City of Carpinteria
Public Facility Site Acquisition/Development Committee Agenda
Tuesday, March 31, 2026
Carpinteria City Council Chambers, 5775 Carpinteria Avenue, Carpinteria, CA 93013

4:30 PM - Special Meeting

Attendance/Viewing Options:

- Attend the in-person meeting in the Council Chambers at City Hall (5775 Carpinteria Ave.)

How to Provide Public Comments

- Provide a live public comment in the Council Chambers at City Hall (5775 Carpinteria Ave.). Please note the City has the discretion to limit the speaker's time for any meeting or agenda matter. Typically, the practice has been 3 minutes per speaker on each item.
- Submit a written comment (as either a general public comment or on a specific agenda item) to be distributed to Public Facility Site Acquisition/Development Committee by 3 hours before the meeting begins by either submitting your comment via (1) email to PublicComment@carpinteriaca.gov, or (2) follow this link (https://carpinteriaca.gov/city-hall/agendas-meetings), select the meeting you want to provide a comment on, and click the Submit Comments button located on the left hand side of the agenda portal. Please reference the agenda item to which your comment pertains. Note that written comments will not be read into the record during the meeting.

Call to Order

Roll Call

Public Comment

This is the time for public comments on matters not otherwise on the agenda, but within the subject matter jurisdiction of the Public Facility Site Acquisition/Development Committee.

New Business

1. Draft Downtown Carpinteria Parking Management Plan.

Matters Presented by Staff

Adjournment

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact the City Clerk's Office at 684-5405, extension 403 or the California Relay Service at (866) 735-2929. Notification 2 business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on March 25, 2026, in the Public Works Department, on the City Hall Public Notices Board, and on the Internet.

MEMORANDUM

Date: March 31, 2026

To: Public Facility Site Acquisition/Development Committee

Via: Michael Ramirez, City Manager

From: John L. Ilasin, Public Works Director /s/

Subject: **Draft Downtown Carpinteria Parking Management Plan**

The purpose of this memorandum is for the Public Facility Site Acquisition/Development Committee (Committee) to receive the Draft Downtown Carpinteria Parking Management Plan and provide input.

On November 22, 2021, the City Council accepted the Downtown Carpinteria Parking Study. The purpose of the Downtown Carpinteria Parking Study was to provide sufficient information for the City to:

1. Gain a better understanding of the existing downtown public parking demand in relation to available inventory;
2. Gain a better understanding of the potential future downtown public parking demand based on sample development project scenarios;
3. Gain a better understanding of management strategies, e.g., timed parking limits, that could improve efficiency of public parking resources in the downtown.
4. Identify potential new public parking opportunities that could increase public parking inventory;
5. Provide a foundation for the City's future consideration of capital project, use regulation, and mitigation fee program updates.

Based on the information from the Downtown Carpinteria Parking Study, the City would be able to develop a parking management plan for the Downtown "T" area, herein called Downtown Carpinteria Parking Management Plan. The Downtown Carpinteria Parking Management Plan would determine where restrictions on public parking are appropriate such as timed parking, loading zones, etc.; how much off-street parking that private developments should be required to provide given public parking resources; and interest in preserving and expanding or improving the traditional downtown development pattern.

On May 23, 2022, the City Council authorized the City Manager to execute an agreement with Walker Parking Consultants for developing the Downtown Carpinteria Parking Management Plan. In April 2023, the Public Facility Site Acquisition/Development Committee reviewed the Draft Downtown Carpinteria Parking

Management Plan and recommended for staff to wait until the 700 Linden Adaptive Reuse Project, which is now known as Linden Square, is completed in order to reevaluate public parking. The Draft Downtown Carpinteria Parking Management Plan was then suspended.

Linden Square was completed in May 2025. On July 14, 2025, the City Council authorized the City Manager to execute an amendment to the agreement with Walker Parking Consultants for updating the Draft Downtown Carpinteria Parking Management Plan since its suspension, especially to perform data collection of parking counts and parking length of stay within the month of August 2025 (i.e. every 90 minutes between 10 a.m. and 7p.m. on a Thursday, Friday, and Saturday.)

A copy of the Draft Downtown Carpinteria Parking Management Plan is shown as Attachment A.

Attachment A: Draft Downtown Carpinteria Parking Management Plan

ATTACHMENT A

Draft Downtown Carpinteria Parking Management Plan

City of Carpinteria

DRAFT Parking Management Plan

March 2026

WALKER CONSULTANTS

WALKER CONSULTANTS

3415 S. Sepulveda Blvd, Suite 650
Los Angeles, CA 90034

March 25, 2026

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

Re: *City of Carpinteria Parking Management Plan (updated 2026)*

Dear Mr. Ilasin:

Walker Consultants is pleased to submit for your review the updated 2026 Carpinteria Parking Management Plan report.

We appreciate the opportunity to serve you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

WALKER CONSULTANTS

Tania Schleck
Parking and Mobility Consultant

Contents

Executive Summary

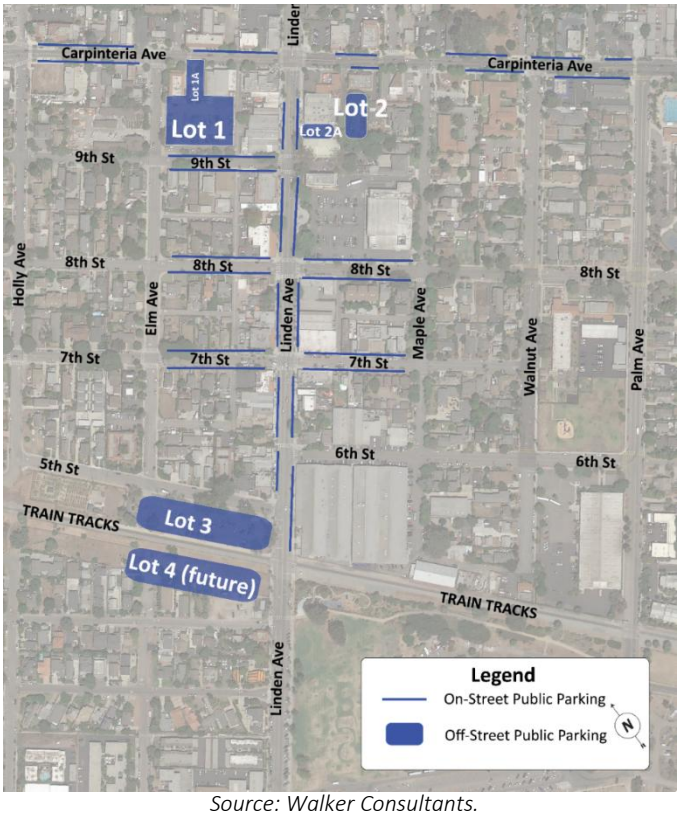
Executive Summary

The City of Carpinteria engaged Walker Consultants ("Walker") to conduct a parking management plan 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. The parking management plan builds upon the Downtown Carpinteria Parking Study, which Walker prepared and finalized on June 21, 2021, for the City of Carpinteria. The Downtown Parking Study provided an overview of existing parking conditions, an analysis of future parking demand, and options for improvements and future parking and transportation management strategies. The study concluded that downtown experiences an overall surplus of parking spaces; however, the City needs to proactively plan to manage parking downtown to meet the needs of downtown visitors, residents, employees, and business owners.

Walker prepared a draft parking management plan dated April 13, 2023. The plan was prepared prior to the opening of the Linden Square development (formerly 700 Linden), which is expected to have a significant impact on parking conditions in the Downtown T. Per the direction of the City's Public Facilities and Site Acquisition Committee, the parking management should be finalized after the opening of Linden Square to assess current parking conditions. The City asked Walker to conduct additional parking observations in summer 2025 to observe parking conditions once Linden Square was at least partially operational.

It is important to note that the parking data collected provides a general baseline to inform the parking management approach. Parking demand is likely to exceed the demand observed during special events, holidays, and periods of particularly high parking demand.

Figure ES1: Downtown T Parking Management Area



Source: Walker Consultants.

Data Analysis

Parking Demand Summary

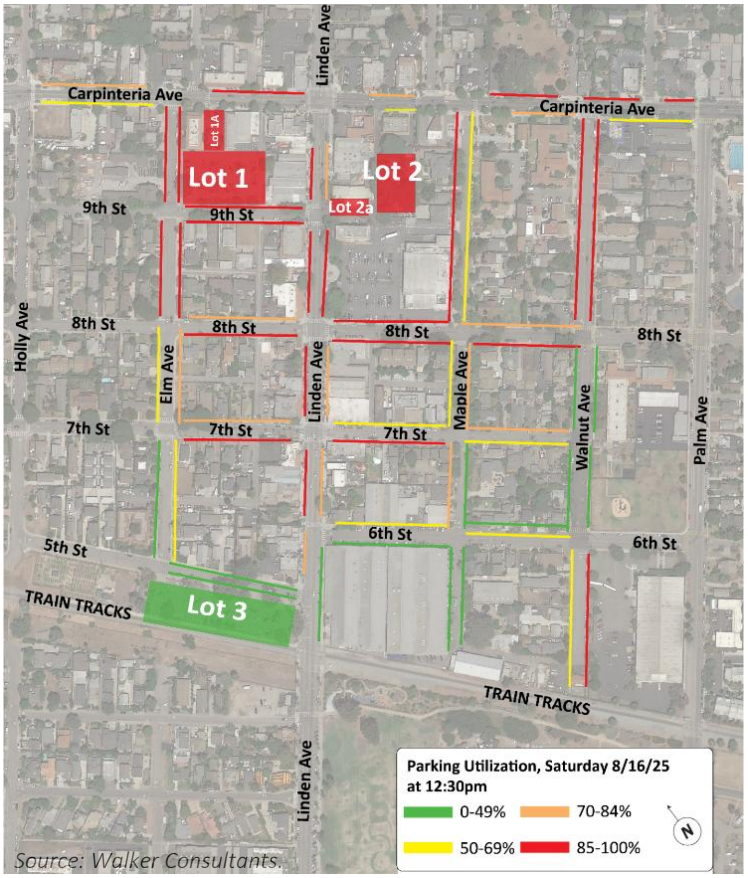
Downtown T Parking Management Area

- Walker evaluated parking demand in the core area of Downtown Carpinteria, consisting of Linden Avenue, Carpinteria Avenue, the downtown public lots, and approximately one block off Linden Avenue, in July 2022 and again in August 2025. These core blocks, a sub-area of the overall Downtown T, are referred to as the "Downtown T Parking Management Area," as shown in **Figure ES-1**.
- 503 on-street and off-street public parking spaces in the Downtown T Parking Management Area.

- Walker quantified parking conditions in the Downtown T parking management area every 90 minutes on Friday, August 15, 2025, and Saturday, August 16, 2025.[1]
- Walker also conducted parking counts in 2022 and found that parking utilization was 74% in 2022 and 75% in 2025. The 2022 data is included as an Appendix.
- In 2025, parking demand was just under 85% during the lunch and dinner hours.[2] In the parking management area, the peak observed across the two days occurred on Saturday, August 16, 2025, at 12:30 p.m., with 396 cars parked and 107 spaces remaining empty, resulting in a parking utilization rate of 79%.
- Certain lots and streets were almost full or full, especially on Linden Avenue, as well as Lots 1 and 2 (shown in red in **Figure ES-2**).

Several Downtown T stations exceeded 85% occupancy, limiting access to the Downtown T.

Figure ES2: Downtown T Parking Utilization Map



Full Downtown T Study Area

- There is a total of 907 on-street and off-street public parking spaces in the full Downtown T sub-area.
- Walker collected data in the full Downtown T on Saturday, August 16, 2025. Peak demand in the full Downtown T occurred at 12:30 p.m., with 642 parked cars and 265 spaces remaining empty, resulting in a 71% utilization rate.

[1] During the 2025 counts, approximately half of the businesses in Linden Square were operational, including the brewery, restaurants, the interior patio, and several retail establishments. The office space on the second floor was vacant.
[2] An 85% utilization rate is the typical target for on-street parking spaces within most parking systems. Off-street parking facilities can have an acceptable parking occupancy rate of 90% or higher for private facilities where employees regularly park, although the 85% target for off-street parking simply represents a higher level of service to the driver (more regular availability is provided).

Parking Length of Stay Summary

- Walker calculated the parking length of stay in the Downtown T parking management area by street/parking lot on Friday, August 15, 2025, every 90 minutes between 11:00 a.m. and 8:00 p.m.[3]
- During the peak parking demand (Friday at 12:30 p.m.), 35% (96 cars) of all vehicles parked in the Downtown T Parking Management area stayed parked for longer than three hours. This finding indicates that over one-third of the core commercial spaces are used for long-term parking, reducing access for downtown customers.

Over 33% of core commercial-fronting parking spaces in the Downtown T were observed occupied by vehicles for more than 3 hours. Core spaces should be reserved for short-term parking to increase customer access to businesses.

Transportation Mode and Commute Distance Findings

- Walker analyzed proprietary, third-party Replica data to evaluate the current commute mode for trips that end in Carpinteria.[4]
    - The automobile is the predominant mode of travel downtown. However, walking also accounts for a significant number of trips (16%), suggesting that people living nearby walk to reach their destinations.
    - While over a third of work trips were very long (over 16 miles), 31% of work trips were less than one mile.

The significant number of local trips suggests that strategies promoting walking and biking for employees can reduce parking demand by making it easier for employees living close by to commute by modes other than driving and parking.

Future Parking Demand

Parking demand in the Downtown T is projected to increase from the following key parking demand generators:

[3] For the on-street parking, length of day data was only collected for the spaces that front commercial uses
[4] Replica generates its data by running large scale, computationally-intensive simulations —a "replica" of transportation and economic patterns.

- Walker captured Linden Square parking demand in the August 2025 parking counts. However, the development was only approximately 50% leased during the observation period, so parking demand is projected to increase.
- The Surfliner Inn is a proposed hotel development on Parking Lot 3 and the construction of a new parking lot (Lot 4).
- There are other parking demand generators expected in the future, including a renovated Palms Restaurant and other potential retail and restaurant establishments in the Downtown T.

Walker notes these future demand generators to underscore the importance of proactive parking and transportation demand management to accommodate economic development in the Downtown T.

High parking demand in Downtown T and projected future increases in parking demand demonstrate a need for the City to proactively implement parking and transportation demand management measures.

Parking and Transportation Demand Management Options

The parking and transportation demand management options included in this report are organized into three categories:

A. Parking and curb management: Managing existing parking spaces so the public parking spaces in the heart of downtown have adequate turnover to serve visitors and customers, thereby promoting the economic health of the district and balancing the utilization of high- and lower-demand parking locations.
B. Transportation mode shift: Reduce parking demand by facilitating alternative modes of transportation such as walking and bicycling.
C. Parking capacity: Exploring opportunities for additional parking capacity without the need to build additional parking. Increasing parking enforcement to ensure posted time limits are adhered to, and parking spaces remain available throughout downtown.

A. Parking and Curb Management

A-1 Add dedicated parking staff to better manage parking in the Downtown T: Add staff who specifically focus on parking issues. Parking staff can be either new full-time equivalent (FTE) hires or contracted out through a third-party. This will enable the City to enhance parking enforcement in time-restricted spaces and adopt an ambassador approach to enforcement, particularly during the busiest times of day, week, and year. Dedicated staff can also monitor parking utilization and recommend policy updates. Whether self-enforcing or utilizing a third-party, a challenge can be recruiting and retaining staff.

A-2 Apply time limits to parking spaces fronting businesses to promote access: The City should consider adding time limits on Linden Avenue, Carpinteria Avenue, and commercial-fronting spaces on the side streets, as well as off-street spaces in Lot 1 and Lot 2. There are 335 parking spaces, 109 of which are currently unrestricted. It is

considered best practice to promote turnover in spaces closest to businesses, thereby enhancing visitor access and economic development downtown. Walker recommends that on-street spaces have a 90-minute time limit, consistent with Linden Avenue and Carpinteria Avenue, and that Lot 1 and 2 spaces have a 2-hour time limit, consistent with a portion of the spaces in Lot 1. Ensure that current restrictions are clearly and consistently communicated through signage and pavement markings. The City could consider offering parking permits for downtown employees to exceed the time limit.

A-3 Explore parking permits. With more time-limited parking in the core downtown area, demand is likely to increase on adjacent residential streets. The City should explore the potential to implement a parking permit program to manage parking demand in these areas. A new parking permit program would require approval from the California Coastal Commission, a process that can be time-consuming. Walker recommends that the City begin outreach to the Coastal Commission in the short term, with the expectation that the program would not be implemented for several years, if approved.

A-4 Implement a paid parking pilot. To better manage parking and distribute parking demand in the Downtown T, implement a paid parking pilot program in a designated location(s) within downtown where high parking demand warrants the measure. Paid parking should not be implemented primarily as a revenue-generating tool. Revenue earned should be reinvested back into the Downtown T.

A-5 Add wayfinding signage directing people to public parking lots: While Carpinteria does have some signage directing people to Lots 1 and 2, Walker observed that wayfinding to these lots could be improved. Static directional signage is a relatively low-cost way to enhance the visitor experience and reduce congestion. The City could also consider dynamic wayfinding signs with real-time parking availability information.

A-6 Explore license plate recognition technology (LPR). Explore the potential to enforce parking with license plate recognition (LPR) technology. LPR streamlines the enforcement process, enabling the City to enforce time limits more efficiently.

B. Transportation Mode Shift

B-1 Provide transit passes for the Santa Barbara MTD transit services to employees. MTD has implemented service augmentations in Carpinteria. Offering transit passes to downtown employees encourages employees to take transit rather than drive and park, reducing overall parking demand.

B-2 Explore the feasibility of establishing a mobility hub. Mobility hubs are locations that integrate various transportation options, making it easier to transition from one mode of travel (e.g., walking, driving) to another (such as taking transit or renting a bike). For example, a mobility hub could include amenities such as wayfinding signage, short-term and long-term bicycle parking, vehicle parking, shelters, and bike-sharing facilities. The goal of a mobility hub would be to make it easier for people to bike, walk, and take transit in Carpinteria rather than drive and park downtown.

B-3 Identify gaps in bicycle and pedestrian access downtown. The Santa Barbara County region has made significant investments in bicycle and pedestrian infrastructure and connectivity. Walker recommends that the City review gaps in sidewalks and bicycle infrastructure connecting nearby residents/employees who wish to walk or bike downtown; thereby, reducing parking demand.

C. Increase Parking Capacity

C-1 Explore Redesigning Parking Lot 1: Walker prepared high-level concepts for Parking Lot 1 to evaluate potential parking yields from alternative striping configurations. There are 69 parking spaces in Lot 1 and 15 in Lot 1a, for a total of 84 spaces between the two lots. Walker's conceptual designs show there is potential to increase capacity to roughly 100 spaces, depending on the configuration. Walker based these concepts on a review of publicly available aerial imagery and a general review of local code requirements. Actual parking space counts may differ from the counts shown.

C-2 Explore leasing private spaces for public use. The City should consider contacting property owners to assess the feasibility of leasing private spaces for public use, thereby increasing parking capacity in Downtown T. It is recommended that these spaces primarily be used for employee parking.

C-3 Explore the feasibility of converting on-street parallel parking to angled parking. Typically, more angled parking spaces can be accommodated per block than parallel parking spaces. However, angled parking spaces can only be implemented if the road has a minimum right-of-way width. The City would need to conduct an analysis to identify where converting parking configurations would be feasible.

Introduction

Introduction

Sufficient capacity for a parking system anywhere, but particularly in a commercial district, depends not only on the number of spaces but also on the policies with which the spaces are managed. Every parking location will always have both high-demand and underutilized spaces. If not managed effectively, the in-demand spaces will experience shortages, creating frustration, and the very real assets, which are underutilized spaces, will sit wastefully empty. This is typically true even when a new parking lot or parking structure is constructed. Parking management must come first. An effective parking management plan is also a transportation plan, which leverages options beyond parking for those who can take advantage of them. These options tend to be less expensive than providing additional parking and typically support broader goals for walkable and bikeable communities, as well as reduced emissions.

The City of Carpinteria engaged Walker Consultants ("Walker") to conduct a parking management plan 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. The parking management plan builds upon the Downtown Carpinteria Parking Study, prepared by Walker and finalized on June 21, 2021, for the City of Carpinteria. The study concluded that downtown experiences an overall surplus of parking spaces (68% utilization and 282+ surplus spaces), even during typically busy summer conditions. Still, the City needs to proactively plan to manage parking downtown to meet the needs of existing and future land uses, including those of downtown visitors, residents, employees, and business owners.

With future development planned downtown, there will be additional demand on the City's public parking system. During peak parking demand (mainly during the summer), certain parts of the Downtown T experience very high parking utilization (over 85%), making parking difficult or impossible to find in some areas. Parking management helps redistribute parking demand and maximize the capacity of the existing parking system, making it more efficient. It is important to note that many parking management strategies require up-front and ongoing staff time to administer.

Finally, we recognize that through State legislation and plans adopted by the City of Carpinteria, including the Circulation Element of its General Plan, the City has sought to encourage multimodal access that minimizes environmental impacts. In addition to managing parking supply, we sought to identify ways to reduce parking demand by promoting modes of transportation other than driving and parking.

Walker prepared a draft parking management plan dated April 13, 2023. The plan was prepared before the opening of the Linden Square development (formerly 700 Linden), which is expected to have a significant impact on parking conditions in the Downtown T. Per the direction of the City's Public Facilities and Site Acquisition Committee, the parking management should be finalized after the opening of Linden Square. The City asked Walker to conduct parking observations in summer 2025, once Linden Square was at least partially operational. This report is an updated parking management plan that incorporates findings from the 2025 data collection.

Data Analysis

Parking Data Analysis

Study Area

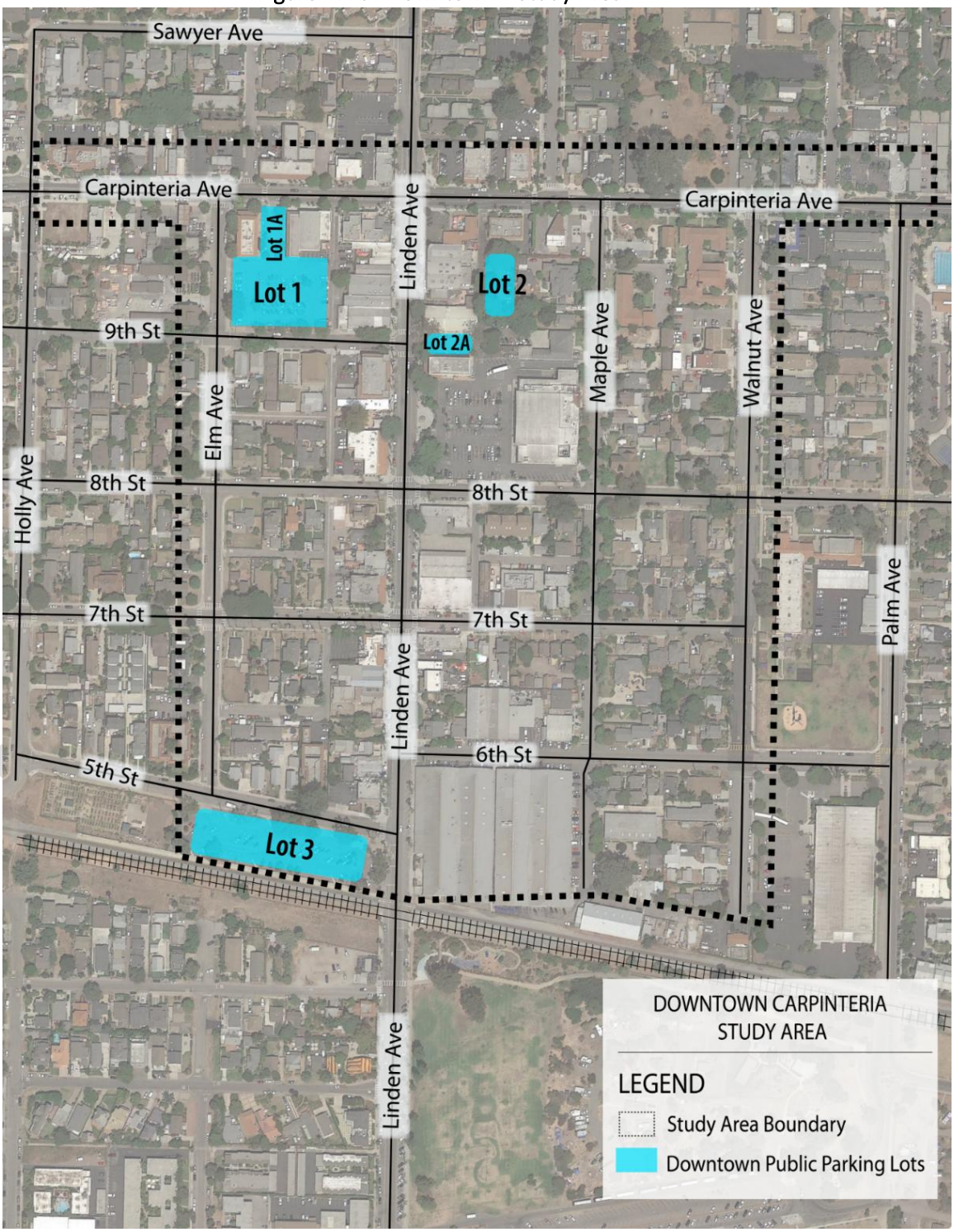
Walker quantified parking demand in a portion of the Downtown T study area (**Figure 1**), as part of an effort to quantify parking data for this parking management plan. This study area was selected for analysis because it has the highest concentration of commercial uses and is the area Walker would recommend focusing parking management regulations on (this study area is referred to in this report as the "Downtown T parking management area"). The Downtown T Parking Management area has 503 total on-street and off-street parking spaces.

Figure 1: Downtown T Parking Management Area

Source: Walker Consultants.

Dating back to studies prepared as early as 2001, the full Downtown T study area is larger, encompassing the blocks between Elm Avenue and Linden Avenue, as well as Maple Avenue and Walnut Avenue. **Figure 2** shows the full downtown study area. There are a total of 907 on-street and off-street spaces in the full Downtown T study area.

Figure 2: Full Downtown T Study Area



Source: Walker Consultants.

Parking Demand

Approach

Walker quantified parking conditions in the Downtown T every 90 minutes on Friday, August 15, 2025, and Saturday, August 16, 2025, between 11:00 a.m. and 8:00 p.m. Additionally, Walker surveyed the Downtown T parking management sub-area in 2022, prior to the operational start of the Linden Square development project. The complete 2025 and 2022 parking occupancy data are included in the Appendix.

The dates selected for the 2025 data collection (August 15 and 16, 2025) were intended to represent typically busy summer months in the City. It is likely that these days did not capture the absolute peak. Collecting parking data on one representative weekday and one representative weekend day during the typical busy summer season follows established industry practice for "design day" analysis—i.e., measuring peak conditions that routinely recur and are used to size and manage the system for everyday operations. The ITE *Parking Generation Manual* (6th ed.) is built around peak parking demand counts by land use for weekday and weekend periods, and the ULI/NPA/ICSC *Shared Parking* (3rd ed.) methodology formalizes the use of design day/design hour to account for time of day and seasonal variation without overemphasizing outlier days.[5]

Understandably, the absolute peak times are a focus and concern of the public. For non-typical surges (e.g., major special events), specific parking and transportation demand management measures should be implemented to address these situations. For example, the Avocado Festival provides a shuttle service from Carpinteria High School to the event entrance, making accessibility easier. Some businesses open up their parking to event-goers for a fee.

The options included in this PMP are designed to reduce and/or better manage parking demand to increase access to the Downtown T.

Downtown T Parking Management Area

Table 1 and Table 2 present the parking occupancy (number of parked vehicles), available parking spaces, and the percentage of occupied parking spaces (parking utilization) during each count.

Table 1: Downtown T Parking Management Area Parking Occupancy – Friday, August 15, 2025

Count Start Time	Parked Cars	Empty Spaces	Parking Utilization
11:00 a.m.	340	163	68%
12:30 p.m.	375	128	75%
2:00 p.m.	324	179	64%
3:30 p.m.	303	200	60%
5:00 p.m.	301	202	60%
6:30 p.m.	355	148	71%

[5] Sources: *ITE, Parking Generation Manual, 6th ed.*[1]*; ULI/NPA/ICSC, Shared Parking, 3rd ed.*

Table 2: Downtown T Parking Management Area Parking Occupancy – Saturday, August 16, 2025

Count Start Time	Parked Cars	Empty Spaces	Parking Utilization
11:00 a.m.	337	166	67%
12:30 p.m.	396	107	79%
2:00 p.m.	374	129	74%
3:30 p.m.	332	171	66%
5:00 p.m.	328	175	65%
6:30 p.m.	395	108	79%

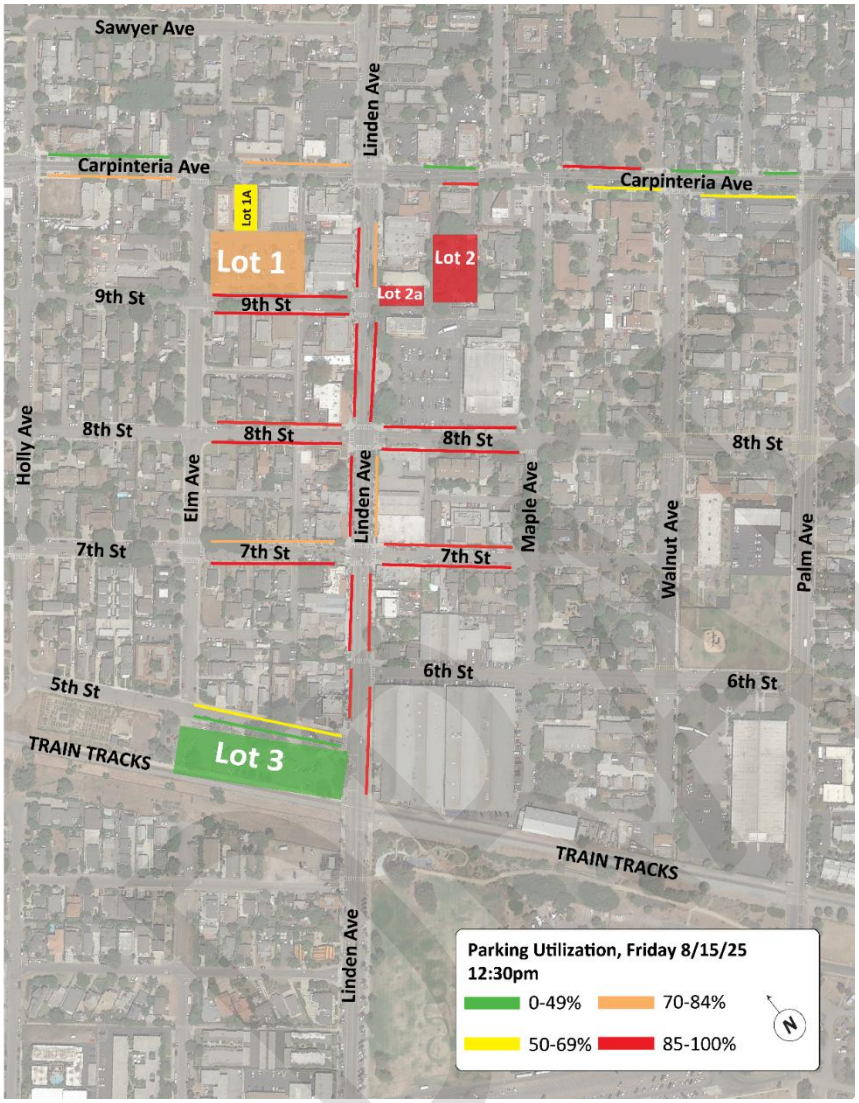
Table 3 presents a comparison of parking occupancy between 2022 and 2025. As shown in the table, observed parking utilization was very similar (74% in 2022 versus 75% in 2025).

Table 3: Peak Parking Occupancy Comparison – Downtown T Parking Management Area

	2022	2025
Number of Parked Cars	355	375
Empty Parking Spaces	126	128
Percent of Spaces Occupied	74%	75%

Figure 3 shows parking utilization throughout the study area during the Friday period of peak parking demand (12:30 p.m.). As shown in the map, the downtown core on Linden Avenue, the side streets, and downtown lots were highly utilized.

Figure 3: Downtown T Parking Management Area Parking Utilization – Friday, August 15, 2025, 12:30 p.m.



Source: Walker Consultants

Full Downtown T Study Area

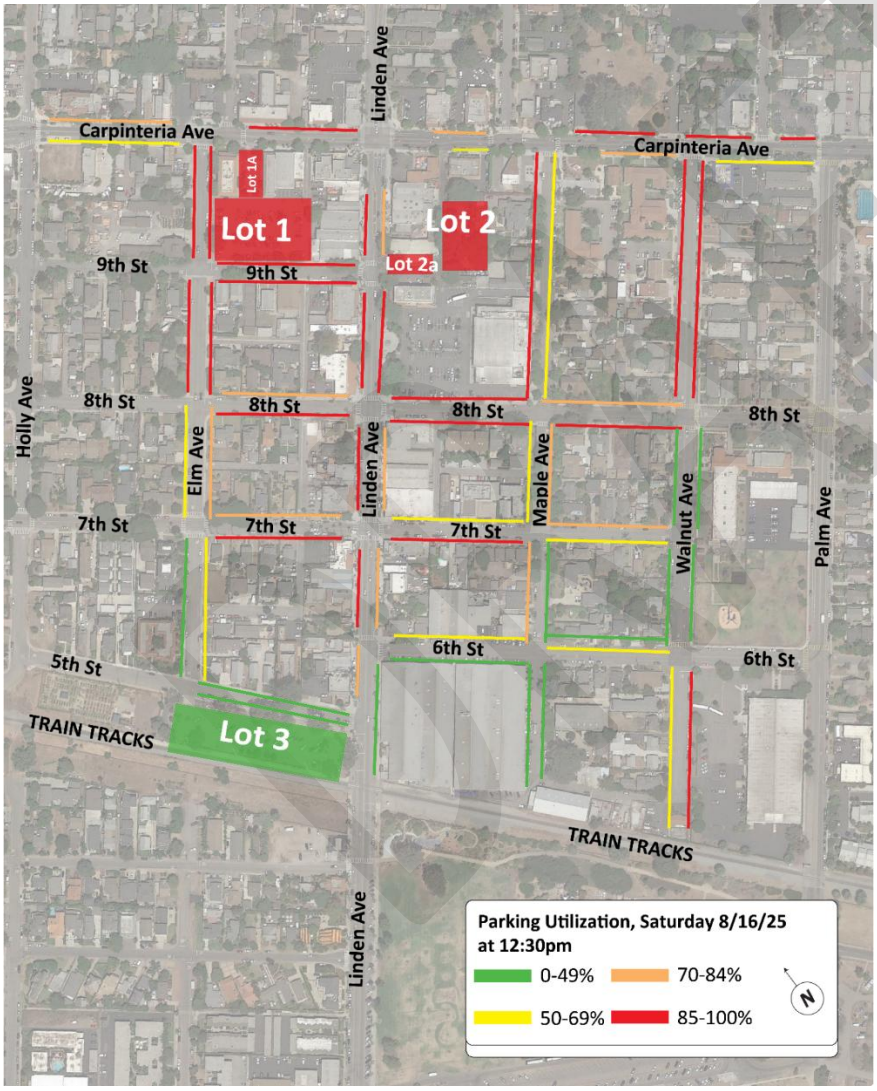
Since the last counts for the full Downtown T study area were conducted in 2019, Walker collected updated data on Saturday, August 16, 2025. Table 4 presents the parking occupancy (number of parked vehicles), the number of available parking spaces, and the percentage of occupied parking spaces (parking utilization) during each count. Figure 4 shows a map of the parking utilization in the Downtown T. The parking facilities closest to Linden Avenue tended to have the highest utilization, while those with block faces further out had more availability.

Source: Walker Consultants.

Table 4: Downtown T Full Study Area Parking Occupancy – Saturday, August 16, 2025

Count Start Time	Parked Cars	Empty Spaces	Parking Utilization
11:00 a.m.	531	376	59%
12:30 p.m.	642	265	71%
2:00 p.m.	633	274	70%
3:30 p.m.	555	352	61%
5:00 p.m.	527	380	58%
6:30 p.m.	639	268	70%

Figure 4: Full Downtown T Study Area Parking Utilization – Saturday, August 16, 2025, 12:30 p.m.



Source: Walker Consultants

Length of Stay

Walker evaluated the length of stay for the parking spaces that front commercial uses and are time-limited (see Figure 5). The purpose of the length-of-stay analysis is to understand how long vehicles are parked in different time-limited spaces. The spaces that front the commercial uses are intended for short-term customer parking rather than long-term employee, beach-goer, or resident parking.

Figure 5: Length of Stay Survey Area

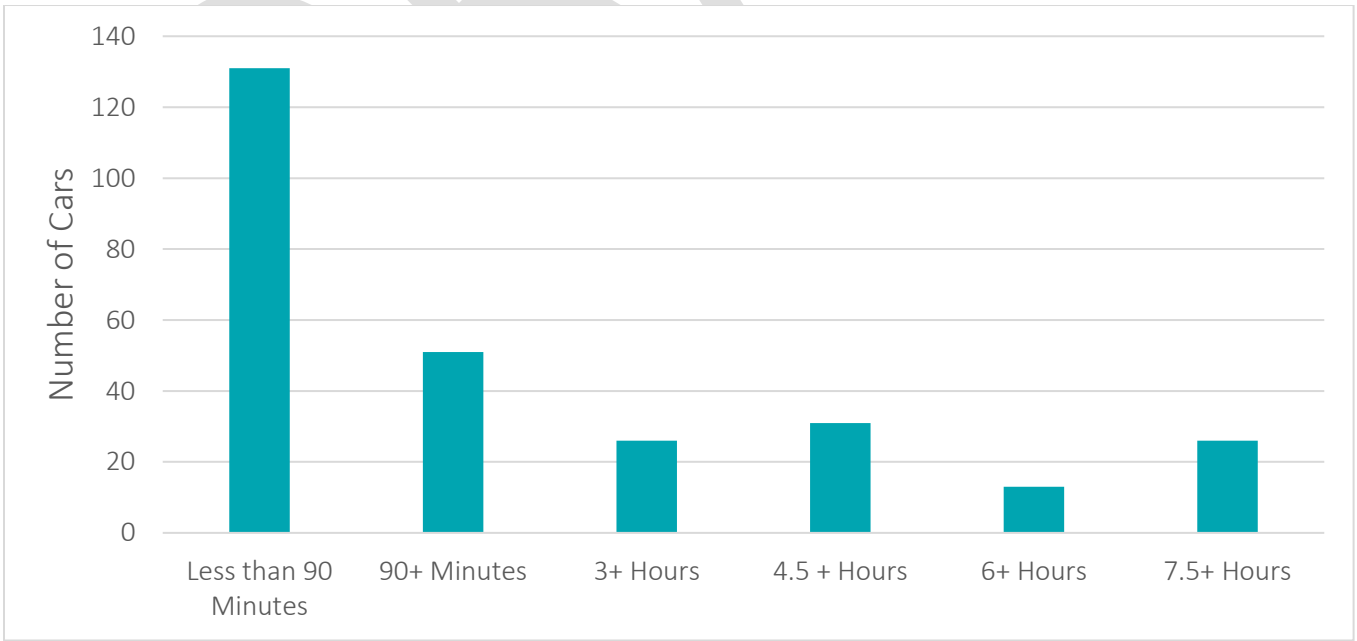
Source: Walker Consultants

Walker calculated the parking length of stay of commercial-fronting streets and Lots in the Downtown T parking management area by street/parking lot on Friday, August 15, 2025, every 90 minutes between 11:00 a.m. and 8:00 p.m. (length of stay shown in **Figure 6**). **Table 5** summarizes the length-of-stay analysis. During the period of peak parking demand (Friday at 12:30 p.m.), 35% (96 cars) of all vehicles parked were parked for longer than three hours. To promote access and economic development, it is recommended that the majority of the core commercial spaces downtown be reserved for short-term parking.

Table 5: Length of Stay for Commercial Spaces – Peak Period (Friday, August 15, 2025)

	Less than 90 Minutes	90+ Minutes	3+ Hours	4.5 + Hours	6+ Hours	7.5+ Hours
7th St	4	4	3	8	0	0
8th St	7	8	4	0	0	3
9th St	10	3	2	1	1	1
Carpinteria	18	4	2	0	1	1
Library Lot	6	0	0	0	1	0
Linden	46	16	4	3	1	0
Lot 1	18	10	3	8	4	13
Lot 1a	8	0	0	0	0	0
Lot 2	6	4	7	9	5	8
Lot 2a	8	2	1	2	0	0
TOTAL	131	51	26	31	13	26
% OF TOTAL CARS PARKED	47%	18%	9%	11%	5%	9%

Figure 6: Length of Stay for Commercial Spaces – Peak Period (Friday, August 15, 2025)



Transportation Mode Share Analysis

Walker analyzed proprietary and third-party Replica data to evaluate the current commute mode for trips ending in Carpinteria. **Table 6** shows the commute mode by destination type. As shown in the table, the automobile is the predominant mode of travel for all destination types. However, walking also comprises a significant number of trips (16%). Very few trips to Carpinteria are made via bike or public transit, presenting an opportunity to offer programs that would boost these modes of travel. While bicycle usage is relatively low for trips, Walker notes that recreational bicycling is popular in Carpinteria, in part due to the significant investments in the regional trail system.

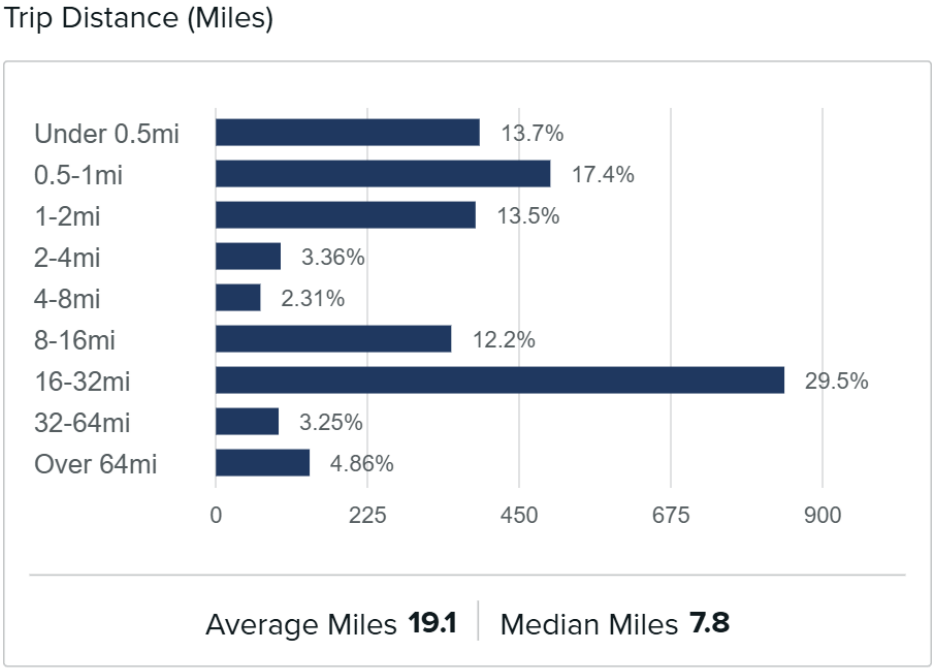
Table 6: Commute Mode by Destination Type

	Automobile	Walking	Biking	Transit
All Trips	75%	16%	3%	1%
Work Trips	84%	10%	2%	4%
Dining Trips	82%	14%	3%	0%
Shopping Trips	75%	21%	2%	0%

Note percentages rounded to the nearest decimal
Source: Walker Consultants, using Replica Data

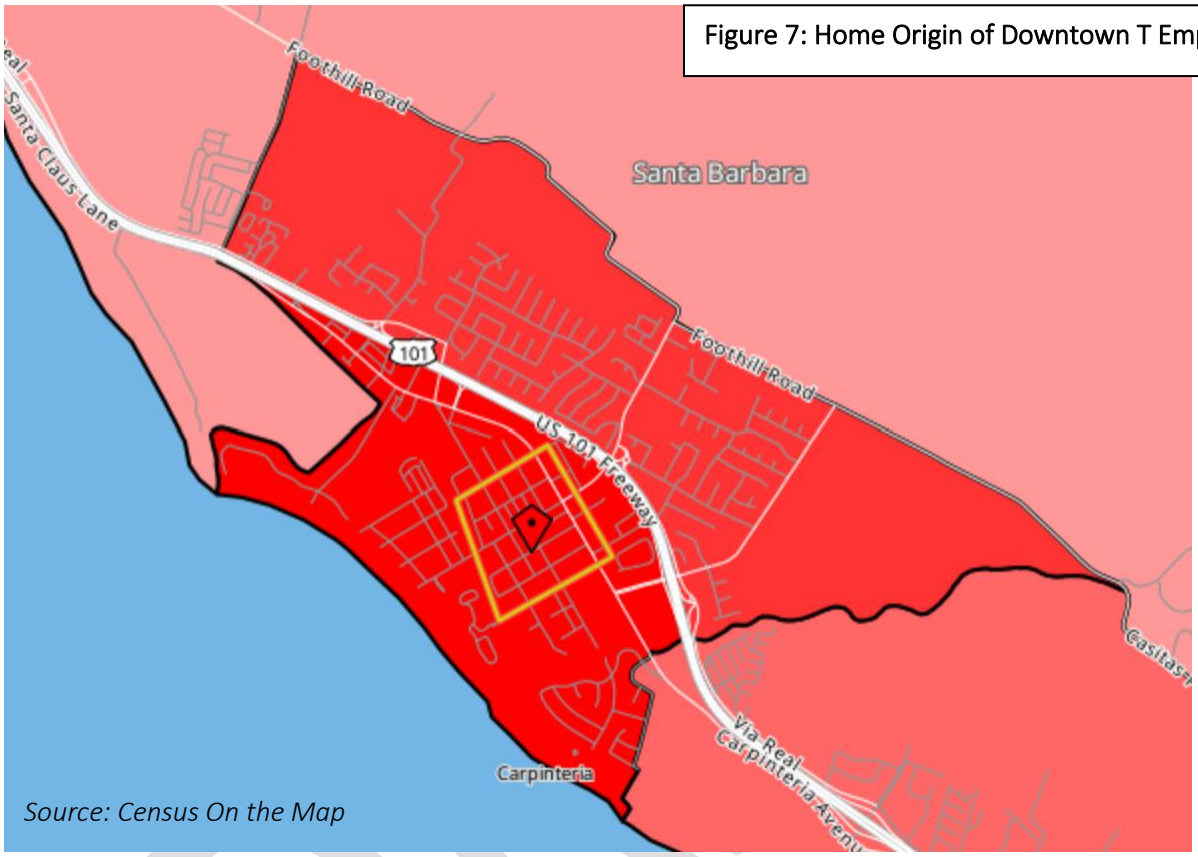
Work Commute Distance Analysis

Walker used Replica data to understand how far Carpinteria employees are traveling to work for in-person jobs. Approximately 3,150 trips are ending in Census Tract 16.04, which includes the Downtown T. While over a third of work trips were very long (over 16 miles), 31% of work trips were less than one mile in length. This analysis suggests that strategies such as encouraging walking and bicycling, as well as the use of micromobility (e.g., bikeshare and scooter share), could encourage more employees to take non-driving modes of transportation.



Additionally, Walker used Census Bureau On the Map data to determine the home origin of workers living in Downtown Carpinteria. Walker evaluated the data at the census-tract level to estimate how far Downtown employees are commuting to work. The home origin census tracts with the highest concentration of Downtown employees are Census Tracts 16.04 and 16.01 (shown in dark red in **Figure 7**), which are the census tracts closest to the Downtown T (shown outlined in yellow).

Figure 7: Home Origin of Downtown T Employees



Source: Census On the Map

City policies promoting alternative transportation

The City's General Plan and Local Coastal Plan Circulation Element has a section devoted to alternative modes of transportation:

- Objective G-7 states, "Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning."
- Objective C-8 states, "Support and develop safe, direct, and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public."
- Objective G-9 states, "Promote the use of public transit systems that provide mobility to all city residents, and reduce automobile congestion within the capabilities of the community."

3. Parking & Transportation Management Options

Parking and Transportation Demand Management Options

The parking and transportation demand management options included in this report are organized into three categories:

A. Parking and curb management: Managing existing parking spaces so the public parking spaces in the heart of downtown have adequate turnover to serve visitors and customers, thereby promoting the economic health of the district and balancing the utilization of high- and lower-demand parking locations.
B. Transportation mode shift: Reduce parking demand by facilitating alternative modes of transportation such as walking and bicycling.
C. Parking capacity: Exploring opportunities for additional parking capacity without the need to build additional parking. Increasing parking enforcement to ensure posted time limits are adhered to, and parking spaces remain available throughout downtown.

A. Parking and Curb Management

A-1 Add staff dedicated to parking management and enforcement

As downtown continues to thrive and attract new businesses, managing the parking supply will be important. Walker recommends that at least one staff member be added who focuses either wholly or partially on parking management. The ideal staffing level would be 2.5 new FTEs, including 1 Parking Manager, 1 Enforcement officer, and 0.5 Administrative Professional. However, any augmentation of staffing compared with current levels will help better manage parking in the City. If hiring an additional 2.5 FTEs is not possible, Walker recommends starting with 1 FTE Enforcement officer.

The staff would be needed to monitor parking conditions in the City, enforce parking restrictions, interface with private parking owners to develop a collaborative approach to parking, and administer parking permits.

Based on our understanding of the parking system and conversations with parking enforcement staff, no single staff member is dedicated solely to parking enforcement; instead, they handle all code enforcement issues, including parking. The limited staff makes it difficult to enforce the time limit. Walker recommends that the City dedicate one full-time parking enforcement officer to enforcing parking, particularly during the busy summer season. Increased enforcement would improve parking availability by ensuring that time-restricted spaces in the downtown core turn over and remain available for visitors and customers.

Walker recommends that the City adopt a parking ambassador approach to enforcement, a less punitive and more customer-focused approach to parking enforcement. The objective of an ambassador program is to promote and enforce parking policies while providing downtown patrons with information and guidance in a friendly manner. Ambassadors also promote public safety by having more eyes on the street. Potential ambassador roles include:

- Assist the public with parking rules
- Provide safety tips
- Provide directions to popular destinations
- Monitor parking facilities
- Issue parking citations.

An alternative to hiring additional FTEs is to outsource all or a portion of parking enforcement services to a third-party. Below is a high-level comparison of outsourced parking enforcement versus self-managed parking enforcement.

Outsourced Parking Enforcement

- Lower upfront costs: Vendors provide equipment, software, and trained staff.
- Predictable monthly or annual service fees: Often structured as flat-rate or profit-sharing.
- No staffing overhead: Recruitment, training, payroll, and leave coverage are handled by the provider.
- Bundled maintenance: Hardware/software updates and repairs are included.
- Scalable: Services can be adjusted seasonally or based on demand.
- Risk mitigation: Service providers absorb contingency costs (e.g., equipment failure, staff absence).
- City staff will need to manage the private enforcement contract and provide direction to enforcement officers.

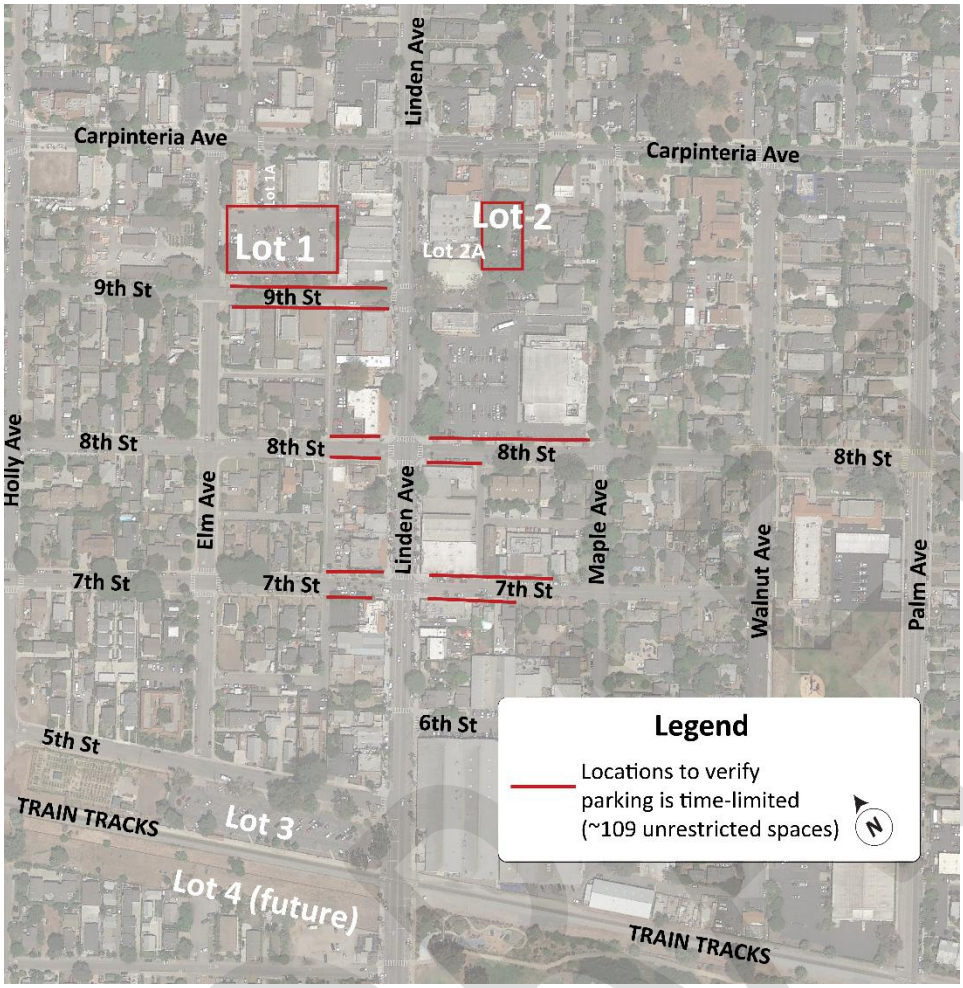
Self-Managed Parking Enforcement

- Higher initial investment: Cities must purchase equipment (e.g., cameras, kiosks), install infrastructure, and license software.
- Ongoing staffing costs: Salaries, benefits, training, and HR overhead.
- Maintenance responsibility: Cities must budget for repairs, upgrades, and replacements.
- Fixed costs: Even if demand drops, expenses remain constant.
- Greater control: Cities retain full operational oversight and data ownership.

Considerations:

- *Cost of hiring additional FTEs or outsourcing enforcement to a third-party.*
- *Potential challenge of recruiting and retaining staff.*

Figure 8: Street Segments to Add Parking Restrictions



Source: Walker Consultants.

A-2 Add time limits to currently unrestricted parking in core areas and review restrictions for consistency

In the core commercial area of the Downtown T, including on-street spaces on Linden Avenue and Carpinteria Avenue, commercial-fronting spaces on side streets, and Lots 1 and 2, there are 335 parking spaces, 109 of which are currently unrestricted. During peak demand, 35% of vehicles parked in these core spaces remained for more than 3 hours. This indicates that over one-third of spaces in front of businesses are occupied by long-term parking, reducing access for customers visiting downtown businesses.

Figure 8 shows the currently unrestricted block segments that should be analyzed to ensure all spaces are time-restricted. Walker would recommend a 90-minute time limit for the currently unrestricted spaces in these locations, consistent with existing time limits on Linden Avenue and Carpinteria Avenue. Walker recommends that the spaces in Lots 1 and 2 have a 2-hour time limit, consistent with a portion of the spaces in Lot 1. Given the central location of Lots 1 and 2, Walker recommends restricting them to 2-hour parking to promote greater parking turnover. To address employee parking, the City could consider offering downtown employees permits to exceed the time limit.

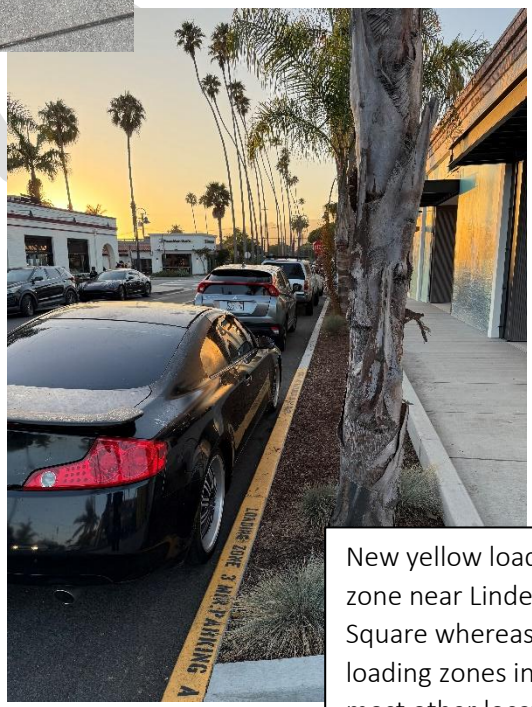
As part of implementing additional time restrictions, Walker recommends reviewing all signage and pavement markings in the Downtown T, particularly on Linden Avenue, the numeric side streets, and on Carpinteria Avenue. Walker observed issues related to parking signage and curb markings in the core commercial areas of the Downtown T (shown in **Figure 9**). Consistent and clear signage and curb markings help drivers better understand current parking restrictions and plan accordingly, allowing the City to enforce these restrictions effectively.

Figure 9: Signage/Curb Color Issues Observed

Faded curb markings for 24 minute spaces and loading spaces

8th Street adjacent to Smart and Final, no 90 minute sign for spaces closest to Linden

90 minute sign on Carpinteria Ave with a red curb



New yellow loading zone near Linden Square whereas loading zones in most other locations are painted white.

Considerations:

- *Costs associated with the design, fabrication, and installation of signage indicating the time limit.*
- *Staff time for planning and implementation.*
- *Potential parking spillover on residential streets.*
- *Need options for long-term parking.*
- *Needs consistent enforcement of the time limit.*

A-3: Explore parking permit programs

The implementation of time restrictions via Action A-2 may result in parking spilling onto residential streets in the Downtown T. During the period of peak parking demand, these spaces had a total of 158 available. At the same time, with fewer long-term parking spaces near businesses, more customer spaces will be available, some of which are now presumably parking in residential neighborhoods because they can't find a space near their destination.

To manage parking demand in residential areas, the City could consider implementing a parking permit program. The permit program would likely impose a time limit on residential block faces and provide residents with the option to obtain a permit, thereby exempting them from the time limit. Because many employees park in Lots 1 and 2, which are time-limited, the City could consider offering employee permit options to improve parking availability. The City of Santa Cruz has a similar program that allows commuters to exceed the 2-hour restriction posted in residential areas, but employees are not permitted to park overnight.[6] The permit program would provide an option for employee parking while managing demand on residential streets.

The permit program could apply to block faces that were observed to be underutilized, including on Walnut Ave, Maple Ave, El Street, 5th Street, and 6th Street.

It is important to note that the Downtown T is within the California Coastal Zone. The California Coastal Commission has a policy that parking programs should not restrict access to the coast. The Coastal Commission can interpret permit programs as restricting Coastal Access.

Considerations:

- *Design, fabrication, and installation of signage.*
- *Administration of the parking permit program.*
- *Permit programs likely require Coastal Commission approval.*

A-4 To better manage parking, implement a paid parking pilot program in a select location

Charging a small fee for parking, such that 1 – 2 spaces per block face are always available during the busiest times, is the most effective way to ensure parking availability in busy locations. The policy helps businesses. Typically, the nominal fee for parking does not deter customers and other visitors seeking out the destination of Downtown

[6] Commuter Parking Permit Guidelines: https://www.santacruzca.gov/files/assets/city/v/1/pw/documents/parking/commuter-parking-guidelines.pdf

Carpinteria or specific businesses. For those who are deterred, a free parking option nearby is an alternative: "park quickly and conveniently or park free."

The purpose of paid parking is to provide options. When a block face or entire location is full, the driver has no choice but to park. When should a city consider charging for parking? When the inconvenience and frustration of not finding parking exceeds $1 to $2 per hour to park. Who is sure to be deterred by a fee for on-street parking? The person who parks for hours on end in front of businesses, day in and day out. When needed (such as for loading and unloading, or quick errands), that person, typically a business employee or owner, will find a space. Otherwise, when long-term parkers park away from the central commercial area, it is a "win" for customer and visitor parking.

Paid parking also offers other customer service benefits. All time limits are ultimately rigid and arbitrary. Some drivers may have a good reason to park longer, but the fear of getting a parking ticket, known as "ticket anxiety," can deter visitors from visiting a commercial location. Yet, if time limits are not aggressively enforced, they are not effective at preserving spaces for visitors and customers. Paid parking allows cities to extend or eliminate time limits, providing drivers with flexibility. However, the hourly rate serves as a "nudge," encouraging them to park only as long as needed. For many drivers, a nominal hourly fee to ensure convenient parking and avoid the risk of a parking ticket is preferable to the challenge of finding parking, the inconvenience of parking, and, worse, a sizable parking ticket.

After the City implements the short-term actions, if it observes that demand for parking regularly exceeds 85% during the busy summer season, the City should consider implementing a paid parking pilot program. Paid parking is an effective parking management measure that can be used as an alternative to arbitrary and ticket-anxiety-producing time limits. Walker recommends starting the pilot program on Linden Avenue between the train tracks and Carpinteria Avenue. If the program is successful in promoting parking turnover, the City should consider expanding it to Carpinteria Avenue or a portion of the spaces in Lot 1, Lot 2, and the side streets. The City should consider setting a minimum parking utilization threshold for which to implement paid parking. Walker recommends that if parking utilization regularly exceeds 85% during peak periods, the City should implement paid parking.

Cost Considerations:[7]

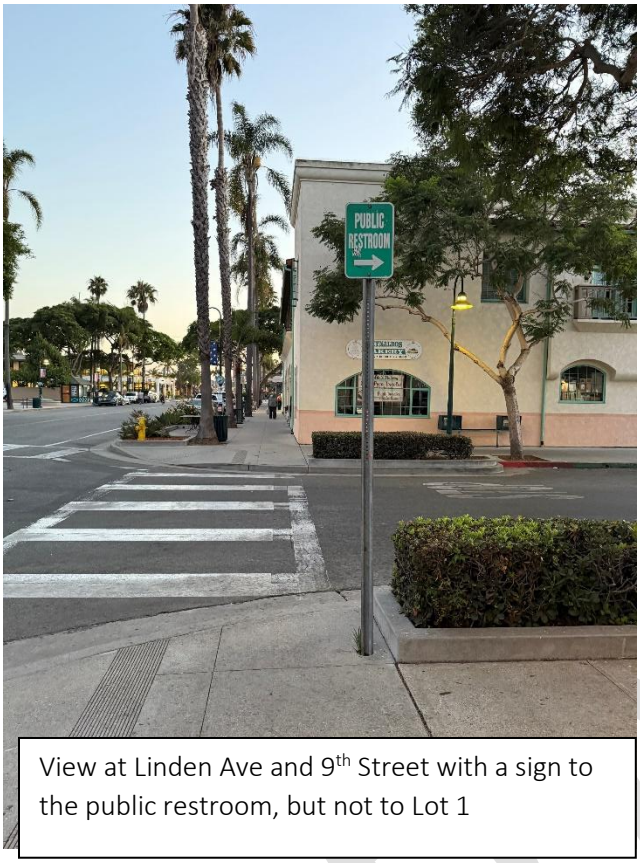
- *Pay station and signage fabrication and installation*
- *Ongoing technology and operations*
- *Oversight for the pilot program.*

A-5 Add wayfinding signage directing people to public parking

Walker observed that there is limited wayfinding signage directing people to public parking facilities in the Downtown T. Walker did not observe any signage pointing to Lot 3, which was underutilized during peak parking conditions. There are also limited signs directing drivers to Lots 1 and 2 (illustrated in **Figure 10**). Walker recommends that signage be placed at strategic decision points for drivers.

[7] A parking revenue analysis was not conducted as part of this study.

Figure 10: Images illustrating gaps in wayfinding signage



View at Linden Ave and 9th Street with a sign to the public restroom, but not to Lot 1

View from Carpinteria Avenue at the entrance to Lot 1 and Lot 1a. The public restroom sign is visible, but the parking sign is obstructed by a tree.

Considerations:

- *Requires design, fabrication, and installation of wayfinding signage.*

A-6: Explore enforcing parking time limits with license plate recognition technology

Enforcing parking manually, especially enforcing time limits, is labor-intensive. License plate recognition (LPR) technology would enable enforcement officers to cover a larger area of the City in less time. Additionally, LPR technology can be integrated with the City's permit-issuance software. Permits would be issued virtually, as the vehicle license plate serves as the permit. Utilizing software technology saves staff time spent processing permits manually and reduces the time enforcement personnel spend verifying valid permits.

Considerations:

- *LPR vehicle and equipment*
- *Annual software subscription and other fees*
- *Additional enforcement staff*
- *Staff training needed to operate the equipment*
- *Data privacy concerns*

B. Transportation Mode Shift

B-1 Provide transit passes for the MTD transit services to employees

MTD plans to augment transit service in Carpinteria. Per MTD's latest Short Range Transit Plan (November 2022), the following changes are proposed or have been implemented:

- Existing MTD Line 20 connects Carpinteria and Santa Barbara and currently operates with 30-minute frequencies during the AM and PM peak. The service will operate every 15 minutes between 6:00 a.m. and 8:00 a.m. and 4:00 p.m. to 6:00 p.m. and every 30 minutes between 9:00 a.m. and 3:00 p.m.
- The new route 19x provides a direct express connection between Carpinteria and Santa Barbara City College (SBCC). The service includes peak-hour and midday express service between Carpinteria, East Santa Barbara, and SBCC.
- Additionally, MTD has implemented The Wave, a flexible on-demand curb-to-curb microtransit service. The Wave is starting in Goleta/Isla Vista, but plans are in place to implement service in Carpinteria in the future.

To alleviate parking demand in the Downtown T, Walker recommends that the City consider providing all downtown employees with free transit passes. This would incentivize employees living in the MTD service area to use transit to access downtown, rather than driving and parking. This action would support the City's General Plan Circulation Element Objective G-9, which states, "Promote the use of public transit systems that provide mobility to all city residents, and reduce automobile congestion within the capabilities of the community."

Cost Considerations:

- *Cost of annual employee transit passes.*
- *Staff oversight of transit pass program.*

B-2 Explore the feasibility of establishing a mobility hub

Mobility hubs offer strategic locations where travelers can easily connect with multiple modes of transportation tailored to their needs, all within a safe, comfortable, and accessible environment. They include a range of transportation options to encourage travelers to use more sustainable modes of transportation. A mobility hub can include access to public transit, active transportation (such as walking and bicycling), micromobility (e.g., scooter share and bikeshare), shared or hailed ride pickup and drop-off, and electric vehicle charging stations.[8]

Mobility hubs can take various shapes and sizes. For example, they could be an enhanced MTD transit stop with a bikeshare station. The hub could serve as a place where people park on the outskirts of the Downtown T and take a shuttle or a bikeshare downtown. Alternatively, a mobility hub could be beneficial at the Amtrak station, where someone could rent a bike or scooter to use while visiting Carpinteria.

[8] Definition from Southern California Association of *Governments Mobility Hub Design and Implementation Guide*. February 2025. SCAG's 'Mobility Hub Design and Implementation Guide' Helps Local Planners Overcome Obstacles | Southern California Association of Governments

There are many variables associated with a mobility hub, depending on factors such as land ownership, land size, amenities offered, and services programmed at the hub.

Considerations:

- *A mobility hub site would need to be identified and needs to evaluate mobility hub features, such as bike share stations, bike lockers, and EV charging infrastructure.*
- *Requires planning and design, including site selection, permitting, community engagement, and project management.*
- *Ongoing operation and maintenance costs, depending on amenities, such as staffing, repairs, insurance, utilities, and software.*

B-3 Identify gaps in bicycle and pedestrian access downtown

Pedestrian and bicycle access to the Downtown T are viable modes of transportation that should be leveraged to the extent possible to improve parking availability, but also consistent with numerous public policy objectives. The City's General Plan Circulation Element Objective C-8 states, "Support and develop safe, direct, and well-maintained bicycle and pedestrian systems and recreational boating facilities that serve all segments of the public." In our surveys conducted throughout towns and cities, we consistently hear a desire from the public for greater access to and opportunities for riding bicycles and walking conveniently and safely. Getting around by bicycle and walking is not for everyone, but this does not mean that the opportunities should not be made available to those who want to take advantage of the option.

Bicycles parked on Linden Avenue August 16, 2025

Over the past five years, Carpinteria has significantly expanded and improved its trail infrastructure to enhance coastal access, public safety, and active transportation. The Franklin Creek Trail Improvement Project converted a flood control road into a Class I multi-use trail, featuring safety fencing, landscaping, and enhancements for school access. The Rincon Multi-Use Trail Project is underway to connect Carpinteria Avenue to Rincon Beach County Park, filling a key gap in the California Coastal Trail. Additionally, the Santa Claus Lane Bike Path and Streetscape Improvements Project is constructing a Class I bike path along U.S. 101 and adding pedestrian crossings, traffic calming, and coastal access parking. These projects, collectively funded by local, state, and regional agencies, reflect Carpinteria's commitment to sustainable mobility and recreational connectivity.

Walker observed a significant number of bicycles in the Downtown T, including on Linden Avenue and the surrounding streets. Given the temperate climate, relatively flat terrain, and a significant number of employees who live in Carpinteria, there is potential to increase biking and walking with increased investment in infrastructure. Having pedestrian and bicycle infrastructure that connects the surrounding neighborhoods to downtown is crucial

for promoting walking and biking in the area. Walker recommends conducting an assessment of pedestrian and bicycle access on both Linden Avenue and the side streets that connect to it.

In addition to pedestrian and bicycle infrastructure that connects neighborhoods downtown, the assessment should also examine end-of-trip facilities, including bicycle parking downtown. Ensuring that sufficient bike parking is installed in the correct locations is important to ensure bicyclists can find a place to park. Additionally, the City should ensure both short-term and long-term bike parking is provided where appropriate, including secure bike parking. The study should consider bike parking design needed to accommodate e-bikes.

Cost Considerations:

- *Hiring a third-party firm to conduct a bicycle and pedestrian gap assessment.*
- *Infrastructure improvements will vary based on assessment results.*

C. Increase Parking Capacity

C-1: Explore redesigning Parking Lot 1

City staff noted that there may be opportunities to redesign Parking Lot 1 to accommodate more parking spaces on the same lot footprint. To understand the potential parking capacity of Lot 1, Walker provided conceptual layouts for the lot, included as an Appendix.

There are 69 parking spaces in Lot 1 and 15 in Lot 1a, for a total of 84 spaces between the two lots. Walker's conceptual designs show there is potential to increase capacity to roughly 100 spaces, depending on the configuration. The intent of the concepts was to express potential parking yields from alternative striping configurations. Walker based these concepts on a review of publicly available aerial imagery and a general review of local code requirements. Actual parking space counts may differ from the counts shown.

C-2: Explore leasing private parking for public use

Private parking lots are typically the most underutilized facilities in any downtown commercial area, where some spaces may remain unoccupied for extended periods. These unoccupied spaces may represent hundreds of thousands or millions of dollars in land and capital costs. Private parking spaces are typically the least used in a district. Walker recommends that the City reach out to businesses to explore leasing some of their parking spaces for public use. The City would enter into a parking agreement with these businesses, which would include details such as hours of operation, maintenance responsibilities, insurance requirements, and liability considerations. The City can consider releasing a request for information (RFI) or request for proposals (RFP) to all businesses in the Downtown T to gauge interest in a parking lease.

Considerations:

- *Staff time would be required to coordinate with private property owners on establishing lease agreements and staff oversight of agreements.*
- *The City would have lease payments.*
- *A barrier can be the liability insurance for public use of private lots.*

C-3: Explore converting parallel parking to angled parking

Converting parallel parking to angled parking can be a cost-effective way to add parking capacity. However, angled parking can pose challenges in areas with limited road rights-of-way, and the City may need to convert to one-way traffic to accommodate it.

Considerations:

- *Would require a traffic engineering study.*
- *Restriping work would depend on the results of the study.*
- *Restriping could result in one-way streets, and the circulation would need to be evaluated.*
- *Potential safety concerns with vehicles backing up.*

Building a parking structure

In 2001, Walker conducted a parking study for the downtown area, in which, due to significant anticipated new development, a new parking structure was considered for Parking Lot 1. The site was evaluated, and at the time, it was determined that a total of 234 spaces could be accommodated in a three-level structure (two levels plus a 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.

Walker recommends that a parking structure be considered only if parking occupancy in the Downtown T regularly exceeds 85% even after all parking and transportation demand management options included in this memo are implemented, including paid parking and leasing private parking for public use.

Considerations:

- *The cost of building a parking structure can vary widely based on a variety of factors, including site conditions, labor, materials, and design/architecture.*
- *A parking structure requires regular maintenance and repair throughout its lifetime.*

Rough order of magnitude cost estimates

The City of Carpinteria requested that Walker develop preliminary cost estimates for each of the proposed actions. Table 7 summarizes Walker's rough order-of-magnitude cost estimates.

These cost estimates are preliminary and intended for planning purposes only, not for financing. Walker did not speak with vendors to receive an actual bid for services. Walker does not control the prices set by third-party organizations or market conditions at the time of implementation. These cost estimates were developed based on Walker's experience working with other jurisdictions on parking management efforts.

Table 7: Parking and Transportation Management Options Rough Order of Magnitude Cost Estimates

		Estimated One-Time Cost	Estimated Annual Cost*
A.1	Add parking staff		$100,000-$350,000[1]
A.2	Add time limits in core parking spaces	$10,000 - $20,000[2]	
A.3	Establish a parking permit program	$15,000 - $30,000[3]	
A.4	Implement a paid parking pilot program[4]	$150,000 - $200,000	Varies
A.5	Add wayfinding signage	$15,000 - $25,000[5]	
A.6	Enforce time limits with LPR technology[6]	$100,000-$150,000 plus staff training	$25,000-$50,000
B.1	Provide transit passes for employees		$30,000 - $60,000[7]
B.2	Bicycle/pedestrian gap analysis	$100,000 - $120,000	Depends on the infrastructure projects recommended
B.3	Build a mobility hub[8]	$50,000 - $2,000,000	$20,000 - $300,000
C.1	Redesign Parking Lot 1	$300,000-$500,000[9]	
C.2	Lease private parking for public use[9]		$20,000-$40,000[9]
C.3	Convert parallel parking to angled parking[10]	$50,000-$100,000[10]	
Build a Parking Structure[11]		*$20,000,000 - $30,000,000*	*Varies*

*Does not include staff time to oversee implementation and/or administer each option.

[1] Amount will vary based on the number of FTEs and if a third-party enforcement firm is used.

[2] Assumes that 20-30 new signs, and each sign costs $400 to $600.

[3] Assumes 2 signs are installed per block face, 15-25 block faces, and signs cost $400-$600 each.

[4] Assumes $15,000 per pay station, including signage, and 8 pay stations for the pilot program. Ongoing fees vary widely depending on services and vendors.

[5] Assumes 15-25 new wayfinding signs would cost between $600 and $800.

[6] Assumes one vehicle with LPR equipment. Ongoing fees vary widely depending on services and vendors.

[7] Assumes 50-100 transit passes are issued per year, with $52 per pass.

[8] A wide range is provided, given the number of different amenities at a mobility hub and the land size, cost, and operation and maintenance needs.

[9] Cost range based on the Goleta Beach Parking Lot Pavement Rehabilitation Project. Source: County of Santa Barbara - File #: 24-00982

[10] Assumes leasing 70-80 spaces, each costing $75 to $85/mo, for 4 months of summer.

[11] Assumes studying and restriping 2-3 blockfaces from parallel to angled parking.

[12] Based on costs from City of San Luis Obispo's for a 397-space parking structure. Grand Opening Set for New Downtown Parking Garage Next Week | City News Center | City of San Luis Obispo, CA Costs vary widely depending on the design, amenities, technology, and other factors. Ongoing costs depend on staffing, equipment, technology, maintenance, pricing, etc., and can vary widely.

Appendix

Thursday July 21, 2022 and Friday July 22, 2022 Parking Occupancy Counts

Street	Direction	Limits	Thursday 11am	Friday 10am	Friday 11:30am	Friday 1pm	Fri 1pm %	Friday 2:30pm	Friday 4pm	Friday 5:30pm	Inventory
Linden	East	Train Tracks to 6th Street	3	5	8	11	79%	5	6	8	14
Linden	West	Train Tracks to 6th Street	1	2	1	2	100%	1	1	0	2
Linden	East	6th to 7th	4	2	4	4	80%	5	3	2	5
Linden	West	6th to 7th	4	5	4	5	100%	5	3	4	5
Linden	East	7th to 8th	3	1	5	6	75%	7	7	6	8
Linden	West	7th to 8th	2	2	3	4	100%	4	2	2	4
Linden	East	8th to 9th	1	3	5	4	57%	6	2	5	7
Linden	West	8th to 9th	5	6	7	8	89%	10	5	5	9
Linden	East	9th to Carpinteria	3	4	4	6	100%	4	4	5	6
Linden	West	9th to Carpinteria	4	2	3	4	100%	4	3	2	4
Carpinteria	North	Elm to Holly	5	9	8	2	22%	4	5	6	9
Carpinteria	South	Elm to Holly	3	4	5	4	80%	6	6	5	5
Carpinteria	North	Linden to Elm	5	5	6	5	71%	7	7	6	7
Carpinteria	South	Linden to Maple	1	2	2	1	50%	2	2	2	2
Carpinteria	North	Linden to Maple	3	2	4	3	75%	4	2	3	4
Carpinteria	South	Maple to Walnut	5	5	4	4	80%	4	4	4	5
Carpinteria	North	Maple to Walnut	5	4	4	1	20%	3	5	5	5
Carpinteria	North	Palm to Walnut	5	1	2	2	40%	2	3	4	5
Carpinteria	South	Palm to Walnut	2	1	2	3	60%	1	2	3	5
7th	South	Linden to Elm	7	6	6	9	82%	5	5	6	11
7th	North	Linden to Elm	7	6	7	9	75%	6	7	9	12
7th	South	Linden to Maple	9	9	10	12	92%	9	11	12	13
7th	North	Linden to Maple	9	9	10	11	100%	10	9	11	11
8th	South	Linden to Maple	8	5	9	9	69%	10	6	5	13
8th	North	Linden to Maple	3	3	4	6	46%	4	3	4	13
8th	South	Linden to Elm	4	7	8	7	58%	7	4	6	12
8th	North	Linden to Elm	4	5	6	7	70%	7	5	8	10
9th	North	Linden to Elm	6	5	7	8	89%	9	6	7	9
9th	South	Linden to Elm	6	5	9	9	90%	6	7	6	10
Lot 1	Lot 1	Lot 1	63	62	66	68	99%	56	56	51	69
Lot 1a	Lot 1a	Lot 1a	12	7	13	15	100%	12	10	5	15
Lot 2	Lot 2	Lot 2	37	33	38	40	87%	31	32	39	46
Lot 2a	Lot 2a	Lot 2a	9	10	11	12	92%	10	11	11	13
Lot 3	Lot 3	Lot 3	41	39	42	54	48%	55	47	37	113

Friday August 15, 2025 Parking Occupancy Counts

Street	Direction	Limits	Inventory	Fri 11am	Fri 1230pm	Fri 2pm	Fri 3:30pm	Fri 5pm	Fri 630pm
Linden	East	Train Tracks to 6th Street	15	6	13	2	0	7	13
Linden	West	Train Tracks to 6th Street	3	2	3	1	1	2	3
Linden	East	6th to 7th	6	3	6	5	2	4	6
Linden	West	6th to 7th	7	2	6	6	2	6	7
Linden	East	7th to 8th	8	4	6	4	5	5	7
Linden	West	7th to 8th	10	7	9	10	8	10	10
Linden	East	8th to 9th	7	5	6	6	5	5	5
Linden	West	8th to 9th	9	9	9	8	8	9	9
Linden	East	9th to Carpinteria	6	6	5	5	5	5	4
Linden	West	9th to Carpinteria	5	5	5	5	5	4	5
Carpinteria	North	Elm to Holly	13	8	6	7	6	6	6
Carpinteria	South	Elm to Holly	5	5	4	3	4	5	4
Carpinteria	North	Linden to Elm	8	7	4	7	6	5	6
Library Lot	Library Lot	Library Lot	11	6	7	2	6	0	2
Carpinteria	South	Linden to Maple	2	2	2	2	0	2	1
Carpinteria	North	Linden to Maple	4	2	0	3	1	2	4
Carpinteria	South	Maple to Walnut	5	5	3	2	0	3	1
Carpinteria	North	Maple to Walnut	5	5	5	2	2	4	4
Carpinteria	North	Palm to Walnut	5	3	1	1	2	3	2
Carpinteria	South	Palm to Walnut	5	4	3	0	3	4	2
7th	South	Linden to Elm	11	8	10	8	9	9	11
7th	North	Linden to Elm	12	3	9	4	3	3	12
7th	South	Linden to Maple	13	13	13	11	10	12	13
7th	North	Linden to Maple	13	11	12	13	10	12	13

Friday August 15, 2025 Parking Occupancy Counts

Street	Direction	Limits	Inventory	Fri 11am	Fri 1230pm	Fri 2pm	Fri 3:30pm	Fri 5pm	Fri 630pm
8th	South	Linden to Maple	13	12	13	12	9	12	13
8th	North	Linden to Maple	12	11	12	12	9	10	11
8th	South	Linden to Elm	11	7	11	7	8	9	10
8th	North	Linden to Elm	9	5	8	7	5	4	9
9th	South	Linden to Elm	10	8	10	6	10	8	9
9th	North	Linden to Elm	9	7	8	8	9	5	5
Lot 1	Lot 1	Lot 1	69	56	56	52	53	38	46
Lot 1a	Lot 1a	Lot 1a	15	12	9	8	12	10	14
Lot 2	Lot 2	Lot 2	40	35	39	35	36	36	36
Lot 2a	Lot 2a	Lot 2a	14	11	13	11	14	14	12
Lot 3	Lot 3	Lot 3	113	45	49	49	35	28	40

Saturday August 16, 2025 Parking Occupancy Counts

Street	Direction	Limits	Inventory	Sat 11am	Sat 1230pm	Sat 2pm	Sat 3:30pm	Sat 5pm	Sat 630pm
Linden	East	Train Tracks to 6th Street	15	4	6	11	7	12	15
Linden	West	Train Tracks to 6th Street	3	2	2	2	2	3	3
Linden	East	6th to 7th	6	2	5	5	4	5	6
Linden	West	6th to 7th	7	6	7	7	4	4	7
Linden	East	7th to 8th	8	5	6	5	5	5	6
Linden	West	7th to 8th	10	8	10	9	9	10	10
Linden	East	8th to 9th	7	5	7	5	5	7	7
Linden	West	8th to 9th	9	10	9	8	9	8	9
Linden	East	9th to Carpinteria	6	5	5	6	5	6	4
Linden	West	9th to Carpinteria	5	5	5	5	4	5	5
Carpinteria	North	Elm to Holly	13	7	10	8	4	7	2
Carpinteria	South	Elm to Holly	5	5	3	6	6	3	3
Carpinteria	North	Linden to Elm	8	8	8	8	6	7	6
Library Lot	Library Lot	Library Lot	11	5	11	11	8	2	6
Carpinteria	South	Linden to Maple	2	1	2	2	2	2	2
Carpinteria	North	Linden to Maple	4	4	3	1	2	2	4
Carpinteria	South	Maple to Walnut	5	4	4	5	0	0	4
Carpinteria	North	Maple to Walnut	5	4	5	5	1	2	5
Carpinteria	North	Palm to Walnut	5	3	5	4	4	1	2
Carpinteria	South	Palm to Walnut	5	3	3	5	1	2	2
7th	South	Linden to Elm	11	8	9	8	8	10	9
7th	North	Linden to Elm	12	6	11	9	5	6	10
7th	South	Linden to Maple	13	10	13	8	12	11	12
7th	North	Linden to Maple	13	10	9	10	11	12	13
8th	South	Linden to Maple	13	10	12	10	10	12	13
8th	North	Linden to Maple	12	8	11	12	7	10	10
8th	South	Linden to Elm	11	8	10	11	8	6	11
8th	North	Linden to Elm	9	7	7	7	8	8	9
9th	South	Linden to Elm	10	8	10	8	8	7	8

Saturday August 16, 2025 Parking Occupancy Counts

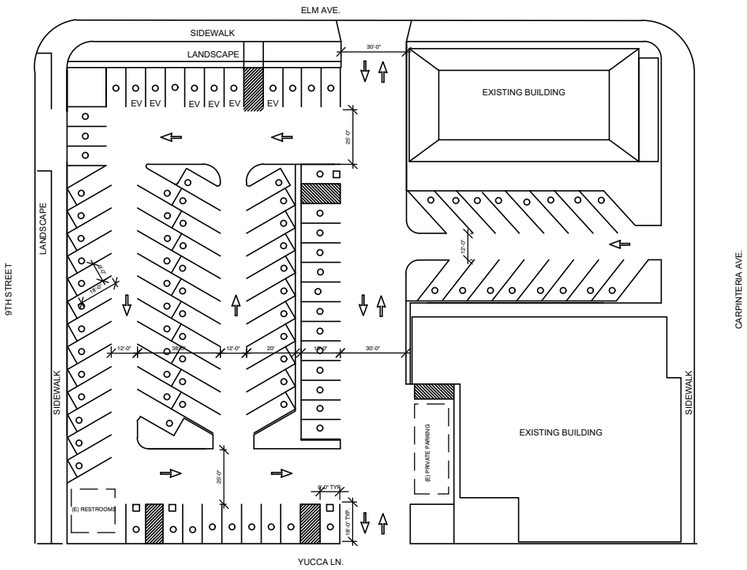
Street	Direction	Limits	Inventory	Sat 11am	Sat 1230pm	Sat 2pm	Sat 3:30pm	Sat 5pm	Sat 630pm
9th	North	Linden to Elm	9	8	9	4	7	7	8
Lot 1	Lot 1	Lot 1	69	54	63	53	52	39	57
Lot 1a	Lot 1a	Lot 1a	15	12	15	13	10	8	6
Lot 2	Lot 2	Lot 2	40	36	38	34	29	36	38
Lot 2a	Lot 2a	Lot 2a	14	12	12	12	13	11	14
Lot 3	Lot 3	Lot 3	113	44	51	57	56	52	69
8th	North	Maple to Walnut	10	7	7	7	4	3	5
8th	South	Maple to Walnut	9	1	9	8	2	2	3
7th	North	Maple to Walnut	7	5	5	4	5	5	8
7th	South	Maple to Walnut	9	5	6	6	5	6	6
6th	North	Linden to Maple	22	9	12	5	7	5	6
6th	South	Linden to Maple	27	1	5	7	8	7	11
Aug	North	Maple to Walnut	9	3	1	0	1	5	3
6th	South	Maple to Walnut	9	4	5	7	5	6	6
6th Pl	North	Elm to Yucca	7	6	7	7	7	7	6
6th Pl	South	Elm to Yucca	8	5	5	4	4	5	7
5th St	North	Elm to Linden	12	4	3	4	2	1	6
5th St	South	Elm to Linden	12	4	4	5	5	4	7
Elm Ave	West	Carpinteria to 9th	7	8	8	7	6	4	3
Elm Ave	East	Carpinteria to 9th	8	8	8	6	6	5	4
Elm Ave	West	9th to 8th	9	7	8	7	8	5	5
Elm Ave	East	9th to 8th	6	6	6	6	5	5	6
Elm Ave	West	8th to 7th	9	4	5	6	4	4	6
Elm Ave	East	8th to 7th	5	4	4	5	4	5	5
Elm Ave	West	7th to 5th	13	3	6	10	8	8	7
Elm Ave	East	7th to 5th	9	5	6	5	4	4	6
Maple Ave	West	Carpinteria to 8th	17	12	16	15	12	11	15
Maple Ave	East	Carpinteria to 8th	22	11	15	17	14	9	16
Maple Ave	West	8th to 7th	6	3	4	3	2	5	6

Saturday August 16, 2025 Parking Occupancy Counts

Street	Direction	Limits	Inventory	Sat 11am	Sat 1230pm	Sat 2pm	Sat 3:30pm	Sat 5pm	Sat 630pm
Maple Ave	East	8th to 7th	8	2	6	5	4	6	8
Maple Ave	West	7th to 6th	7	4	5	5	4	6	6
Maple Ave	East	7th to 6th	6	4	2	5	5	5	5
Maple Ave	West	6th to train tracks	23	9	9	9	11	11	14
Maple Ave	East	6th to train tracks	9	2	2	5	5	6	7
Walnut Ave	West	Carpinteria to 8th	23	15	22	23	18	6	8
Walnut Ave	East	Carpinteria to 8th	21	13	19	21	17	13	15
Walnut Ave	West	8th to 7th	7	1	2	5	3	0	1
Walnut Ave	East	8th to 7th	9	1	2	8	4	1	2
Walnut Ave	West	7th to 6th	9	3	4	4	5	5	6
Walnut Ave	East	7th to 6th	10	2	2	4	2	2	3
Walnut Ave	West	6th to train tracks	9	4	5	3	6	6	6
Walnut Ave	East	6th to train tracks	11	9	11	11	11	11	10

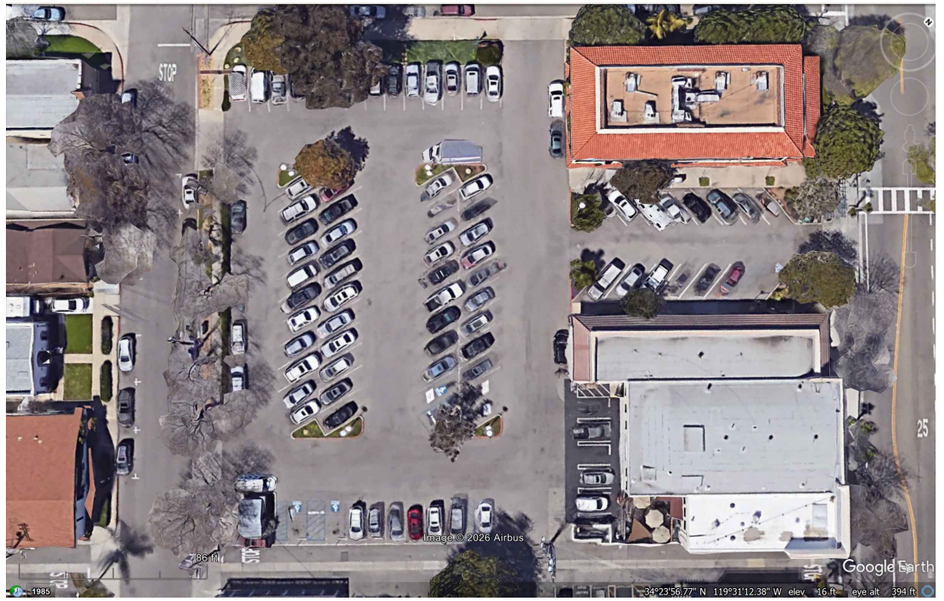
OPTION 2

30 DEGREE / ONE-WAY



+/-98 SPACES

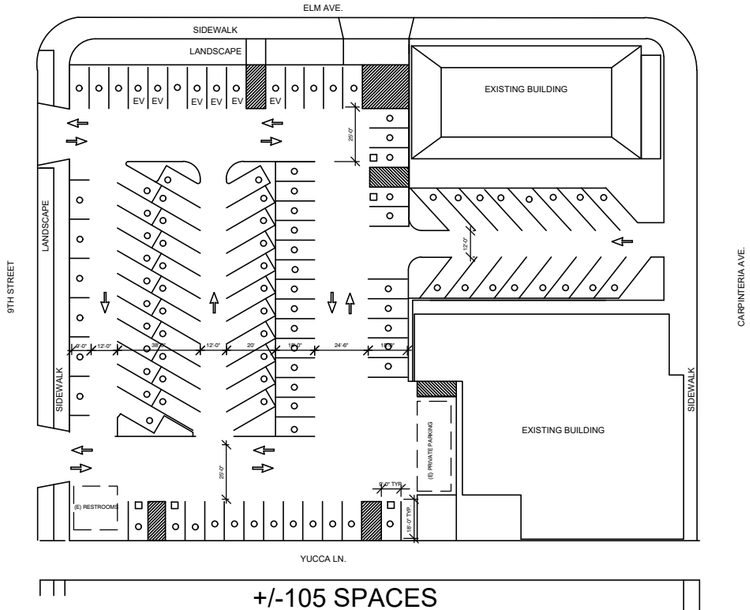
AERIAL PLAN (EXISTING)



+/-84 SPACES

OPTION 3

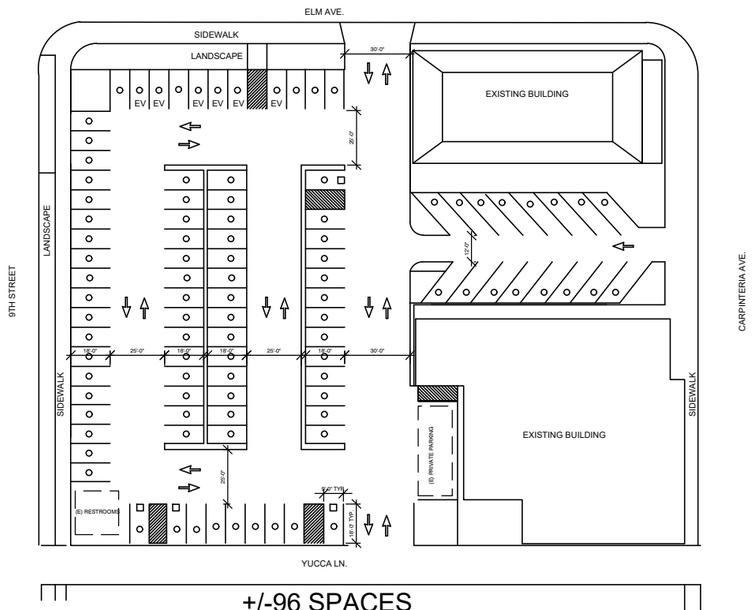
30 DEGREE / ONE-WAY



+/-105 SPACES

OPTION 1

90 DEGREE / TWO-WAY



+/-96 SPACES

WALKER CONSULTANTS

SURFACE PARKING

CARPINTERIA, CA

SK-1

NORTH

Not to Scale

Project No. 37-009509.00

DATE: 03-25-2026

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