaken by Walker, nor should Walker be regarded as financial or legal counsel in this matter. However, in our experience, in lieu fees tend to provide cities with greater flexibility in the use of fees to meet their parking and transportation needs than do impact fees. The City may wish to consider using a fee regulation that allows it to apply funds in a way that better meets its needs for developing and providing access to Downtown. Lower fees may also be applied on an annual but ongoing basis to both reduce the upfront, one-time burden on development and to align with operational solutions to accommodating parking demand, such as leasing parking spaces from private owners who have parking availability.

### Recommendation Summary - Reducing Development Impact Fees

- To support new development or redevelopment in downtown, consider reducing the existing Development Impact Fee for deficit parking spaces to make it a more appealing and realistic option for developers and businesses in downtown.

## Time Limits

### On-Street

Walker recommends retaining the existing 90-minute time limit on the main commercial corridors, Linden Avenue and Carpinteria Avenue. Based on the turnover analysis, 90-minutes was found sufficient to accommodate the majority of downtown visitors and varying activities. It is also short enough to deter employees or residents from parking long-term on Linden Avenue or Carpinteria Avenue, in spaces that should be used by drivers (customers and other visitors) staying for shorter lengths of time.

Linden Avenue is currently 85% utilized during weekend peak parking demand (65% utilized during weekdays), which is typically the target threshold for downtown on-street parking. This also indicates that the 90-minute time limit is a sufficient amount of time to efficiently use the available supply on Linden Avenue on a busy summer weekend while still maintaining some availability for customers or visitors seeking a space with minimal searching.



The highest demand for parking along Linden Avenue is between Carpinteria and 8<sup>th</sup> Street. During the weekend lunchtime peak, this segment was 100% utilized. There are currently two 24-minute spaces on the southern end of Linden Avenue. These spaces currently provide an opportunity for short-term parking, though are underutilized, possibly because they currently border empty buildings. Relocation of at least one of these spaces should be considered for the northern end of Linden Avenue, along the segment between Carpinteria Avenue and 8<sup>th</sup> Street. This would provide a short-term, high-turnover parking space in one of the busiest areas of downtown.

## Recommendations Summary - On-Street Time Limits

- Retain 90-minute time limits.
- Provide additional short-term, 24-minute spaces, on Linden Avenue for short-term and high-turnover parking (e.g. pickup/drop-off space, takeout, deliveries).

## Off-Street

### Lot 1

Lot 1 is regulated by two different time limits – one hour and 90-minutes, with the remaining spaces not subjected to a time restriction. Lot 1A, as shown on the study area maps, hosts the 14 one-hour time-limited spaces. Currently, these are the only spaces in downtown with a one-hour limit.

This may present confusion to visitors's understanding how long they may park in a space when spaces in the same lot have different time limits, or none at all. Additionally, it is not typical for off-street spaces to have a shorter time limit than the on-street spaces. Therefore, it is recommended that the one-hour spaces in Lot 1A be converted to 90-minute spaces. This provides an added level of customer service as it would make time-limits in downtown more consistent.

Based on existing utilization and turnover rates, the combination of restricted and unrestricted spaces in the main Lot 1 currently functions well. The time-limited spaces provide turnover for customers and visitors while the unrestricted spaces provide some long-term parking for those wishing to stay longer than 90-minutes or some employees.

Lot 1 currently peaks on the weekend during lunchtime with 96% of spaces found to be utilized. While this exceeds the typical 90% threshold for off-street parking, this is the only time that the lot exceeds 90%. A 96% utilization also represents the “peak of the peak” as summer weekend lunchtime is likely the busiest the lot will get throughout the year. Therefore, despite reaching this level of occupancy, currently, the time limits do not need to be adjusted.

However, as the downtown continues to grow and new development occurs, the City may consider implementing a 90-minute time-limit for the entire lot. This would increase turnover and open up more spaces for customers and visitors. Additionally, planning considerations would need to be given to employee parking management as this could potentially displace employees who utilize these spaces.

### Lot 2

Lot 2 is currently unrestricted and based on turnover analysis, is a prominent location for employee parking and long-term parkers. Since this lot is located along an alley, behind buildings, and is more challenging to access for visitors, it is recommended that this lot continue to be used for unrestricted long-term parking for employees and customers/visitors. In the future, if the City would like to increase turnover in this lot, 90-minute time-limits could

be enacted. Additionally, if time limits are implemented but some employee parking is to be maintained, a limited amount of employee parking permits for this lot could be issued.

### Lot 3 & Potential New Lot

Lot 3 will be reconfigured in the future with the addition of the Linden Inn on the project site. A future lot is also anticipated on the vacant parcel south of the train tracks. Since these lots are the farthest from the downtown core, they are reasonable locations for long-term parking or employee parking so that parking near businesses can be made more available for customers. These lots will also be serving user groups that may require long-term parking including hotel guests, Amtrak commuters, and beach goers. It is recommended to continue allowing long-term parking in this lot and the potential future lot. If in the future demands for these lots exceed capacity, time-limits should be considered. If time-limits are implemented in these lots, a permitting program could be developed for hotel guests or Amtrak riders to allow for some long-term parkers if California Coastal Commission or the local coastal plan restrictions allow.

## Recommendations Summary - Off-Street Time Limits

- Maintain the existing mix of time-limited and unrestricted parking spaces in the public, off-street lots.
- As new development or redevelopment occurs and parking demand increases, consider implementing time-limits in the unrestricted spaces to increase turnover and availability of these spaces for customers and shorter-term visitors.
- If time limits are implemented in unrestricted spaces, identifying locations for long-term parking is needed. Within the available parking identified in our survey, those locations exist.

## Opportunities for Additional Parking

With an increase in development in the downtown and continued growth in the number of downtown visitors, the City expressed interest in opportunities to provide more public parking downtown. Additional off-street parking could alleviate a potential increase in demand for on-street parking which could impact residential streets within the study area. It should be noted that adding off-street parking supply in and of itself does not ensure that parkers use these spaces. Drivers typically (but not always) prefer parking on the street to off-street parking, particularly if its structured parking or difficult-to-access surface parking. The following provides potential options to provide additional parking downtown.

### Public – Private Partnerships

The City could enter a public-private partnership with property-owners that have available parking to improve significantly the efficiency all the parking spaces in downtown Carpinteria. The City should expect to offer a monetary subsidy that would be mutually beneficial to the private property owner and the City, but the cost of doing so is typically significantly lower than the cost to construct and maintain new parking spaces, even in locations where the City owns the property.

The first step in implementing a public-private partnership to share parking is to establish a process to enter a shared parking agreement, including determining available hours, the number of spaces, cost-sharing of utilities, maintenance, and taxes, signage, insurance and indemnification, and enforcement.

There are a few potential opportunities for this type of partnership in downtown. For starters, there is a Smart and Final grocery store located on the east side of Linden Avenue, north of 8<sup>th</sup> Street. The grocery store has a large surface parking lot which directly abuts Linden Avenue. During fieldwork, Walker staff observed low parking occupancies throughout the day at this lot on both weekdays and weekends. It was estimated that parking demand in the lot peaked around 6:00 p.m. with a 50 to 60% utilization, based on visual observations.

Due to the size of this private lot, and existing conditions revealing that it is relatively underutilized, it is a prime location for a public-private partnership between the City and the owner of this lot. Leased spaces in this lot could be utilized for downtown employee parking or some additional customer parking for adjacent businesses.

The new 700 Linden project will be located on the south side of 8<sup>th</sup> Street, directly across from this lot. Leased spaces in the Smart and Final lot could also potentially be used to accommodate some of the parking demand generated by this project or assist in parking employees of this project.

An additional opportunity for a public-private partnership is on Walnut Avenue at a local church, Reality Carpinteria. This church is located on a parcel with a large surface lot, just south of 6<sup>th</sup> Street, two blocks east of Linden Avenue. While this lot is not directly adjacent to downtown, because churches primarily generate parking demand on Sundays, there are several days and times of days that the lot sits empty.

Since this lot is still within close proximity to downtown and underutilized, the City could consider a partnership with the owner of this lot. If not used for general public parking, due to its more distant location, this lot could potentially be used for employee parking. Additionally, it could potentially be used as special event parking for local downtown events.

The city could also consider allowing local restaurants to offer valet services in order to reduce demand for the on-street parking and provide an added service. If allowed, valeted vehicles could also be stored in the Reality lot.

## Recommendations Summary - Public-Private Partnerships

- The City should consider entering into an agreement with a private property owner, for a fee, to lease underutilized private parking spaces for public parking.
- Walker identified the Smart & Final lot and Reality Carpinteria lot as potential public-private partnership locations.

## Constructing New Parking

Existing conditions data shows that there is currently a surplus of public parking in the downtown. However, the majority of available parking is located on side streets off of Linden Avenue, or on Elm Avenue, Maple Avenue, and Walnut Avenue which primary serve residential parcels or in Lot 3. Therefore, as visitation increases and as future projects come to fruition in the downtown, parking demand is likely to increase and potentially spillover into the surrounding residential areas. This is not necessarily an unproductive strategy; occasional use of parking on side streets, rather than constructing asphalt lots in the downtown that may sit empty much or most of the year has benefits. However, the City may wish to consider opportunities to provide additional public parking.

Currently, the City is considering constructed a new public lot south of Lot 3 and the train tracks, presented in Section 5, Future Parking Conditions, page 56

The City may also consider opportunities for angled parking on some of the main commercial corridors, or side streets, which could increase on-street capacity. Further study would be needed to determine the feasibility of angled on-street spaces and the number of spaces that could be gained.

## Recommendations Summary - Constructing New Parking

- As demand for parking downtown increases, the City may consider constructing new parking on City-owned land.
- The City should consider opportunities to convert some parallel on-street parking to angled parking.

## When to build a parking structure?

A parking structure provides a large number of parking spaces in a central location. While the temptation is great to look to a public parking structure as the solution to identified parking problems, a parking structure is not always an effective solution and typically comes with its own problems including:

1. **Walking distances:** A public parking structure typically only serves the area immediately around the structure. Once drivers need to walk a significant distance, they tend to park simply closest to their destination. To remedy this, time limits and paid parking may be implemented in the area. However, if these parking management measures are to be implemented, typically the parking program should do this prior to constructing a parking garage to remedy parking issues.
2. **Cost:** Public parking spaces generate construction, operations and maintenance costs, which can easily exceed \$200 per space per month for every space constructed, but can be far more.<sup>5</sup> The cost is even greater per space when the garage is built on an existing surface parking lot, increasing costs per net new space gained. Developer fees to cover these costs will typically create a significant dis-incentive to invest in the downtown. Unless a garage is funded by one large development, there is considerable risk that no critical mass of fees will be generated to result in the construction of a parking structure, inconveniencing developers and creating a risk for the City. While fees, even parking fees, may fund a public parking garage, a public private partnership and/or support from a city's general fund is nearly always required to get a public parking structure built.
3. **Alternatives:** Surface and street parking around a downtown, or driving alternatives such as pedestrian, bicycle or other transportation modes, nearly always provide more convenient, proximate and cost-effective parking around a downtown than a parking structure. The funding of transportation management associations that promote transportation demand management (TDM) measures can also facilitate measures that are more conducive to a city's needs than structured parking.

For this reason, we nearly always recommend that alternatives to constructing multilevel parking be actively explored prior to the construction of a parking structure.

## 2001 Parking Study – When a Parking Structure was Considered in Downtown Carpinteria

In 2001, Walker performed a parking study for the downtown, in which due to a significant amount of anticipated new development, a new parking structure was discussed on the site of Parking Lot 1. The site was evaluated and at the time it was determined that it would be possible to fit a total of 234 spaces in a three-level structure (two plus roof) on the footprint. There were approximately the same number of spaces in Lot 1 as there are today, 68 spaces, so the net gain in spaces determined was 166 spaces; the cost of 68 parking spaces would need to be covered with no additional parking capacity gained, driving up the cost per net new parking space considerably.

The report also stated that “a structure should not be built until it is clear that enough development has (or is definitely going to) occur to warrant it; it is not needed at present and should not be built prematurely and allowed to sit empty.”

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<sup>5</sup> While \$20,000 to \$25,000 per space is an oft-cited number for the cost to construct a public parking structure in California, in recent examples in coastal California, the construction costs for a public structure have been double or more those amounts. In addition to construction costs, operations and maintenance raise a city's cost to own a parking structure even further.

Construction costs were provided, which are now outdated, but it was noted that garage costs can vary based on a number of factors. Based on a rough estimate of construction costs ranging from \$20,000 to \$25,000 per space, the 234-space structure considered almost twenty years ago would cost \$4.7m to \$5.9m not including an additional 20% - 25% for soft costs, plus significant on-going operations and maintenance costs. As we noted previously, however, in some instances the cost of public parking structures have been more than double the \$20,000 to \$25,000 range, in part based on the need for an aesthetic appealing exterior or desire for ground floor land uses, which tend to raise costs.

The key point in our analysis, however, is that the need for the additional parking capacity in the Downtown T has not been identified. A significant amount of additional development, for example along Carpinteria Avenue, could create the such parking demand, but until the new development has been confirmed, the significant cost of a new parking structure may satisfy a preference for more parking spaces in a given location, although not a necessity.

## Parking Management

Adequate parking capacity means more than adding striped, asphalt spaces. Implementation of transportation and parking management strategies can help to ensure adequate parking availability for all user groups of the parking system. In some cases, these strategies are crucial, even when the quantity of spaces is found to be adequate. This may include assigning specific user groups to specific lots, developing valet programs that utilize underutilized and hard to find spaces while providing convenience, as well as encouraging or planning for the use of non-driving modes to, from, and around the downtown.

### Downtown Valet

Downtown Carpinteria has continued to attract restaurant uses and anticipates even more with future development. Restaurants, especially in downtown environments, are typically the highest generators in regard to parking demand. One method to accommodate this demand, reduce demand for the public parking supply for these uses, and increase capacity, is to provide a valet operation.

A traditional valet operation includes a single drop-off point where the driver will leave their car with an attendant who will then move the vehicle to the designated parking area. When the driver is ready to pick up their vehicle, they return to the same drop-off point and the attendant retrieves their car.

Strategic valet drop-off and pickup points could be established which could serve multiple restaurants. A small fee could be required for use of the valet to cover the operational costs of the valet service.

As stated previously, since restaurants typically peak at lunch on weekdays and during the evenings on weekends, the private lot that currently services Reality Carpinteria may be a good location to park valeted vehicles, if the City entered into public-private partnership with the owner. Valeting cars can provide the convenience of immediate access to a business' front door and reduce drivers' "cruising" in search of a parking space. By using hard to find or inconveniently located parking spaces, a valet operation will effectively increase the availability of parking.

In order to ensure that valet operators are not utilizing other on-street public spaces, the City should require a valet parking plan be submitted as well and periodically monitor compliance.



In the short-term, Lot 3 could be utilized for valet parking, while long-term planning should consider the use of private lots or identify available parking outside of the immediate area. In general, while valet may not necessarily reduce parking demand in downtown, it can help manage parking and reduce the need for visitors to search out available spaces.

## Recommendation Summary - Downtown Valet

- Establish a downtown valet parking program.

## Employee Parking Management

Another key consideration in the management of parking downtown is a potential future lot. Due to the location of this lot, despite plans for future development to utilize it, some visitors might be unwilling to park that far from the downtown core. The new 700 Linden development should consider requiring their employees to park in the new lot under consideration in order to ensure this lot is fully utilized as customers and visitors are more likely to use the on-street public supply. Operational and enforcement measures, both “carrots” and “sticks,” can be applied to encourage parking in this location. While there are currently time-limits on Linden Avenue, deterring employees from parking in these spaces, some may choose to park along the neighboring residential streets. By requiring employees to park in Lot 3 or the potential new lot in the future, this will assist in causing instances of spillover on Linden Avenue or residential streets.

If this lot is not constructed, we recommend that the City require downtown projects to submit an employee parking plan and also provide resources to businesses on appropriate areas for their employees to park. Currently, with lower utilization in downtown as a whole, employees parking in residential areas is likely to not conflict with residential parking needs. However, this should be monitored over time as development in downtown expands and parking demands increase.

Regular monitoring and enforcement of the employee parking plan would also be required.

## Recommendations Summary - Employee Parking

- Work with businesses to develop an employee parking plan that designates and assigns employee parking.
- Require new development to submit an employee parking plan.

## Residential Parking Management

With plans for the new projects in Downtown Carpinteria, parking demand is likely to increase, which could cause some downtown visitors to park in the residential streets in downtown. If this conflict should arise, the City may consider implementing residential parking permits or time-limited parking on these streets, or a combination of both.

Time limits could be utilized in such a way that they encourage turnover for short-term parking but still allow residents to park overnight. For example, a 90-minute limit could be put in place between 9:00 a.m. to 3:00 p.m. to discourage long-term parking of downtown visitors and employees but continues to allow long-term parking

overnight. Identifying specific locations for these types of limits were not part of the scope of this analysis, however, these would need to be developed based on continual monitoring of downtown parking demand and feedback from neighborhood residents.

Permits could also be utilized to allow residents to park long-term in time-limited spaces on certain streets. In Walker's experience, implementing a permit program within the Coastal Zone can be a challenging process. However, there are cases to be made that parking in residential and commercial areas near the coast tend not to be used by visitors seeking to access the coast.

## Recommendations Summary - Residential Parking Management

- If parking demand from downtown begins to impact residential streets, consider implementing a residential parking program. This may include residential permits or time-limits in residential areas.
- A residential parking program would require Coastal Commission approvals, which may make it challenging to implement.

## Transportation Options

In order to understand how people access downtown, as well as the parking areas in downtown, a high-level analysis of the pedestrian, bicycle, and transit facilities was conducted, and recommendations were made for improvements for access and general mobility. Safety and security were not scoped and included as components of this evaluation.

Providing alternative transportation options to access the downtown may help reduce the demand for parking spaces as residents and visitors will feel more comfortable to leave their car behind. It may also continue to support a "park once" philosophy in downtown where visitors to downtown will find a place to park their car and then walk or bike to multiple locations throughout downtown, without re-parking. Finally, these type of transportation options are increasingly seen as an amenity that enhance the attractiveness of a destination.

## Pedestrian Access

In general, downtown Carpinteria is a walkable community with a variety of pedestrian facilities to support this. Linden Avenue and Carpinteria Avenue have wide sidewalks with landscaping and street furniture which creates a comfortable experience for those primarily walking to travel to or within the downtown. Figure 24 shows some of these features.

Figure 24: Downtown Pedestrian Features



Source: Walker Consultants, 2019

Each intersection along Linden Avenue and Carpinteria Avenue also has marked pedestrian crossings.

With the majority of visitors and employees driving to downtown, pedestrian access to/from the public parking lots is also important to consider. The following sections provides a high-level analysis of the pedestrian access to downtown public parking facilities.

## Lot 1 Pedestrian Access

Lot 1 is located just outside of Linden Avenue, the main downtown commercial corridor. The lot currently abuts Yucca Lane, an alley that provides the back entrance to some of the businesses on Linden Avenue. It appears that some businesses allow pedestrian access from the back, which provides a benefit for those walking from the lot to one of these businesses, as they are not required to walk around the buildings to Linden Avenue or Carpinteria Avenue.

While it appears that pedestrians can access the businesses from Yucca Lane, there is no clear pedestrian path or signage indicating this. Providing a crosswalk along Yucca Lane as well as signage from the businesses that pedestrians can, or cannot, enter from Yucca Lane, would improve the pedestrian experience from this lot.

Some pedestrians were also observed walking along Yucca Lane to access Carpinteria Avenue. This stretch of the alley is open to through-vehicles and there are no sidewalks or designated spaces for pedestrians. Providing signage

to vehicles noting “Watch for Pedestrians” or marked space for pedestrian travel could improve pedestrian access and comfort in this area.

Some dumpsters are stored within this alley space which reduces the pedestrian experience. Businesses should consider shielding or enclosing dumpsters to improve pedestrian comfort.

In general, sidewalks are provided along the perimeter of the lot, providing connections to Linden Avenue and Carpinteria Avenue, the main commercial corridors.

## Recommendations Summary - Lot 1 Pedestrian Access

- Improve pedestrian access with crosswalk and signage along Yucca Lane.
- Shield or enclose dumpsters.

## Lot 2 Pedestrian Access

Lot 2 is located behind businesses on the east side of Linden Avenue, south of Carpinteria Avenue, along Cactus Lane. Similar to Lot 1, Lot 2 is along the border of an alley, Cactus Lane. Limited pedestrian access is available from Cactus Lane to Linden Avenue but requires pedestrians to pass through the plaza of a private development. Additionally, there were multiple dumpsters located along this alley.

In general, the pedestrian connections from the lot to Linden Avenue or Carpinteria Avenue are minimal. Additionally, the lot had some cracking and uneven pavement which may present some discomfort and challenges to pedestrians.

The primary access to Linden Avenue is through the smaller public lot (Lot 2A on the map), just off of Linden Avenue. At this point, the pavement is uneven and cracked, as well as the presence of recycling and trash cans (pictured below). This deteriorates the pedestrian experience accessing this lot as it requires pedestrians to navigate uncomfortable terrain and pass multiple trash cans to get to the main commercial corridors.



Figure 25: Lot 2 Pavement Conditions



Source: Walker Consultants, 2019

There are also no sidewalks or pedestrian walkways on Cactus Lane providing connections to Carpinteria Avenue. Pedestrians were observed walking along the alleyway, sharing the space with through traffic.

Improvements to the pavement, enclosing dumpsters, marking pedestrian pathways, and providing back-end access to the businesses would improve the pedestrian experience accessing this lot and provide a more comfortable and inviting transition between downtown and the lot. Additionally, directional signage indicating pedestrian access points to Linden Avenue or specific businesses may help pedestrians navigate from the lot.

According to the City, improvements to Lot 2 are already planned and trash enclosures are occurring piecemeal among downtown businesses.

Plants and landscaping are also potential methods to improve pedestrian comfort of alleyways.

## Lot 3

Continuous sidewalk is provided along the perimeter of Lot 3, providing access to the side streets and Linden Avenue.

## Bicycle Access

There are currently Class II bike lanes along the east and west side of Linden Avenue as well as the north and south side of Carpinteria Avenue. “Class II” indicates bike lanes that are painted on the street. These bike lanes are currently located between parallel on-street parking (which borders the sidewalk) and the vehicle travel lane, shown in Figure 26.

Figure 26: Existing Bike & Parking Lanes on Linden Ave



Source: Walker Consultants, 2019

While beneficial to have marked bike lanes, additional improvements could be made by re-configuring the street to provide a buffer between bicyclists and vehicle travel. This could be done by moving the bike lane to border the sidewalks and moving the parking lane to border the travel lane, placing cyclists between the sidewalk and parking lane. This allows parked cars to be used as a buffer between bikes and the travel lane.

According to the National Association of City Transportation Officials’ (NACTO) *Urban Bikeway Design Guide*, buffered bike lanes provide the following benefits:

- Dedicates and protects space for bicyclists in order to improve perceived comfort and safety.
- Eliminates risk and fear of collisions with over-taking vehicles.
- Reduces risk of ‘dooring’ compared to a bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle.
- Prevents double-parking.



- Low implementation cost by making use of existing pavement and drainage and by using parking lane as a barrier.
- More attractive for bicyclists of all abilities and ages.

Figure 27 provides an example of this type of configuration.

Figure 27: Parking Protected Bike Lane



Source: National Association of City Transportation Officials (NACTO), *Urban Bikeway Design Guide*, accessed via: <https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/>

## Recommendation Summary - Bicycle Access

- Reconfigure Linden Avenue to provide buffered bike lanes.

## Bikeshare and Dockless Micromobility

### Docked Bikeshare

Implementing a bikeshare system would increase mobility options for residents and visitors to travel around downtown Carpinteria and would help connect locations along Linden Avenue, Carpinteria Avenue, as well as providing access to the beach. The City could consider creating a business plan for implementing a docked bikeshare system. This includes determining the appropriate scale for the system, the operational model, and working with the community to determine station locations. The National Association of City Transportation Officials (NACTO) has found that to be successful, bike share stations should be placed within an easy, 3-5-minute walking distance. A docked bikeshare system has the advantages of maintaining order, as the bikes must be parked at stations, and is easier to enforce over a dockless station, where bikes could realistically be parked anywhere and block pedestrian access.

### Dockless Micromobility

The City could also consider a dockless bike or scooter share system. In the last year, both dockless bikes and scooters have become popular modes of travel. These modes provide flexibility in how they are used and accessed. Since they do not have to be parked at a station, users can typically locate the nearest bike or scooter via a mobile application (app). This is a major benefit when compared to a typical bike share that requires users to return the bike to a designated docking station. A designated docking station may severely limit how far users may travel as they will only be able to travel to areas with stations, likely limiting them to only a block or two from their location.

The intent of these programs is to provide mobility services for people, especially those who lack transit access.

While these vehicles do not need to be parked at a designated dock or station, to ensure that they do not end up blocking the sidewalk, designated scooter and bike corrals should be provided in popular, high-pedestrian areas. These may be just painted on a sidewalk or be provided in a flex space on the street (shown in Figure 28).

When implementing a dockless vehicle program, there is an opportunity to generate fees associated with permits and trips. Typical fees in cities across the country, for larger scooter systems, range from a per-unit fee of \$30/unit to \$80/unit to a per-trip surcharge of \$0.25, per year. Some smaller systems, fees can range from \$300 - \$400 per unit per year. There are typically permit fees and performance bond requirements, which must be paid in advance of permit approval. These fees can help offset administrative costs as well as cost of clearing/collecting abandoned or illegally parked scooters. Cities have reported a significant amount of administrative time allocated to managing dockless mobility programs. Some cities have one person dedicated to program management and others allocate management across several staff. If Carpinteria were to implement a dockless vehicle program, the City would need

Figure 28: Dockless Vehicle Parking Example



to enact policy and regulations around permitting operators, total number of vehicles allowed in operations, insurance requirements, data privacy and sharing, fees, compliance, and rider regulations.

## Recommendation Summary - Bikeshare and Micromobility

- Implement a downtown bikeshare and/or dockless micromobility (scooters, bikes) program.

## Transit

The Santa Barbara Metropolitan Transit District (MTD) currently operates Line 36, the Seaside Shuttle, throughout Carpinteria, including downtown. The bus operates from 6:30 a.m. to 7:30 p.m. with 30-minute headways at each stop.

This shuttle presents significant opportunities to bring people to/from the downtown. The shuttle could be a valuable asset in implementing other parking and transportation management strategies presented in this study. This includes opportunities to bring visitors to/from, and around downtown, as well as opportunities to aid in bringing employees to downtown.

With the potential construction the Linden Inn, the shuttle could also be a key transportation option for those staying at the hotel without a car.

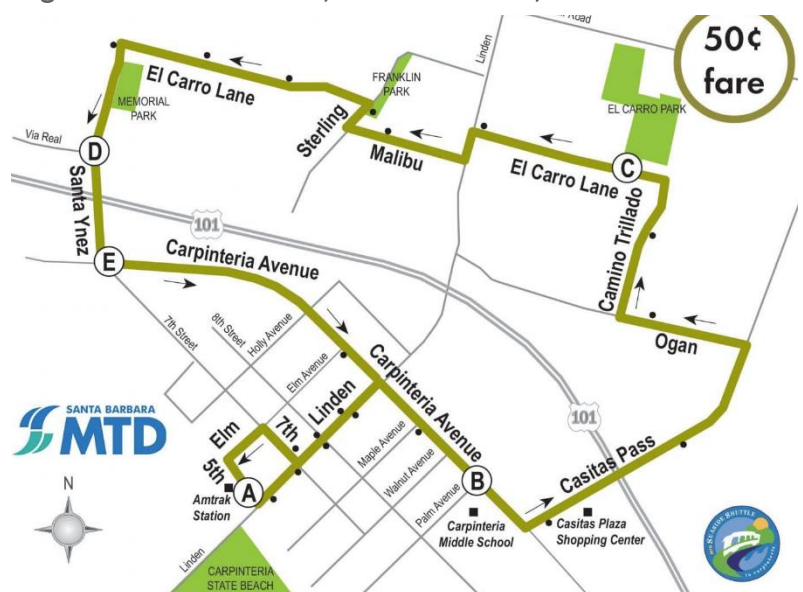
The City should evaluate existing ridership numbers and consider opportunities to increase service. Programs can also be developed by employers and businesses that would reward employees or customers who arrive by bus or shuttle. This may include discounts, gift cards, or other benefits.

The City should work with MTD to consider opportunities to leverage the shuttle as a more viable option of transportation for residents, visitors, and employees.

A map of the route is shown in Figure 29.

MTD Line 20 also serves Carpinteria with stops in downtown along Carpinteria Avenue. This line connects to areas throughout the City as well as other areas in south Santa Barbara County, including Montecito, shown in Figure 30.

Figure 29: Bus Route 36, Seaside Shuttle, Route



Source: Santa Barbara MTD, 2020

Figure 30: Line 20 Route Map



Source: Santa Barbara MTD, 2020

## Recommendation Summary - Transit

- Increase transit service and develop programs that encourage arriving to downtown by transit.

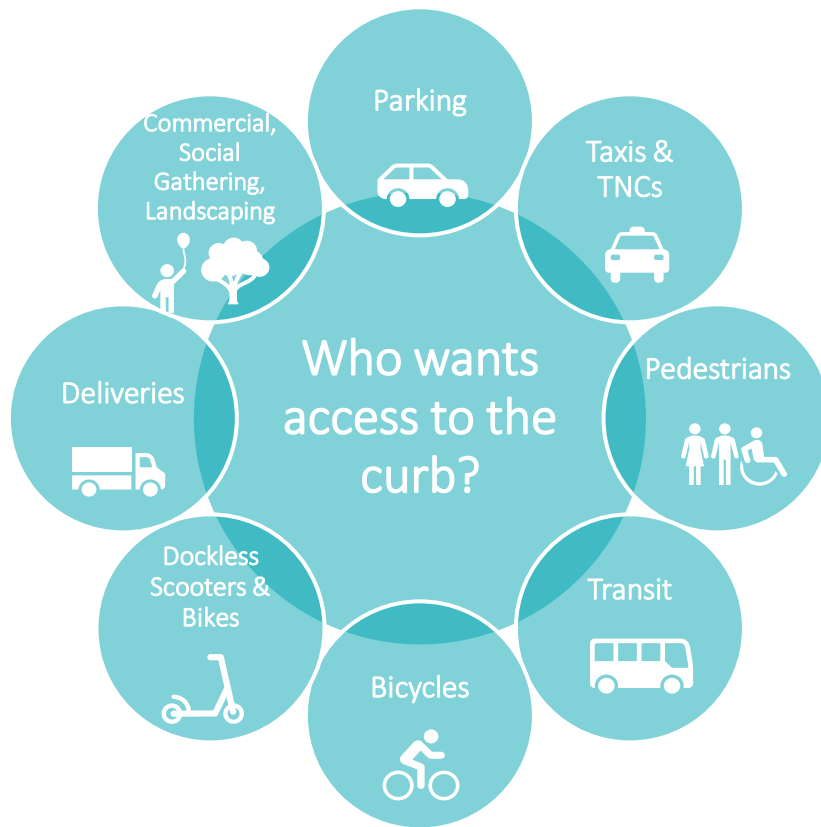
## Curb Management

In most downtown environments, the curb has become a key part of providing access for several transportation modes and user groups. With competing uses between TNC's (such as Lyft and Uber), bicycles, scooters, delivery vehicles and private cars, non-existent or limited curb management can result in congestion, and creates accessibility and safety issues.

Demand for the curb is continuing to grow. In general, the following have been found:

- Studies of TNCs, of which Uber and Lyft are the most prominent have shown they increase traffic congestion and have raised safety concerns for pick-up or drop-off of passengers.
- In just one-year dockless bikes and scooters have made a big impact on mobility and options for people and cities have responded with regulations and revenue sharing agreements.
- Autonomous vehicle technology will need smart infrastructure on the roadways and at the curb.
- Demand for commercial goods and food delivery services will continue to grow, which will increase congestion and demand for the curb.





## Transportation Network Companies

While activity by TNCs such as Uber and Lyft, is relatively low in downtown Carpinteria, the rise in TNC usage has generally continued across the country. Both large and small cities are seeing an uptick in TNCs as a mode of travel.

Downtown Carpinteria has been seeing an increase in restaurants, bars, and nightlife within the downtown and is expected to continue to do so with planned future projects. With these types of activities, the use of TNCs to arrive at or depart from a destination is likely to increase. While usage is minimal now, it is important for the City to consider how these uses may impact future travel in the downtown.

The biggest impact of TNCs is typically the number of pickup/drop-offs these services conduct. If there is not a designated space for this, TNCs often double park or park illegally, potentially causing safety hazards or blocking travel lanes. When TNC activity increases, the City should consider providing designated pickup/drop-off space along Linden Avenue and Carpinteria Avenue to aid in deterring illegal parking or stopping by TNC vehicles.

These pickup/drop-off zones may also be utilized by deliveries during off-peak hours, which may also help ensure that delivery trucks and drivers do not block travel lanes and have a safe space to unload.



This Photo by Unknown Author is licensed under CC BY-SA

Additionally, TNCs have the potential to provide some benefits to parking demand, as those that arrive by TNC will not need to park a personal vehicle.

## Recommendation Summary - Transportation Network Companies

- Provide dedicated pickup/drop-off space for Transportation Network Companies (TNCs, such as Uber and Lyft).

## Parklets

The City of Carpinteria expressed interest in exploring the opportunity to allow for parklets in the downtown. A parklet reimagines on-street parking as places to “park” people instead of cars, expanding the sidewalk into one or more on-street parking spaces. The intent of parklets is to provide more space for people and people-oriented activity. Parklets provides the opportunity to provide street amenities such as seating, landscaping, public art, or bicycle parking, among others.

In response to the Covid-19 pandemic, the City has allowed temporary parklets for some businesses on Linden Avenue. Since then, there has been interest in making these permanent.

Similar to a public park, parklets are typically open to the public and allows for a free flow of community activity. Parklets can also be established for the exclusive use of a business or a combination of both – i.e. for patrons of a businesses for a set number of hours and then open to the public.

Many cities across the country have implemented parklets in varying capacities with great success in generating community and economic development by attracting more people to retail corridors where they are shopping, people watching or just plain having fun. Businesses have reported a 10% to 20% increase in sales when parklets were built.<sup>6</sup> Further, studies have shown that parklets can activate a commercial district by encouraging people to visit when they otherwise would stay home.

Given that Linden Avenue and Carpinteria Avenue are relatively long streets for walking, there is an opportunity to use one or more parklets to create a more comfortable pedestrian experience, allowing pedestrians a place to rest and relax. Further, given that outdoor dining areas on Linden Avenue can block pedestrian access, moving dining areas to a parklet opens the sidewalk back to pedestrians.

The City can partner with local businesses and other organizations to lease the right-of-way and create parklets that provide additional outdoor seating for a restaurant or provide additional public space. A similar program in Portland, Oregon, called the Street Seat Program, allows businesses and non-profits to build flex spaces based on City approval for a fee of \$5,520. Parklets work well outside of existing restaurants or cafes, especially those with no cost Wi-Fi. The City can partner with these locations to assist in the responsibilities and upkeep of the space (e.g. taking in chairs, move dining tables, etc.). Parklets should be ADA accessible and outfitted with seating and planters to provide a barrier to the street.

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<sup>6</sup> Metropolitan Planning Council study of Chicago’s People Spots, 2014 available at [www.metroplanning.org/peoplespots](http://www.metroplanning.org/peoplespots)



Figure 31: Parklet with Outdoor Seating and Bike Parking Example



While the City may partner with a business, it is also recommended that the parklets remain publicly available and not for the exclusive use of this business for at least some of the time. This allows the space to remain part of the public realm and not exclude members of the public.

Beyond just dining or sitting, flex spaces may be used for bike or scooter parking. Some flex spaces may be designed to allow for a combination of both seating and parking for bikes or scooters.

Some additional benefits of flex space include:

- Flex space increases foot traffic around nearby businesses, providing a positive economic impact
- Can provide a traffic-calming effect on the street
- Enhanced pedestrian experience
- Increase sense of place and community

If it is the community's desire to retain parking on Linden Avenue and Carpinteria Avenue, parklets may also be considered along side streets. This provides additional public space while still being within close proximity to the commercial downtown.

## Impacts of Parklets on Downtown Parking

The primary drawback to parklets is that they reduce public on-street parking. Considerations would need to be made in regard to how and where this parking would be displaced. However, while the space could accommodate one parked vehicle, a parklet could provide space for several pedestrians, additional seating, and bike parking.

With the existing surplus of parking, the conversion of a few spaces on Linden Avenue to parklets should have an imperceptible impact. Over time, as parking demand increases in downtown, the parking management strategies recommended as part of this study should aid in continuing to mitigate in any potential loss of parking due to parklets.

The City may also consider providing limits on the number of parklets allowed per block (e.g. one or two per block) to limit the amount of parking displaced. Some cities also require parklets to be designed to be removable. This allows the City more flexibility in requiring parklets to be removed some of the time (e.g. a parade or community

event). Additionally, parklets would require permits that the City would review annually, allowing flexibility for the City to evaluate the feasibility of continuing to allow parklets.

Additionally, in order to maintain a protected bike lane (as recommended previously), the parklet can be located in the parking lane, with additional design considerations considered such as marked pedestrian crossing and signage indicating to bikes that pedestrians may be crossing into the parklet.



## Recommendation Summary - Parklets

- Create a parklet program for Downtown Carpinteria.



# A Appendix

# Parking Occupancy Counts, Wednesday, August 14, 2019

Street	Boundaries	Side	Supply									11AM - 1PM									Utilization	1:00 PM - 3:00 PM									Utilization
			Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total		Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	
Carpinteria Ave	Holly Ave & Elm Ave	North	0	0	6	0	3	0	0	0	9			5						5	56%			5					5	56%	
		South	0	0	5	0	0	0	0	0	5			4						4	80%			5					5	100%	
	Elm Ave & Linden Ave	North	0	0	6	0	1	0	0	0	7			5						5	71%			3					3	43%	
		South	0	0	4	0	0	0	0	0	4			2						2	50%			4					4	100%	
	Linden Ave & Maple Ave	North	0	0	2	0	0	0	0	0	2			1						1	50%			2					2	100%	
		South	0	0	5	0	0	0	0	0	5			4						4	80%			4					4	80%	
	Maple Ave & Walnut Ave	North	0	0	5	0	0	0	0	0	5			3						3	60%			3					3	60%	
		South	0	0	5	0	0	0	0	0	5			2						2	40%			3					3	60%	
Walnut Ave & Palm Ave	North	0	0	5	0	0	0	0	0	5			1						1	20%			4					4	80%		
	South	0	0	5	0	0	0	0	0	5																					
Carpinteria Ave Total			0	0	43	0	4	0	0	0	47	0	0	27	0	0	0	0	0	27	57%	0	0	33	0	0	0	0	33	70%	
Linden Ave	Carpinteria Ave & 9th St	West	0	0	6	0	0	0	0	0	6			6						6	100%			5					5	83%	
		East	0	0	6	0	0	0	0	0	6			4						4	67%			5					5	83%	
	9th St & 8th St	West	0	0	9	0	0	0	0	0	9			5						5	56%			5					5	56%	
		East	0	0	7	0	0	0	0	0	7			5						5	71%			5					5	71%	
	8th St & 7th St	West	0	0	10	0	0	0	0	0	10			9						9	90%			4					4	40%	
		East	0	0	8	0	0	0	0	0	8			2						2	25%			3					3	38%	
	7th St & 6th St	West	0	0	7	0	0	0	0	0	7			6						6	86%			2					2	29%	
		East	0	0	6	0	0	0	0	0	6			5						5	83%			3					3	50%	
6th St & Train Tracks	West	0	0	5	0	0	0	0	0	5			5						5	100%			3					3	60%		
	East	0	0	10	0	2	0	1	1	14			3		1				4	29%			7		2			9	64%		
Linden Ave Total			0	0	74	0	2	0	1	1	78	0	0	50	0	1	0	0	0	51	65%	0	0	42	0	2	0	0	44	56%	
9th St	Elm Ave & Linden Ave	North	3	0	4	0	2	0	0	0	9	3		4		2				9	100%	3		2		1			6	67%	
South		2	0	6	0	2	0	0	0	10	2		6		2				10	100%	2		6		2			10	100%		
9th St Total			5	0	10	0	4	0	0	0	19	5	0	10	0	4	0	0	0	19	100%	5	0	8	0	3	0	0	16	84%	
8th St	Elm Ave & Linden Ave	North	9	0	0	0	1	0	0	0	10	7				1				8	80%	6							6	60%	
		South	11	0	0	0	1	0	0	0	12	5								5	42%	8				1			9	75%	
	Linden Ave & Maple Ave	North	11	0	2	0	0	0	0	0	13	9								9	69%	3			1			4	31%		
		South	12	0	0	0	1	0	0	0	13	9								9	69%	3						3	23%		
	Maple Ave & Walnut Ave	North	10	0	0	0	0	0	0	0	10	2								2	20%	2						2	20%		
8th St Total			9	0	0	0	0	0	0	0	9	4							4	44%	4							4	44%		
7th St			62	0	2	0	3	0	0	0	67	36	0	0	0	1	0	0	0	37	55%	26	0	1	0	1	0	0	28	42%	
7th St	Elm Ave & Linden Ave	North	11	0	0	0	0	0	0	0	12	9								9	75%	10							10	83%	
		South	10	0	0	0	1	0	0	0	11	8								8	73%	8				1			9	82%	
	Linden Ave & Maple Ave	North	6	0	0	0	2	0	0	0	3	11	6				2			8	73%	6				1			7	64%	
		South	12	0	0	0	0	0	0	0	1	13	4							4	31%	6							6	46%	
	Maple Ave & Walnut Ave	North	7	0	0	0	0	0	0	0	7	4								4	57%	4							4	57%	
7th St Total			55	0	0	0	3	0	0	5	63	36	0	0	0	2	0	0	0	38	60%	39	0	0	0	2	0	0	41	65%	
6th St	Linden Ave & Maple Ave	North	22	0	0	0	0	0	0	0	22	18								18	82%	21							21	95%	
		South	26	0	0	0	0	0	1	0	27	25								25	93%	23							23	85%	
	Maple Ave & Walnut Ave	North	9	0	0	0	0	0	0	0	9	6								6	67%	4						4	44%		
6th St Total			9	0	0	0	0	0	0	0	9	8							8	89%	8							8	89%		
6th Pl	Elm Ave & Yucca Ln	North	5	0	0	0	0	0	0	0	5	2								2	40%	2							2	40%	
South		8	0	0	0	0	0	0	0	8	4								4	50%	4							4	50%		
6th Pl Total			13	0	0	0	0	0	0	0	13	6							6	46%	6							6	46%		
5th St	Elm Ave & Linden Ave	North	10	0	0	0	2	0	0	0	12	7								7	58%	6							6	50%	
		South	12	0	0	0	0	0	0	0	12	5								5	42%	9							9	75%	
5th St Total			22	0	0	0	2	0	0	0	24	12	0	0	0	0	0	0	0	12	50%	15	0	0	0	0	0	0	15	63%	
Elm Avenue	Carpinteria Ave & 9th St	West	6	0	0	0	0	0	0	0	7	7								7	100%	6							6	86%	
		East	7	0	0	0	1	0	0	0	8	7								7	88%	7							7	88%	
	9th St & 8th St	West	9	0	0	0	0	0	0	0	9	2								2	22%	3							3	33%	
		East	6	0	0	0	0	0	0	0	6	4								4	67%	3							3	50%	
	8th St & 7th St	West	9	0	0	0	0	0	0	0	9	2								2	22%	2							2	22%	
		East	5	0	0	0	0	0	0	0	5	0								0	0%	2							2	40%	
	7th St & 5th St	West	13	0	0	0	0	0	0	0	13	5								5	38%	4							4	31%	
Elm Ave Total			9	0	0	0	0	0	0	0	9	5							5	56%	5							5	56%		
Maple Ave	Carpinteria Ave & 8th St	West	17	0	0	0	0	0	0	0	17	12								12	71%	15							15	88%	
		East	22	0	0	0	0	0	0	0	22	11								11	50%	13							13	59%	
	8th St & 7th St	West	6	0	0	0	0	0	0	0	6	1								1	17%	1							1	17%	
		East	8	0	0	0	0	0	0	0	8	2								2	25%	1						1	13%		
	7th St & 6th St	West	7	0	0	0	0	0	0	0	7	4								4	57%	4							4	57%	
6th St & Train Tracks	East	6	0	0	0	0	0	0	0	6	5								5	83%	5							5	83%		
	West	23	0	0	0	0	0	0	0	23	23								23	100%	23							23	100%		
Maple Ave Total			9	0	0	0	0	0	0	0	9	6							6	67%	8							8	89%		
Walnut Ave	Carpinteria Ave &																														

# Parking Occupancy Counts, Wednesday, August 14, 2019

3:00 PM - 5:00 PM										5:00 PM - 7:00 PM										7:00 PM - 9:00 PM									
Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization
		5						5	56%			1						1	11%			2						2	22%
		5						5	100%			4						4	80%			3						3	60%
		7						7	100%			5						5	71%			6						6	86%
		3						3	75%			3						4	100%			2						2	50%
		2						2	100%			2						2	100%			2						2	100%
		5						5	100%			5						5	100%			3						3	60%
		4						4	80%			5						5	100%			2						2	40%
		3						3	60%			5						5	100%			3						3	60%
		0						0	0%			3						3	60%			1						1	20%
0	0	34	0	0	0	0	0	34	72%	0	0	34	0	0	0	0	0	34	72%	0	0	24	0	0	0	0	0	24	51%
		6						6	100%			5						5	83%			5						5	83%
		6						6	100%			4						4	67%			5						5	83%
		8						8	89%			8						8	89%			6						6	67%
		1						1	14%			5						5	71%			1						1	14%
		3						3	30%			10						10	100%			6						6	60%
		4						4	50%			8						8	100%			4						4	50%
		2						2	29%			7						7	100%			7						7	100%
		3						3	50%			5						5	83%			5						5	83%
		1						1	20%			4						4	80%			4						4	80%
		4						4	29%			6						6	43%			8						8	57%
0	0	38	0	0	0	0	0	38	49%	0	0	62	0	0	0	0	0	62	79%	0	0	51	0	0	0	0	0	51	65%
		3						3	56%			3						3	56%			4			2			4	100%
		2						2	80%			2						2	40%			5						5	70%
5	0	8	0	0	0	0	0	13	68%	4	0	5	0	0	0	0	0	9	47%	5	0	9	0	2	0	0	0	16	84%
		6						6	60%			9						9	90%			6						6	60%
		6						6	50%			6						6	50%			8						8	67%
		1						1	8%			2						2	15%			1						1	8%
		4						4	31%			3		1				4	31%			4						4	31%
		3						3	30%			2						2	20%			1						1	10%
		4						4	44%			5						5	56%			5						5	56%
24	0	0	0	0	0	0	0	24	36%	27	0	0	0	1	0	0	0	28	42%	25	0	0	0	0	0	0	0	25	37%
		10						10	83%			10						10	83%			10						10	83%
		9						9	82%			10		1				11	100%			6						6	55%
		6			2			8	73%			6		1				7	64%			6		1				7	64%
		2						2	15%			7						7	54%			6						6	46%
		4						4	57%			4						4	57%			3						3	43%
		2						2	22%			5						5	56%			4						4	44%
33	0	0	0	2	0	0	0	35	56%	42	0	0	0	2	0	0	0	44	70%	35	0	0	0	1	0	0	0	36	57%
		20						20	91%			14						14	64%			14						14	64%
		25						25	93%			12						12	44%			11						11	41%
		6						6	67%			9						9	100%			7						7	78%
		7						7	78%			3						3	33%			3						3	33%
58	0	0	0	0	0	0	0	58	87%	38	0	0	0	0	0	0	0	38	57%	35	0	0	0	0	0	0	0	35	52%
		2						2	40%			2						2	40%			2						2	40%
		4						4	50%			4						4	50%			4						4	50%
6								6	46%	6								6	46%	6								6	46%
		3						3	25%			3						3	25%			3						3	25%
		3						3	25%			1						1	8%			2						2	17%
6	0	0	0	0	0	0	0	6	25%	4	0	0	0	0	0	0	0	4	17%	5	0	0	0	0	0	0	0	5	21%
		5						5	71%			4						4	57%			3						3	43%
		6						6	75%			4						4	50%			3						3	38%
		3						3	33%			3						3	33%			3						3	33%
		4						4	67%			3						3	50%			2						2	33%
		1						1	11%			3						3	33%			2						2	22%
		2						2	40%			3						3	60%			3						3	60%
		5						5	38%			6						6	46%			6						6	46%
		5						5	56%			4						4	44%			6						6	67%
31	0	0	0	0	0	0	0	31	48%	30	0	0	0	0	0	0	0	30	46%	28	0	0	0	0	0	0	0	28	43%
		10						10	59%			5						5	29%			6						6	35%
		12						12	55%			6						6	27%			7						7	32%
		3						3	50%			2						2	33%			2						2	33%
		1						1	13%			2						2	25%			3						3	38%
		4						4	57%			3						3	43%			4						4	57%
		3						3	50%			5						5	83%			4						4	67%
		23						23	100%			13						13	57%			15						15	65%
		9						9	100%			4						4	44%			5						5	56%
65	0	0	0	0	0	0	0	65	66%	40	0	0	0	0	0	0	0	40	41%	46	0	0	0	0	0	0	0	46	47%
		13		4		1		18	78%			13		2		1													

# Parking Occupancy Counts, Saturday, August 17, 2019

Street	Boundaries	Side	Supply									11AM - 1PM										1:00 PM - 3:00 PM									
			Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization
Carpinteria Ave	Holly Ave & Elm Ave	North	0	0	6	0	3	0	0	0	9			2						2	22%			3					3	33%	
		South	0	0	5	0	0	0	0	0	5			3						3	60%			2				2	40%		
	Elm Ave & Linden Ave	North	0	0	6	0	1	0	0	0	7			6						6	86%			7				7	100%		
		North	0	0	4	0	0	0	0	0	4			3						3	75%			4				4	100%		
	Linden Ave & Maple Ave	South	0	0	2	0	0	0	0	0	2			2						2	100%			1				1	50%		
		North	0	0	5	0	0	0	0	0	5			5						5	100%			6				6	120%		
	Maple Ave & Walnut Ave	South	0	0	5	0	0	0	0	0	5			4						4	80%			1				1	20%		
		North	0	0	5	0	0	0	0	0	5			4						4	80%			3				3	60%		
	Walnut Ave & Palm Ave	North	0	0	5	0	0	0	0	0	5			1						1	20%			1				1	20%		
		South	0	0	5	0	0	0	0	0	5			1						1	20%			1				1	20%		
Carpinteria Ave Total			0	0	43	0	4	0	0	0	47			30	0	0	0	0	0	30	64%	0	0	28	0	0	0	0	0	28	60%
Linden Ave	Carpinteria Ave & 9th St	West	0	0	6	0	0	0	0	0	6			6						6	100%			6				6	100%		
		East	0	0	6	0	0	0	0	0	6			6						6	100%			6				6	100%		
	9th St & 8th St	West	0	0	9	0	0	0	0	0	9			9						9	100%			6				6	67%		
		East	0	0	7	0	0	0	0	0	7			7						7	100%			6				6	86%		
	8th St & 7th St	West	0	0	10	0	0	0	0	0	10			7						7	70%			7				7	70%		
		East	0	0	8	0	0	0	0	0	8			4						4	50%			4				4	50%		
	7th St & 6th St	West	0	0	7	0	0	0	0	0	7			6						6	86%			3				3	43%		
		East	0	0	6	0	0	0	0	0	6			5						5	83%			3				3	50%		
	6th St & Train Tracks	West	0	0	5	0	0	0	0	0	5			5						5	100%			5				5	100%		
		East	0	0	10	0	2	0	1	1	14			10		1				11	79%			5				5	36%		
Linden Ave Total			0	0	74	0	2	0	1	1	78			65	0	1	0	0	0	66	85%	0	0	51	0	0	0	0	0	51	65%
9th St	Elm Ave & Linden Ave	North	3	0	4	0	2	0	0	0	9			3						6	67%			4				7	78%		
		South	2	0	6	0	2	0	0	0	10			2						8	80%			6		1		9	90%		
9th St Total			5	0	10	0	4	0	0	0	19			5	0	9	0	0	0	14	74%	5	0	10	0	1	0	0	0	16	84%
8th St	Elm Ave & Linden Ave	North	9	0	0	0	1	0	0	0	10			8						8	80%			9		1		10	100%		
		South	11	0	0	0	1	0	0	0	12			10						10	83%			6				6	50%		
	Linden Ave & Maple Ave	North	11	0	2	0	0	0	0	0	13			0						0	0%			0				0	0%		
		South	12	0	0	0	1	0	0	0	13			2						2	15%			3				3	23%		
	Maple Ave & Walnut Ave	North	10	0	0	0	0	0	0	0	10			5						5	50%			3				3	30%		
		South	9	0	0	0	0	0	0	0	9			4						4	44%			4				4	44%		
8th St Total			62	0	2	0	3	0	0	0	67			29	0	0	0	0	0	29	43%	25	0	0	0	1	0	0	0	26	39%
7th St	Elm Ave & Linden Ave	North	11	0	0	0	0	0	0	1	12			6						6	50%			8				8	67%		
		South	10	0	0	0	1	0	0	0	11			5						5	45%			6				6	55%		
	Linden Ave & Maple Ave	North	6	0	0	0	2	0	0	3	11			7						7	64%			7				7	64%		
		South	12	0	0	0	0	0	0	1	13			3						3	23%			3				3	23%		
	Maple Ave & Walnut Ave	North	7	0	0	0	0	0	0	0	7			3						3	43%			4				4	57%		
		South	9	0	0	0	0	0	0	0	9			1						1	11%			1				1	11%		
7th St Total			55	0	0	0	3	0	0	5	63			25	0	0	0	0	0	25	40%	29	0	0	0	0	0	0	0	29	46%
6th Pl	Elm Ave & Yucca Ln	North	5	0	0	0	0	0	0	0	5			2						2	40%			2				2	40%		
		South	8	0	0	0	0	0	0	0	8			4						4	50%			4				4	50%		
6th Pl Total			13	0	0	0	0	0	0	0	13			6						6	46%	6						6	46%		
6th St	Linden Ave & Maple Ave	North	22	0	0	0	0	0	0	0	22			16						16	73%			12				12	55%		
		South	26	0	0	0	0	0	1	0	27			5						5	19%			7				7	26%		
	Maple Ave & Walnut Ave	North	9	0	0	0	0	0	0	0	9			6						6	67%			7				7	78%		
		South	9	0	0	0	0	0	0	0	9			4						4	44%			7				7	78%		
6th St Total			66	0	0	0	0	1	0	67			31	0	0	0	0	0	0	31	46%	33	0	0	0	0	0	0	0	33	49%
5th St	Elm Ave & Linden Ave	North	10	0	0	0	2	0	0	0	12			7						7	58%			4				4	33%		
		South	12	0	0	0	0	0	0	0	12			5						5	42%			5				5	42%		
5th St Total			22	0	0	0	2	0	0	0	24			12	0	0	0	0	0	12	50%	9	0	0	0	0	0	0	0	9	38%
Elm Avenue	Carpinteria Ave & 9th St	West	6	0	0	0	0	0	0	0	7			5						5	71%			5				5	71%		
		East	7	0	0	0	1	0	0	0	8			7						8	100%			7				7	88%		
	9th St & 8th St	West	9	0	0	0	0	0	0	0	9			8						8	89%			8				8	89%		
		East	6	0	0	0	0	0	0	0	6			6						6	100%			4				4	67%		
	8th St & 7th St	West	9	0	0	0	0	0	0	0	9			4						4	44%			3				3	33%		
		East	5	0	0	0	0	0	0	0	5			2						2	40%			1				1	20%		
	7th St & 5th St	West	13	0	0	0	0	0	0	0	13			5						5	38%			3				3	23%		
		East	9	0	0	0	0	0	0	0	9			7						7	78%			6				6	67%		
Elm Ave Total			64	0	0	0	1	0	0	0	65			44	0	0	0	0	0	45	69%	37	0	0	0	0	0	0	0	37	57%
Maple Ave	Carpinteria Ave & 8th St	West	17	0	0	0	0	0	0	0	17			10						10	59%			14				14	82%		
		East	22	0	0	0	0	0	0	0	22			16						16	73%			13				13	59%		
	8th St & 7th St	West	6	0	0	0	0	0	0	0	6			5						5	83%			5				5	83%		
		East	8	0	0	0	0	0	0	0	8			5						5	63%			3				3	38%		
	7th St & 6th St	West	7	0	0	0	0	0	0	0	7			4						4	57%			4				4	57%		
		East	6	0	0	0	0	0	0	0	6			2						2	33%	</									



# Parking Occupancy Counts, Saturday, August 17, 2019

3:00 PM - 5:00 PM										5:00 PM - 7:00 PM										7:00 PM - 9:00 PM										
Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2-Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	
		5						5	56%			5						5	56%		4								4	44%
		3						3	60%			2						2	40%		3								3	60%
		6						6	86%			6						6	86%		3								3	43%
		4						4	100%			2						2	50%		4								4	100%
		2						2	100%			2						2	100%		1								1	50%
		3						3	60%			3						3	60%		5								5	100%
		4						4	80%			3						3	60%		4								4	80%
		3						3	60%			1						1	20%		5								5	100%
		1						1	20%			2						2	40%		5								5	100%
0	0	31	0	0	0	0	0	31	66%	0	0	26	0	0	0	0	0	26	55%	34	0	0	0	0	0	0	0	0	34	72%
		6						6	100%			6						6	100%			6							6	100%
		3						3	50%			6						6	100%			5							5	83%
		8						8	89%			6						6	67%			6							6	67%
		6						6	86%			4						4	57%			3							3	43%
		9						9	90%			9						9	90%			7							7	70%
		8						8	100%			8						8	100%			7							7	88%
		7						7	100%			6						6	86%			6							6	86%
		4						4	67%			6						6	100%			5							5	83%
		5						5	100%			3						3	60%			5							5	100%
		8						8	57%			6						6	43%			10		1		1			12	86%
0	0	64	0	0	0	0	0	64	82%	0	0	60	0	0	0	0	0	60	77%	0	0	60	0	1	0	1	0	62	79%	
3		4						7	78%	3		2						5	56%	1		2							3	33%
2		2						4	40%	1		6						7	70%	1		5							5	50%
5	0	6	0	0	0	0	0	11	58%	4	0	8	0	0	0	0	0	12	63%	1	0	7	0	0	0	0	0	8	42%	
8								8	80%	7								7	70%	7									7	70%
11								11	92%	8								8	67%	8									8	67%
1								1	8%	1								1	8%	2									2	15%
5								5	38%	5								5	38%	3									3	23%
2								2	20%	5								5	50%	4									4	40%
5								5	56%	2								2	22%	3									3	33%
32	0	0	0	0	0	0	0	32	48%	28	0	0	0	0	0	0	0	28	42%	27	0	0	0	0	0	0	0	0	27	40%
9								9	75%	10								10	83%	8								1	9	75%
9								9	82%	11								11	100%	9									9	82%
5								5	45%	6								10	91%	10									10	91%
2								2	15%	6				2				6	46%	6				2					8	62%
4								4	57%	4								4	57%	4									4	57%
3								3	33%	2								2	22%	3									3	33%
32	0	0	0	0	0	0	0	32	51%	39	0	0	0	2	0	0	2	43	68%	40	0	0	0	2	0	0	0	1	43	68%
2								2	40%	2								2	40%	2									2	40%
4								4	50%	4								4	50%	4									4	50%
6								6	46%	6								6	46%	6									6	46%
12								12	55%	11								11	50%	15									15	68%
6								6	22%	11								11	41%	14									14	52%
2								2	22%	3								3	33%	4									4	44%
6								6	67%	3								3	33%	5									5	56%
26	0	0	0	0	0	0	0	26	39%	28	0	0	0	0	0	0	0	28	42%	38	0	0	0	0	0	0	0	0	38	57%
5								5	42%	5								5	42%	7									7	58%
7								7	58%	3								3	25%	4									4	33%
12	0	0	0	0	0	0	0	12	50%	8	0	0	0	0	0	0	0	8	33%	11	0	0	0	0	0	0	0	0	11	46%
3								3	43%	0								0	0%	0									0	0%
6								6	75%	5								5	63%	6									6	75%
4								4	44%	2								2	22%	2									2	22%
3								3	50%	2								2	33%	5									5	83%
4								4	44%	4								4	44%	4									4	44%
3								3	60%	3								3	60%	2									2	40%
3								3	23%	8								8	62%	6									6	46%
7								7	78%	8								8	89%	7									7	78%
33	0	0	0	0	0	0	0	33	51%	32	0	0	0	0	0	0	0	32	49%	32	0	0	0	0	0	0	0	0	32	49%
14								14	82%	9								9	53%	10									10	59%
15								15	68%	11								11	50%	6									6	27%
5								5	83%	4								4	67%	4									4	67%
6								6	75%	4								4	50%	3									3	38%
5								5	71%	3								3	43%	4									4	57%
2								2	33%	2								2	33%	2									2	33%
6								6	26%	11								11	48%	9									9	39%
7																														

