

City of Carpinteria
City Council Regular Meeting Agenda
Monday, November 22, 2021
Council Chamber, 5775 Carpinteria Avenue

5:30 p.m. Regular Meeting
In-Person and Virtual Participation Options

IN RESPONSE TO THE GOVERNOR'S ISSUANCE OF EXECUTIVE ORDER N-07-21, WHICH FORMALLY RESCINDED CALIFORNIA'S STAY-AT-HOME ORDER ISSUED LAST IN MARCH 2020, EXECUTIVE ORDER N-08-21, AND SANTA BARBARA COUNTY HEALTH OFFICER ORDER 2021-10.3, THE CITY OF CARPINTERIA HAS MADE THE DECISION TO PROVIDE BOTH IN-PERSON AND VIRTUAL ATTENDANCE AND PARTICIPATION OPTIONS AVAILABLE FOR THIS MEETING.

To minimize the potential spread of the COVID-19 virus, the County of Santa Barbara is requiring all individuals to wear face coverings while inside City Council Chambers, regardless of vaccination status.

Attendance/Viewing Options:

- Attend the in-person meeting in City Council Chambers at City Hall (5775 Carpinteria Ave.) Please note that, per Health Officer Order 2021-10.3, the County of Santa Barbara requires all individuals to wear face coverings while indoors, regardless of vaccination status.
- View the meeting live through the City's website (<https://carpinteria.ca.us/city-hall/agendas-meetings>) on your computer, tablet or smartphone.
- View the meeting on Government Access Television Channel 21 (broadcast live and rebroadcast on the Wednesday and the Saturday following the meeting at 8:00 p.m. and 5:00 p.m., respectively).
- Call 669-900-9128 (and enter Webinar ID 889 0390 2262) to listen to the meeting on your phone.
- Join the City's Zoom webinar from your computer, tablet, or smartphone by [CLICKING HERE](#). Alternatively, you can join the Zoom webinar by logging on to www.zoom.us, downloading the application, selecting "Join Meeting", and entering Webinar ID 889 0390 2262.

Public Comments

- Provide a live public comment during the in-person meeting in City 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. Regardless of

vaccination status, individuals providing in-person public comment are required to wear face coverings while inside the City Council Chambers, including while providing public comment. If you fall under the exemption criteria for wearing a face covering indoors per Health Officer Order 2021-10.3, the City strongly recommends you provide public comment through one of the alternative means provided below.

- Coordinate with the City Clerk to provide a live public comment (as either a general public comment or on a specific agenda item) by phone by sending an email to PublicComment@ci.carpinteria.ca.us by **12:00 P.M. on the day of the meeting** and including the following information in your email: (1) the meeting date and agenda item (number and title) on which you wish to speak, (2) your full name, (3) your call back number and area code. During public comment on the agenda item specified in your email, City staff will make every effort to contact you via your provided telephone number so that you can provide public comment telephonically. 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.
- Provide a live comment through the City's Zoom webinar platform (through the link provided above). To make public comments through this platform please use the "raise your hand" feature to notify staff that you would like to make a public comment during designated public comment times. Once it is your turn to provide a public comment, staff will unmute your microphone and you will be given a designated amount of time to provide your comment (typically, the practice has been up to 3 minutes per speaker on each item). At the end of your comment, staff will once again mute your microphone.
- Submit a written comment (as either a general public comment or on a specific agenda item) to be distributed to Council Members by **12:00 P.M. on the day of the meeting** by either submitting your comment via (1) email to PublicComment@ci.carpinteria.ca.us, or (2) the **eComment** link on the City's agenda website (<https://carpinteria.ca.us/city-hall/agendas-meetings>). Please reference the agenda item to which your comment pertains. Note that written comments will not be read into the record during the meeting.

Please note that the City will make every effort to make the meeting accessible virtually; however, if one of the above virtual attendance/viewing or public comment options is unavailable due to technological issues, you are invited to take advantage of one of the other participation options outlined above (including attending and providing public comment in-person in the City Council Chambers). Additional options may be made available at the meeting.

Additionally, as the situation with COVID-19 continues to evolve, the City will provide updates on any changes to this policy as soon as possible. The public is referred to the City's website at www.carpinteria.ca.us for the latest COVID-19 policies and

information. The City of Carpinteria thanks you in advance for taking all precautions to prevent spreading the COVID-19 virus.

Also, please note that Spanish interpretation will be available at the in-person meeting (but will not be available through the City's Zoom webinar).

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS

PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS

This may include updates on law enforcement activity within the City from a Sheriff's Office representative.

CITY MANAGER'S REPORT

The City Manager will report to the City Council regarding various City and/or community events and/or matters of interest. There will be no City Council discussion except to ask questions or refer matters to staff; and no action will be taken unless listed on a subsequent agenda.

PRESENTATIONS BY CITIZENS / PUBLIC COMMENT

This is a time for public comments on matters not otherwise on the agenda but within the subject matter jurisdiction of the City Council. The Public Comment period is limited to 15 minutes and divided among those persons desiring to speak. No person shall speak longer than three minutes; however, the Mayor may establish shorter periods based on the time available and/or the number of persons waiting to speak. Persons wishing to speak on a specific item will be recognized at the time the agenda item is considered.

Please be aware that items on the consent calendar are considered to be routine and are normally enacted by one unanimous vote of the Council. If you wish to speak on a consent calendar item, or on a matter scheduled for consideration in a closed session at the end of the agenda, please do so during the Presentations by Citizens/Public Comment portion of the meeting.

The City and the City Council are not responsible for the content of statements made during the public comment period, or the factual accuracy of any such statements.

AGENDA MODIFICATIONS: The City Council may modify the regular agenda by tabling items, adding urgency items to the agenda, or changing the order in which items are considered. Changes to the Consent Calendar are considered at the time the Consent Calendar is considered.

CONSENT CALENDAR:

1. Approve the minutes of the regular City Council meeting of November 8, 2021.
2. Receive and file the Expenditures for the period beginning October 30, 2021 and ending November 12, 2021.
3. Receive and file the Contracts executed by the City Manager on behalf of the City for the period of October 13, 2021, through November 15, 2021.

ADMINISTRATIVE MATTERS: NONE

PUBLIC HEARING:

4. Annual Report of the City's Development Impact Fee Program and Updating the Capital Improvement Plan.

Recommendation: Adopt Resolution No. 6077: Updating the City's Capital Improvement Plan and Approving and Accepting the Annual Report on the City's Development Impact Fee Program.

Staff Presenter: Brian C. Barrett, Acting City Clerk

- a. Staff Report
- b. Public Comment
- c. City Council Determination

OTHER BUSINESS:

5. Consideration of amendments to the City of Carpinteria's short-term rental program as set out in Carpinteria Municipal Code, Chapter 14.47, Vacation Rental Overlay District and CMC Chapter 14.52, Home Stays.

Recommendation: That the City Council confirm the scope of updates to be developed for the City's STR program.

Staff Presenter: Steve Goggia, Community Development Director

- a. Staff Report

- b. Public Comment
- c. City Council Determination

6. Acceptance of the Downtown Carpinteria Parking Study.

Recommendation: Accept the Downtown Carpinteria Parking Study.

Staff Presenter: John L. Ilasin, Public Works Director

- a. Staff Report
- b. Public Comment
- c. City Council Determination

7. Approval and adoption of Urgency Ordinance No. 749, amending Ordinance No. 744 and superseding Ordinance No. 746, extending the Temporary COVID-19 Outdoor Business Permit Program to June 30, 2022.

Recommendation: Approve and adopt urgency Ordinance No. 749, extending the Temporary COVID-19 Outdoor Business Permit in order to allow businesses to operate in the City right-of-way and privately-owned outdoor spaces for supporting social distancing and economic recovery during the COVID-19 pandemic.

Staff Presenter: John L. Ilasin, Public Works Director

- a. Staff Report
- b. Public Comment
- c. City Council Determination

8. Consideration of initiating the ordinance process concerning Downtown "T" Parklet regulations.

Recommendation: Initiate the ordinance process concerning Downtown "T" Parklet regulations.

Staff Presenter: John L. Ilasin, Public Works Director

- a. Staff Report
- b. Public Comment
- c. City Council Determination

LEGISLATIVE UPDATE: The City Council will discuss local, state and/or federal legislation under consideration and decide whether to direct staff to place a matter(s) on a future City Council agenda for consideration.

COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS PRESENTED BY COUNCILMEMBERS

Informational reports from Councilmember representatives on the committees, commissions and organizations listed below. This is also an opportunity for Councilmembers to request information from staff or seek support from fellow Councilmembers for future agenda items.

1. Representatives to Regional Agencies and Committees

- a. Beach Erosion Authority for Clean Oceans and Nourishment (BEACON) (Clark/Alt. Carty)
- b. California Joint Powers Insurance Authority (CJPIA) (Clark/Alt. Carty)
- c. Channel Counties Division, League of California Cities (Nomura/Alt. Lee)
- d. Santa Barbara County Association of Governments (SBCAG)(Clark/Alt. Nomura)
- e. Santa Barbara County Air Pollution Control District (APCD)(Clark/Alt. Nomura)
- f. Santa Barbara Joint Affordable Housing Task Group (Carty & Alarcon)
- g. Santa Barbara County Elected Leaders Forum to Address Homelessness (Clark/Alt. Alarcon)
- h. Home for Good of Santa Barbara County (Clark/Alt. Alarcon)
- i. South Coast Youth Safety Partnership (Lee & Alarcon)
- J. Central Coast Community Energy (3CE) (Nomura/Alt. Goleta)
- k. Multijurisdictional Solid Waste Task Group (Lee/Alt. Alarcon)

2. Joint and Standing Committees

- a. City Council/Economic Vitality Committee (Carty & Lee)
- b. City Council/Public Safety Committee (Clark & Nomura)
- c. City Council/School Board Committee (Lee & Alarcon)
- d. City Council/Utilities Committee (Lee & Nomura)
- e. City Council/First District Supervisor Committee (Lee & Carty)
- f. City Council Finance/Budget Committee (Carty & Clark)
- g. Transportation Committee (Lee & Clark)
- h. Development Review Committee (Joint Committee membership from City Council, Planning Commission and Architectural Review Board) (CC: Clark & Nomura/Alt. Carty) (PC: Benefield and Callender) (ARB: Reginato and Stein)
- i. General Plan and Coastal Plan Update Committee (Joint Committee membership from City Council and Planning Commission) (Clark & Lee) (PC: Allen/Callender)
- j. Public Facility Site Acquisition/Development Committee (Carty & Nomura)

3. Ad Hoc Committees

- a. Library Committee (Lee & Alarcon/Alt. Carty)
 - b. District Elections Committee (Alarcon & Clark)
 - c. COVID-19 Communications Committee (Clark & Nomura)
 - d. COVID-19 Recovery Committee (Carty & Lee)
 - e. Racial Equity and Social Justice Program Planning Committee (Nomura & Alarcon)
 - f. Harbor Seal Advisory Committee (Clark & Lee)
4. City Representatives on other Committees
- a. Community Media Access Center (Gary Dobbins)
 - b. Santa Barbara Mosquito and Vector Management District (Joe Franken)
 - c. Santa Barbara Metropolitan Transit District (Chuck McQuary)
 - d. County Library Advisory Committee (Gail Marshall)

ATTENDANCE OF COUNCILMEMBERS FOR FUTURE MEETINGS

ADJOURNMENT

The next regular meeting of the City Council will be held December 13, 2021 at 5:30 p.m.

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 755-4403 or the California Relay Service at (866) 735-2929. Notification two business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

Materials related to an agenda item submitted to the City Council after distribution of the agenda packet are available for public review at the City Clerk's Office.

This agenda was posted on Wednesday, November 17, 2021, in the City Clerk's Office, on the City Hall Public Notices Window, and on the Internet.

**City of Carpinteria
City Council Minutes
Regular Meeting
Monday, November 8, 2021**

In-Person and Virtual

Acting City Clerk Brian C. Barrett noted for the record that in response to the Governor's Executive Orders N-07-21 and N-08-21, the City of Carpinteria has made the decision to provide both in-person and virtual attendance and participation options available to the public for this meeting and additionally noted the protocols by which the public could participate and should one of the virtual attendance/viewing or public comment options be unavailable due to technological issues, the public is invited to take advantage of one of the other participation options available.

CALL TO ORDER

Mayor Nomura called the meeting to order at 3:32 pm.

ROLL CALL

Councilmembers present: Councilmember Natalia Alarcon
 Councilmember Gregg A. Carty
 Councilmember Roy Lee
 Vice Mayor Al Clark (arrived at 3:33 pm)
 Mayor Wade T. Nomura

Staff members present: Dave Durlinger, City Manager
 Jena Shoaf Acos, on behalf of Brownstein Hyatt Farber
 Schreck, LLP acting as City Attorney of the City of
 Carpinteria
 Brian C. Barrett, Acting City Clerk
 Laura Hernández, Human Resources/Risk Manager

PUBLIC COMMENT ON CLOSED SESSION MATTERS

There was no public comment.

CLOSED SESSION

1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
 Government Code Section 54957(b)(1); Title: City Manager Dave Durlinger
2. CONFERENCE WITH LABOR NEGOTIATOR(S)

Government Code Section 54957.6; City Negotiator(s): Laura Hernandez, Human Resources Administrator and Dave Durflinger, City Manager;
Employee Organization: Service Employees International Union (SEIU) Local 620

TEMPORARY ADJOURNMENT TO CLOSED SESSION

Mayor Nomura temporarily adjourned to Closed Session at 3:33 pm.

CALL TO ORDER

Mayor Nomura called the meeting to order at 5:33 pm.

ROLL CALL

Councilmembers present: Councilmember Natalia Alarcon
Councilmember Gregg A. Carty
Councilmember Roy Lee
Vice Mayor Al Clark
Mayor Wade T. Nomura

Staff members present: Dave Durflinger, City Manager
Jena Shoaf Acos, on behalf of Brownstein Hyatt Farber
Schreck, LLP acting as City Attorney of the City of
Carpinteria
Brian C. Barrett, Acting City Clerk
John L. Ilasin, Public Works Director

CLOSED SESSION REPORT

Jena Shoaf Acos, on behalf of Brownstein Hyatt Farber Schreck, LLP acting as City Attorney of the City of Carpinteria announced that there was no reportable action from the Closed Session.

PLEDGE OF ALLEGIANCE

Mayor Nomura led those present in the salute to the flag.

INTRODUCTIONS, PROCLAMATIONS AND PRESENTATIONS

Motion by Councilmember Lee, seconded by Vice Mayor Clark, to approve the retirement commendation for Ann Meyer, Management Assistant. Upon a voice vote, the motion carried unanimously. Parks, Recreation & Public Facilities Director Matt Roberts and City Manager Durflinger congratulated Ms. Meyer on her retirement. Mayor Nomura and the City Council presented Ms. Meyer with a City tile and a special City Council commendation.

3. Retirement Recognition for Ann Meyer, Management Assistant.

PUBLIC INFORMATION REPORTS AND ANNOUNCEMENTS

Lieutenant Butch Arnoldi with the Santa Barbara County Sheriff's Department provided an update on crime in the City.

CITY MANAGER'S REPORT

City Manager Durflinger reported on the following:

- The City is seeking community input in developing the City's Local Roadway Safety Plan. A public survey is available on the City's website until the end of January 2022.
- The Cottages Project being developed on Ogan Road has an affordable housing unit which will be available through a lottery. Information will be placed on City's website on November 11th and application period opens November 15th.
- City Hall will be closed on Veterans Day, Thursday, November 11th.
- Special City Council meeting on November 29th at 5:30 pm for the Surfliner Inn Project submittal by the developer to show changes implemented since the conceptual review.

PRESENTATIONS BY CITIZENS / PUBLIC COMMENT

There was no public comment.

AGENDA MODIFICATIONS: NONE

CONSENT CALENDAR:

Motion by Councilmember Lee, seconded by Councilmember Alarcon, to approve the Consent Calendar Item Nos. 4 through 5. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

4. Approve the minutes of the regular City Council meeting of October 25, 2021.
5. Receive and file the Expenditures for the period beginning October 16, 2021 and ending October 29, 2021.

ADMINISTRATIVE MATTERS:

6. Approval and Authorization to enter into a Memorandum of Understanding with the Santa Barbara County Association of Governments; County of Santa Barbara; and the cities of Buellton, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang concerning the preparation of the Santa Barbara County Regional Broadband Strategic Plan.

Recommendation: (1) Approve and authorize the City Manager to execute the Memorandum of Understanding concerning the preparation of the Santa Barbara County Regional Broadband Strategic Plan and (2) Approve a transfer from American Rescue Plan Act Fund to General Fund and an appropriation of \$8,600 in the General Fund Account No.101-161-5201 for the City's financial contribution towards the preparation of the Santa Barbara County Regional Broadband Strategic Plan in accordance with the Memorandum of Understanding. *(This motion requires a roll call vote.)*

Staff Presenters: John L. Ilasin, Public Works Director, Marjie Kirn, Executive Director of Santa Barbara County Association of Governments (SBCAG), and Bill Simmons with the Broadband Consortium Pacific Coast. Ms. Kirn and Mr. Simmons were present via Zoom.

There was no public comment.

Motion by Vice Mayor Clark, seconded by Councilmember Alarcon, to (1) approve and authorize the City Manager to execute a Memorandum of Understanding with the Santa Barbara County Association of Governments; County of Santa Barbara and the cities of Buellton, Goleta, Guadalupe, Lompoc, Santa Barbara, Santa Maria, and Solvang concerning the preparation of the Santa Barbara County Regional Broadband Strategic Plan and (2) approve a transfer from American Rescue Plan Act Fund to General Fund an appropriation of \$8,600 in the General Fund Account No. 101-161-5201 for the City's financial contribution towards the preparation of the Santa Barbara County Regional Broadband Strategic Plan in accordance with the Memorandum of Understanding. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

7. Special Event Permit Application for Holiday Spirit Parade and Rods & Roses Car Show.

Recommendation: (1) Approve the Special Event Permit Application for the Holiday Spirit Parade and Rods & Roses Car Show and (2) Authorize expenditures for temporary traffic control and street cleaning services.

Staff Presenter: John L. Ilasin, Public Works Director

Speakers in-person: Fred Shaw

Motion by Councilmember Lee, seconded by Councilmember Carty, to (1) approve the Special Event Permit Application for Holiday Spirit Parade and Rods & Roses Car Show and (2) authorize expenditures for temporary traffic control and street cleaning services. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

8. Consider canceling the regular City Council meeting of December 27, 2021.

Recommendation: Authorize the cancelation of the regular City Council meeting of December 27, 2021.

Staff Presenter: Dave Durflinger, City Manager

There was no public comment.

Motion by Councilmember Alarcon, seconded by Vice Mayor Clark, to authorize the cancelation of the regular City Council meeting of December 27, 2021. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

PUBLIC HEARING:

9. City Council District Mapping, Pre-Map Hearing: Presentation around the principles of districting, opportunity for pre-map public input on communities of interest. Presentation from the public of any maps identifying communities, discussion of preferences of neighborhoods, geographic or other features that should be considered in drawing of public plans.

Recommendation: Receive the staff presentation, open the public hearing and receive public comment, close the public hearing and schedule the next meeting.

Staff Presenters: Dave Durflinger, City Manager and Sophia Garcia with Redistricting Partners. Ms. Garcia was present via Zoom.

Due to technological issues, Mayor Nomura recessed the meeting at 7:02 pm and reconvened the meeting at 7:09 pm.

Mayor Nomura opened the public hearing at 7:40 pm.

Speakers in-person: Fred Shaw and Amrita Salm

Emails distributed: Russell Ruiz and Gail Marshall

Mayor Nomura closed the public hearing at 7:47 pm.

Motion by Councilmember Lee, seconded by Vice Mayor Clark, to receive and file the presentation and public comments received to date. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

OTHER BUSINESS:

10. Recommendations and findings of the Tree Advisory Board from the 2021 Annual Tree Tour.

Recommendation: Support the Tree Advisory Board recommendations from the 2021 Annual Tree Tour.

Staff Presenter: John L. Ilasin, Public Works Director

There was no public comment.

Motion by Councilmember Lee, seconded by Councilmember Carty, to support the Tree Advisory Board recommendations from the 2021 Annual Tree Tour. The roll call vote was as follows:

AYES: Councilmember Alarcon, Councilmember Carty, Councilmember Lee, Vice

Mayor Clark, and Mayor Nomura
NOES: None
ABSENT: None
ABSTAIN: None

The motion carried unanimously.

LEGISLATIVE UPDATE:

City Manager Durflinger said there was no legislative update to report on.

TEMPORARY ADJOURNMENT FOR THE PURPOSE OF HOLDING THE MONTHLY MEETING OF THE CARPINTERIA LIBRARY BOARD OF TRUSTEES

Mayor Nomura temporarily adjourned the meeting at 8:09 pm.

RECONVENE THE REGULAR MEETING OF THE CITY COUNCIL

Mayor Nomura reconvened the meeting at 8:19 pm.

COMMITTEE REPORTS, INQUIRIES AND OTHER MATTERS PRESENTED BY COUNCILMEMBERS

Councilmember Lee reported on the recent Harbor Seal Advisory Committee meeting. Councilmember Carty reported on a recent Santa Barbara Joint Affordable Housing Task Group that he and Councilmember Alarcon attended.

ATTENDANCE OF COUNCILMEMBERS FOR FUTURE MEETINGS

All Councilmembers are expected to be in attendance at the next regular City Council meeting of November 22nd.

ADJOURNMENT

Mayor Nomura adjourned the meeting at 8:22 p.m.

Wade T. Nomura, Mayor

ATTEST:

Brian C. Barrett, Acting City Clerk



City of Carpinteria

COUNCIL AGENDA STAFF REPORT November 22, 2021

ITEM FOR COUNCIL CONSIDERATION

Expenditures for the period beginning October 30, 2021 and ending November 12, 2021.

STAFF RECOMMENDATION

Action Item ____; Non-Action Item X

That the City Council accept this report concerning the current list of warrants pursuant to Carpinteria Municipal Code 2.08.150(F).

DISCUSSION

As part of each regular City Council agenda, a list of all checks (attached) dispersed since the last reporting period is presented to the City Council pursuant to C.M.C. 2.08.150(F). The report is provided for City Council and public information and serves as Staff's verification that the expenditures have been reviewed and are within budgeted appropriations.

FINANCIAL CONSIDERATIONS

The warrant register included as an attachment is designed to communicate fiscal activity since the prior reporting period. No action is requested as part of this report.

ATTACHMENTS

Attachment A: Warrant Register for the period beginning October 30, 2021 and ending November 12, 2021.

Staff contact: Alexiss Martinez, Accounting Tech.
(805) 755-4422, AlexissM@ci.carpinteria.ca.us



Signature

Staff contact: Licette Maldonado, Admin Services Dir.
(805) 755-4448, LicetteM@ci.carpinteria.ca.us



Signature

Reviewed by: Dave Durflinger, City Manager
(805) 755-4400, DaveD@ci.carpinteria.ca.us



Signature



Warrant Register

City of Carpinteria

Date Range: 10/30/2021 - 11/12/2021

Payable #	Vendor Name	Post Date	Payment Date	Payment Type	Payment Amount	Number
Bank Code: AP Bank-AP Bank	Payable Type		Payable Description			
INV0003017	JAYNE DIAZ Invoice	11/01/2021	11/04/2021 MEDICAL REIMBURSEMENT	EFT	579.56	674
INV0003018	LARRY DRIGGERS Invoice	11/01/2021	11/04/2021 MEDICAL REIMBURSEMENT	EFT	579.56	675
INV0003016	MARY ANN COLSON Invoice	11/01/2021	11/04/2021 MEDICAL REIMBURSEMENT	EFT	579.56	676
660923	AFLAC Invoice	10/31/2021	11/04/2021 OCTOBER 2021 EMPLOYEE PREMIUMS	Regular	648.05	100240
28028	ALL LANGUAGES INTERPRETING & TRANSLATING INC. Invoice	11/04/2021	11/04/2021 2 SPANISH INTERPRETERS FOR COUNCIL MEETING 9/27/21	Regular	1,400.00	100241
28071	Invoice	11/04/2021	2 SPANISH INTERPRETERS FOR COUNCIL MEETING 10/11			
401333	AQUASOURCE Invoice	11/04/2021	11/04/2021 VALVE FOR POOL	Regular	78.72	100242
INV0002966	BANNER BANK Invoice	11/04/2021	11/04/2021 1ST RETENTION PAYMENT FOR 2021 PAVEMENT REHAB PROJ	Regular	9,672.49	100243
IN2162772	BASIC Invoice	11/04/2021	11/04/2021 OCT21 MONTHLY FSA ADMIN FEE	Regular	95.00	100244
14722	BENNER AND CARPENTER INC Invoice	11/04/2021	11/04/2021 SURVEYING SERVICES THROUGH 10/01/2021	Regular	1,760.00	100245
864499	BROWNSTEIN HYATT FARBER SCHRECK Invoice	11/04/2021	11/04/2021 PROFESSIONAL LEGAL SERVICES THROUGH 09/30/2021	Regular	40,821.00	100246
864501	Invoice	11/04/2021	PROFESSIONAL LEGAL SERVICES THROUGH 09/30/2021			
INST287333	CCI OFFICE TECHNOLOGIES Invoice	11/04/2021	11/04/2021 INK CARTRIDGE FOR POSTAGE MACHINE	Regular	188.63	100247
NOV21 001 3011 028030701	COX BUSINESS Invoice	11/04/2021	11/04/2021 OCT21-POOL & GARDEN INTERNET & PHONE	Regular	317.74	100248
2024339	DEWBERRY ENGINEERS INC. Invoice	11/04/2021	11/04/2021 AUG21-SEP21 PROJ SERVICES FOR CARP AVE BRIDGE PROJ	Regular	5,194.70	100249
14159	DISPENSING TECHNOLOGY COPORATION Invoice	11/04/2021	11/04/2021 NEW PAINT SPRAYER	Regular	4,457.04	100250
03221	ENCOMPASS CONSULTANT GROUP, INC Invoice	11/04/2021	11/04/2021 SEP21 ENGINEERING SERV. FOR 2021 CARP PAVE REHAB	Regular	670.00	100251
5851777 FY21-22	GENWORTH LIFE & ANNUITY INSURANCE CO Invoice	11/04/2021	11/04/2021 LIFE INSURANCE PREMIUM FOR CITY MANAGER FY21-22	Regular	1,566.50	100252
INV0003024	GFOA Invoice	11/04/2021	11/04/2021 AGENCY MEMBERSHIP RENEWAL FOR L.M.	Regular	190.00	100253
10/01/2021	HAMMOCK, ARNOLD, SMITH & CO Invoice	11/04/2021	11/04/2021 APPRAISAL SERVICES FOR CREEKSIDE PARK ACQUISITION	Regular	2,000.00	100254
604499526	HILLYARD Invoice	11/04/2021	11/04/2021 SOAP, LINERS, SUPPLIES FOR SHOP RESTROOM	Regular	244.93	100255
G31908	ID WORKS, LLC Invoice	11/04/2021	11/04/2021 PUBLIC WORKS SHIRTS	Regular	1,546.04	100256
9308887993	LAWSON PRODUCTS INC Invoice	11/04/2021	11/04/2021 HOSE CLAMPS FOR SIGN WORK	Regular	729.55	100257
9308924013	Invoice	11/04/2021	NYLON CABLE TIES, PHIL FLAT SCREWS, BLUE TOWELS			
14429	LIN CONSULTING INC. Invoice	11/04/2021	11/04/2021 SEP21 DESIGN SERVICES FOR CARP X PALM AVE INTERSEC	Regular	3,269.76	100258

515552488	MISSION UNIFORM SERVICE	11/04/2021	Regular	273.42	100259
515597624	Invoice	11/04/2021	MAT REPLACEMENT AT CITY HALL-09/20/2021		
515729710	Invoice	11/04/2021	MAT REPLACEMENT AT CITY HALL-09/27/2021		
515773912	Invoice	11/04/2021	MAT REPLACEMENT, MAINTENANCE CREW UNIFORM CLEANING		
	Invoice	11/04/2021	MAT REPLACEMENT, MAINTENANCE CREW UNIFORM CLEANING		
78822	MNS ENGINEERS INC	11/04/2021	Regular	2,100.00	100260
	Invoice	11/04/2021	SEP21 PROJ OVERSIGHT SERVICES FOR HWY 101 PHASE 4		
13679	PACIFIC SWEEP	11/04/2021	Regular	9,707.12	100261
13680	Invoice	11/04/2021	AUGUST 21 CONTRACTED STREET SWEEPING		
	Invoice	11/04/2021	SEPTEMBER 21 CONTRACTED STREET SWEEPING		
402422	POLICORE INC.	11/04/2021	Regular	4,294.27	100262
	Invoice	11/04/2021	IT SERVICES FOR SEPTEMBER 2021		
03093237	PROJECT SUPPORT SERVICES INC.	11/04/2021	Regular	718.75	100263
	Invoice	11/04/2021	SEP21 PROJECT SERVICES FOR POOL MULTIPURPOSE ROOMS		
38571	ROCKWELL PRINTING	11/04/2021	Regular	412.02	100264
	Invoice	11/04/2021	BUSINESS CARDS FOR CITY STAFF		
38828654	SHOWSCAPES	11/04/2021	Regular	3,817.00	100265
38828655	Invoice	11/04/2021	IRRIGATION REPAIRS AT DWNTWN T 9/30/21-COUPLER REP		
38828657	Invoice	11/04/2021	IRRIGATION REPAIRS AT EL CARRO PARK 9/30/21		
	Invoice	11/04/2021	IRRIGATION REPAIRS AT DOWNTOWN T 9/30/21		
OCT21 700201069122	SO CA EDISON	11/04/2021	Regular	7,100.70	100266
OCT21 700230547624	Invoice	11/04/2021	ELECTRICITY-101 ASH AVE		
OCT21 700247140684	Invoice	11/04/2021	ELECTRICITY-5103 CARPINTERIA AVE		
OCT21 700255596559	Invoice	11/04/2021	ELECTRICITY-1 CARPINTERIA TC1		
OCT21 700264659490	Invoice	11/04/2021	ELECTRICITY-100 LINDEN		
OCT21 700274833982	Invoice	11/04/2021	ELECTRICITY-1115 LINDEN B PED		
OCT21 700291369452	Invoice	11/04/2021	ELECTRICITY-901 CACTUS LN EV EV		
OCT21 700405192484	Invoice	11/04/2021	ELECTRICITY-MULTIPLE LOCATIONS		
OCT21 700465507084	Invoice	11/04/2021	ELECTRICITY-4700 FOOTHILL RD		
OCT21 700477662295	Invoice	11/04/2021	ELECTRICITY-4950 9TH ST BT HM		
OCT21 700525378417	Invoice	11/04/2021	ELECTRICITY-901 CACTUS LN LGHT		
	Invoice	11/04/2021	ELECTRICITY-931 WALNUT AVE		
1849005	STANTEC CONSULTING SERVICES INC	11/04/2021	Regular	1,770.00	100267
	Invoice	11/04/2021	PROFESSIONAL SERV THRU SEP21 FOR LINDEN AVE IMPROV		
3490374079	STAPLES ADVANTAGE	11/04/2021	Regular	238.44	100268
3490374080	Credit Memo	11/04/2021	CREDIT OF LSR LABEL AND FLAT JACKET		
3490444342	Credit Memo	11/04/2021	CREDIT OF TONER, PILOT G-2 PENS		
3490444343	Invoice	11/04/2021	TONER, LSR LABELS, G-R GEL PENS, FLAT JACKETS		
3490510522	Invoice	11/04/2021	BLACK TONER		
	Invoice	11/04/2021	RUBBER FINGER, STAPLES, BOXES		
58283	THE STORAGE PLACE	11/04/2021	Regular	390.00	100269
	Invoice	11/04/2021	UNIT 0905 RENT 11/23/21 - 12/22/21		
1016	TKM ENGINEERING	11/04/2021	Regular	1,480.00	100270
	Invoice	11/04/2021	OCT21 RESEARCH & REPORTING FOR TRAFFIC SAFETY COM.		
15028	TORO ENTERPRISES, INC.	11/04/2021	Regular	183,777.24	100271
	Invoice	11/04/2021	SEP21 PROJECT SERVICES FOR 2021 PAVEMENT REHAB		
2504375147	TRANSAMERICA EMPLOYEE BENEFITS	11/04/2021	Regular	696.35	100272
	Invoice	10/31/2021	OCTOBER 2021 EMPLOYEE PREMIUMS		
8514000	WEST MARINE PRODUCTS INC	11/04/2021	Regular	163.40	100273
	Invoice	11/04/2021	RING BUOYS FOR POOL		
9197526	WESTERN EXTERMINATOR COMPANY	11/04/2021	Regular	60.00	100274
	Invoice	11/04/2021	OCTOBER 2021 PEST CONTROL AT VETS HALL		
75530505	WEX BANK (76)	11/04/2021	Regular	484.66	100275
	Invoice	11/04/2021	OCT21 FUEL FOR CITY VEHICLES		
75142597	WEX BANK (CHEVRON)	11/04/2021	Regular	1,285.00	100276
	Invoice	11/04/2021	OCT21 FUEL FOR CITY VEHICLES		
34-157596	ZEE MEDICAL SERVICE CO	11/04/2021	Regular	12.47	100277
	Invoice	11/04/2021	SPLINTER OUT PROBES		
	ADELE GOGGIA	11/04/2021	Regular	1,200.00	100278

INV0002983	Invoice	11/04/2021	Paydate #22			
	SEIU LOCAL 620		11/04/2021	Regular	227.98	100279
INV0002994	Invoice	11/04/2021	Employee Union Dues Contribution			
	UNITED WAY OF SANTA BARBARA COUNTY		11/04/2021	Regular	24.00	100280
INV0002996	Invoice	11/04/2021	Employee United Way Contribution			
	VANTAGEPOINT TRANSFER AGENTS - 457		11/04/2021	Regular	5,006.47	100281
INV0002984	Invoice	11/04/2021	ICMA Employee Contributions			
INV0002985	Invoice	11/04/2021	ICMA Employee Contributions			
INV0002986	Invoice	11/04/2021	Deferred Compensation Contribution			
	ACCESS CONTROL SECURITY, INC.		11/10/2021	Regular	982.50	100282
0043003	Invoice	11/10/2021	SECURITY AT VETS HALL EVENT 09/11, 9/18/21			
0043260	Invoice	11/10/2021	SECURITY AT VETS HALL EVENT 09/25/2021			
0043475	Invoice	11/10/2021	SECURITY AT VETS HALL EVENT 10/09/21			
	ADVANTAGE TELECOM		11/10/2021	Regular	73.34	100283
129545	Invoice	11/10/2021	NOV21 EMERGENCY PHONE LINE SERVICES			
	ALICE WISSING		11/10/2021	Regular	560.00	100284
10/21/21	Invoice	11/10/2021	MINUTES FOR PLANNING COMMISSION MEETING ON 10/18			
	AMY BLAKEMORE		11/10/2021	Regular	125.00	100285
INV0003029	Invoice	11/10/2021	ARCHITECTURAL REVIEW BOARD-MEETINGS 7/15 - 9/30/21			
	BIG GREEN CLEANING COMPANY		11/10/2021	Regular	6,837.00	100286
587712	Invoice	11/10/2021	OCT21 CONTRACTED CLEANING SERVICE-5103 CARP AVE			
587713	Invoice	11/10/2021	OCT21 CONTRACTED CLEANING SERVICE-CITY & VETS HALL			
587719	Invoice	11/10/2021	OCT21 CONTRACTED CLEANING SERVICE-PUBLIC RESTROOMS			
	BRAD STEIN		11/10/2021	Regular	100.00	100287
INV0003030	Invoice	11/10/2021	ARCHITECTURAL REVIEW BOARD-MEETINGS 7/15 - 9/30/21			
	CALTRANS		11/10/2021	Regular	1,771.22	100288
SI 220500	Invoice	11/10/2021	JUL21-SEP21 SIGNALS & LIGHTING BILLING			
	COASTAL VIEW NEWS		11/10/2021	Regular	322.00	100289
57292	Invoice	11/10/2021	SURFLINER MEETING DISPLAY ADVERTISING 07/15/21			
	DAVID ALLEN		11/10/2021	Regular	180.00	100290
INV0003035	Invoice	11/10/2021	PLANNING COMMISSION MEETINGS 7/06 - 9/07/21			
	EASY LIFT TRANSPORTATION		11/10/2021	Regular	1,000.00	100291
7160	Invoice	11/10/2021	NOV21 COMMUNITY TRANSPORTATION SERVICES			
	EVERSHADE EXTERIOR CLEANING SOLUTIONS		11/10/2021	Regular	8,750.00	100292
9733	Invoice	11/10/2021	OCT21 CLEANING OF TRASH CANS ON CARP & LINDEN AVE			
	FIRST NATIONAL BANK OF OMAHA		11/10/2021	Regular	5,153.17	100293
NOV21 0503	Invoice	11/10/2021	CREDIT CARD PAYMENT-MR			
NOV21 1949	Invoice	11/10/2021	CREDIT CARD PAYMENT-SG			
NOV21 3696	Invoice	11/10/2021	CREDIT CARD PAYMENT-LM			
NOV21 6160	Invoice	11/10/2021	CREDIT CARD PAYMENT-JI			
NOV21 9003	Invoice	11/10/2021	CREDIT CARD PAYMENT-LH			
	FRONTIER COMMUNICATIONS		11/10/2021	Regular	148.00	100294
NOV21 209-188-2500-061589-5	Invoice	11/10/2021	PHONE & INTERNET SERVICES FOR LG TOWER & BOATHOUSE			
	GLENN D LA FEVERS		11/10/2021	Regular	180.00	100295
INV0003032	Invoice	11/10/2021	PLANNING COMMISSION MEETINGS 7/06 - 9/07/21			
	JANE L BENEFIELD		11/10/2021	Regular	180.00	100296
INV0003031	Invoice	11/10/2021	PLANNING COMMISSION MEETINGS 7/06 - 9/07/21			
	JASON RODRIGUEZ		11/10/2021	Regular	125.00	100297
INV0003027	Invoice	11/10/2021	ARCHITECTURAL REVIEW BOARD-MEETINGS 7/15 - 9/30/21			
	JIM REGINATO		11/10/2021	Regular	125.00	100298
INV0003026	Invoice	11/10/2021	ARCHITECTURAL REVIEW BOARD-MEETINGS 7/15-9/30/21			
	JOHN CALLENDER		11/10/2021	Regular	120.00	100299
INV0003033	Invoice	11/10/2021	PLANNING COMMISSION MEETINGS 7/06 - 9/07/21			
	JOHN MOYER		11/10/2021	Regular	180.00	100300
INV0003034	Invoice	11/10/2021	PLANNING COMMISSION MEETINGS 7/06 - 9/07/21			
	JUAN O'S MOBILE REPAIR		11/10/2021	Regular	729.53	100301
1450	Invoice	11/10/2021	NEW ALTERNATOR INSTALLATION FOR VEHICLE #323			

<u>205342</u>	LIEBERT CASSIDY WHITMORE Invoice	11/10/2021	11/10/2021 Regular PROFESIONAL LEGAL SERVICES THROUGH 09/30/21	5,031.00	100302
<u>14440</u>	LIN CONSULTING INC. Invoice	11/10/2021	11/10/2021 Regular OCT21 DESIGN SERVICES FOR CARP X PALM AVE INTERSEC	6,591.68	100303
<u>986533</u>	MCCORMIX CORP Invoice	11/10/2021	11/10/2021 Regular FUEL FOR CITY VEHICLES	128.22	100304
<u>515637937</u> <u>515681653</u>	MISSION UNIFORM SERVICE Invoice Invoice	11/10/2021 11/10/2021	11/10/2021 Regular TOWEL & MAT REPLACEMENT AT CITY HALL MAT & TOWEL REPLACEMENT AT CITY HALL 11-1-21	85.56	100305
<u>29227</u>	MOSS, LEVY & HARTZHEIM LLP Invoice	11/10/2021	11/10/2021 Regular AUDIT SERVICES TO DATE	3,000.00	100306
<u>8021-0</u>	PACIFIC PLUMBING SPECIALITIES Invoice	11/10/2021	11/10/2021 Regular SOAP DISPENSERS FOR RESTROOMS	396.57	100307
<u>INV0003028</u>	RICHARD E JOHNSON Invoice	11/10/2021	11/10/2021 Regular ARCHITECTURAL REVIEW BOARD-MEETINGS 7/15 - 9/30/21	125.00	100308
<u>INV0003036</u>	ROANN BENDER Invoice	11/10/2021	11/10/2021 Regular VETS HALL RESERVATION AND DEPOSIT REFUND	300.00	100309
<u>38828400</u> <u>38828742</u> <u>38828743</u> <u>38828744</u>	SHOWSCAPES Invoice Invoice Invoice Invoice	11/10/2021 11/10/2021 11/10/2021 11/10/2021	11/10/2021 Regular IRRIGATION REPAIRS FOR COMMUNITY CENTER 9/9/21 IRRIGATION REPAIRS AT VIOLA PARK IRRIGATION REPAIRS AT MONTE VISTA PARK IRRIGATION REPAIRS FOR EL CARRO PARK	1,434.00	100310
<u>OCT21 700525378417 - 02</u> <u>OCT21 700604790697</u>	SO CA EDISON Invoice Invoice	11/10/2021 11/10/2021	11/10/2021 Regular ELECTRICITY-4851 5TH ST ELECTRICITY-CAPP AV/VSTS PAS 609	69.91	100311
<u>NOV21 140 914 3084 4</u> <u>OCT21 006 514 2700 7</u> <u>OCT21 014 914 3239 7</u> <u>OCT21 016 913 9500 6</u>	SO CAL GAS Invoice Invoice Invoice Invoice	11/10/2021 11/10/2021 11/10/2021 11/10/2021	11/10/2021 Regular NATURAL GAS-941 WALNUT AVE (VETS HALL) NATURAL GAS-5305 CARPINTERIA AVE APT B (POOL) NATURAL GAS-5103 CARPINTERIA AVE (FRIENDS OF LIBR) NATURAL GAS-5775 CARPINTERIA AVE (CITY HALL)	4,205.52	100312
<u>025-351328</u>	TYLER TECHNOLOGIES, INC. Invoice	11/10/2021	11/10/2021 Regular INCODE LICENSE & MAINTENANCE 10/01/21 - 9/30/22	6,557.44	100313
<u>80358715</u>	WAXIE SANITARY SUPPLY Invoice	11/10/2021	11/10/2021 Regular DOG WASTE BAGS	126.99	100314
<u>178866</u>	WEST COAST ARBORISTS, INC. Invoice	11/10/2021	11/10/2021 Regular TREE MAINTENANCE 10/16/2021-10/31/2021	4,212.00	100315
<u>34-157609</u>	ZEE MEDICAL SERVICE CO Invoice	11/10/2021	11/10/2021 Regular CPR MICROSHIELD & GLOVES	214.10	100316



City of Carpinteria

COUNCIL AGENDA STAFF REPORT November 22, 2021

ITEM FOR COUNCIL CONSIDERATION

Contracts Executed by the City Manager on behalf of the City for the Period of October 13, 2021, through November 15, 2021.

STAFF RECOMMENDATION

Action Item ____; Non-Action Item X

Receive and file Report of Contracts Executed by the City Manager for the Period of October 13, 2021, through November 15, 2021.

DISCUSSION

The City Manager is delegated authority by the Carpinteria Municipal Code (CMC), §2.08.150B, to execute contracts on behalf of the City in the amount of \$30,000 or less. Pursuant to CMC §2.08.150C, a list of all contracts executed by the City Manager is provided for City Council information and appended to this Staff Report as Attachment A. Attachment A lists all contracts entered into on behalf of the City for goods, construction and services for the Period of October 13, 2021, through November 15, 2021.

FINANCIAL CONSIDERATIONS

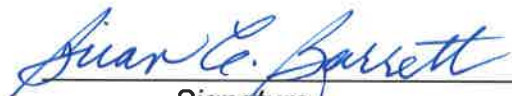
All contracts entered into are within the appropriated budgeted amounts.

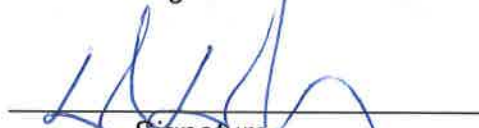
ATTACHMENTS

A. Report of Contracts Executed by the City Manager

Staff contact:
Brian C. Barrett, Acting City Clerk
(805) 755-4446, brianb@ci.carpinteria.ca.us

Reviewed by: Dave Durflinger, City Manager


Signature


Signature

ATTACHMENT A

Report of Contracts Executed by the City Manager
Period of October 13, 2021, through November 15, 2021.

[illegible]



City of Carpinteria

COUNCIL AGENDA STAFF REPORT November 22, 2021

ITEM FOR COUNCIL CONSIDERATION

Annual Report of the City's Development Impact Fee Program and Updating the Capital Improvement Plan.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Adopt Resolution No. 6077 Updating the City's Capital Improvement Plan and Approving and Accepting the Annual Report on the City's Development Impact Fee Program.

Motion: I move to adopt Resolution No. 6077, as read by title only.

BACKGROUND

The purpose of this matter is to review and update the City of Carpinteria's (City) Capital Improvement Plan and Development Impact Fee program. Additionally, proposed Resolution No. 6077 will update the City's Development Impact Fees. The new fees will apply to new development constructed after July 1, 2021 until they are updated in the future.

To offset the demands on public facilities generated by new development, the City has established a Development Mitigation Fee Program and collects eleven categories of Development Impact Fees (DIFs). Public improvement projects, also known as Capital Projects, are included in the City's Capital Improvement Plan that have been determined to be necessary to respond to the demands placed on public facilities by development. The amount of each DIF is based on a determination made in a study¹ of the portion of Capital Improvement Plan costs, i.e., the "fair share" attributable to new development projects. The fees are collected under the authority of the California Mitigation Fee Act, Government Code Sections 66000 *et seq.*

¹ 2017 Development Impact Fee Report, City of Carpinteria dated August 24, 2017

The Mitigation Fee Act requires implementing agencies follow certain reporting and accounting requirements. The City's DIF program is established in the City's Municipal Code (Chapter 15.80). Each year the City prepares an Annual Report on the Development Mitigation Fee Program, including making any requisite findings. As required by the Mitigation Fee Act, the Annual Report, including the appropriate findings, and the Capital Improvement Plan, are presented at a public hearing for the Council's determination as to adequacy and compliance with State and Local regulations.

The City currently collects the following DIFs:

- Streets & Thoroughfares
- Highways and Bridges
- Traffic Control Facilities
- General Government Facilities
- Storm Drain Facilities
- Park Land Acquisition
- Park and Recreation Facilities
- Open Space
- Aquatics Facilities
- Parking Facilities
- Quimby

The complete list of DIFs with descriptions is attached as Exhibit 1 of the proposed Resolution No. 6077.

The City also collects fees for park acquisition, known as Quimby fees, as a condition of approval of residential subdivisions in accordance with Government Code Section 66477 and Carpinteria Municipal Code Chapter 16.24. Collection of Quimby fees also requires certain reporting and accounting. For the purposes of this report, the ten DIFs listed above and the Quimby fees are collectively referred to as DIFs.

Resolution No. 6077, with all its exhibits, serves as the Annual Report required under the Mitigation Fee Act. Resolution No. 6077 includes the required findings for City Council consideration and approval, and updates the Capital Improvement Plan project cost estimates.

DISCUSSION

Development Impact Fee Annual Reporting

For DIFs collected pursuant to the Mitigation Fee Act, Government Code Section 66006 (b) requires that specific information be included in the Annual Report. The following is a list of those requirements and a corresponding reference to where that information can be found is in parentheses.

- A. A brief description of the type of fee in the account or fund (see Exhibit 1 of the attached Resolution).
- B. The amount of the fees (see Exhibits 2 and 3 of the attached Resolution).

- C. The beginning and ending balance of the account or fund (see Exhibit 5 of the attached Resolution).
- D. The amount of the fees collected and the interest earned (see Exhibit 5 of the attached Resolution).
- E. An identification of each public improvement on which fees were expended and the amount of the expenditures on each improvement funded with fees, including the percentage of the total cost of the public improvement that has been expended to date with the fees (see Table 1 below).
- F. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete, per Government Code Section 66001(a)(2) (see Exhibit 4 of the attached Resolution).
- G. A description of each inter-fund transfer or loan made from the account or fund, including the public improvement on which the transferred or loaned fees will be expended, and, in the case of an inter-fund loan, the date on which the loan will be repaid, and the rate of interest that the account or fund will receive on the loan. (No inter-fund transfers have been made.)
- H. The amounts of refunds made pursuant to subdivision (e) of Section 66001 and any allocations pursuant to subdivision (f) of Section 66001. (No refunds or allocations have been made.)

Government Code Section 66001 (d) requires that for the fifth year following the first deposit into a DIF account or fund, and every five years thereafter, the local agency shall make all of the following findings with respect to that portion of the account or fund remaining unexpended, whether committed or uncommitted:

- 1. Identify the purpose for which the fee is to be put;
- 2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged;
- 3. Identify all sources and amounts of funding anticipated to complete financing for incomplete improvements; and
- 4. Designate the approximate dates on which the funding referred to in item 3 above is expected to be deposited into the appropriate account or fund.

Since many of the DIF categories had different start years, the five-year findings for all categories of DIFs are presented every year with the Annual Report. The five-year findings are included in the attached Resolution.

Quimby Act Fees

Fees collected by the City pursuant to the Quimby Act, Government Code Sections 66477 *et seq.*, and Carpinteria Municipal Code Chapter 16.24, Park and Recreation Facilities Dedication and Fees, are accounted for and reported pursuant to procedures established in State and local regulations, which require:

1. Development of a schedule specifying how, when, and where it will use the land or fees or both to develop park and recreational facilities to serve residents of the subdivision; and
2. Commitment of any fees to approved projects within five years of the date they were collected. (Gov. Code §66477(a)(6)(A).)

Exhibit 4 of the attached Resolution sets forth the Parks & Recreation Property Acquisitions to which Quimby funds will be allocated. All future Quimby fees collected are committed to the property acquisition projects on the list.

The purpose of Quimby fees is for the acquisition of parklands. These fees are collected on non-commercial residential projects that are associated with subdivisions. Continued increases in the development of dwelling units and mobile home spaces in the City, combined with the resulting increase in population of the City, has created a need for expansion of public parks, playgrounds and recreation facilities to serve the population of the City.

Table 1, below, identifies capital improvement projects for which development impact fund money was spent during Fiscal Year 2020-2021 as well as DIF money spent in previous fiscal years.

TABLE 1

Project Number	Project Name	DIF Category	Estimated Cost	DIF Funds Expended in Previous FYs	DIF Funds Expended in FY 2020-21	Total Amount Expended To Date	% Total Cost Expended To Date
HI-07	Carpinteria Avenue Bridge over Carpinteria Creek	Highways & Bridges	\$12,197,871.00	\$393,476.32	\$7,429.73	\$400,906.05	3.29%
SD-02	East Via Real Storm Drain	Storm Drain Facilities	\$1,053,047.00	\$54,710.00	\$12,606.36	\$67,316.36	6.39%
TBD	Lagunitas Park Project	Park & Recreation Facilities	\$776,200.00	\$17,964.75	\$9,686.25	\$27,651.00	3.56%
TC-01	Carpinteria Avenue & Palm Avenue	Traffic Control Facilities	\$242,101.00	\$0.00	\$16,021.35	\$16,021.35	6.62%
Non-Capital Improvement	Off-Leash Dog Park	Parks & Recreation Facilities	N/A	\$0.00	\$7,723.45	\$7,723.45	N/A
Non-Capital Improvement	Multipurpose Room	Aquatics Facilities	N/A	\$0.00	\$6,466.50	\$6,466.50	N/A
PR-34	Carpinteria Creekside Parcel Acquisition	Open Space	\$339,487.00	\$0.00	\$2,500.00	\$2,500.00	0.74%
PR-32	Carpinteria Skate Park Project	Quimby	\$753,607.00	\$0.00	\$17,886.00	\$17,886.00	2.37%

Total \$80,319.64

Capital Improvement Program

The Annual DIF Report includes adjustments to the project cost estimates of the Capital Improvement Program. The adjustments are made using the price index established in Carpinteria Municipal Code Section 15.80.160, to ensure that estimated construction costs for planned capital improvements in the City reflect actual costs, including keeping up with inflation.

The adopted cost estimates are a part of Exhibit 4, attached. Each cost estimate in Exhibit 4 is based on an improvement-specific analysis. The Capital Improvement Program (CIP) and Development Impact Fee (DIF) Programs were recently updated in October 2020. DIF funds are committed to the projects identified for each type of public improvements for which DIFs are collected. The Open Space, Aquatics and Parkland Acquisition DIFs are committed to specific projects identified on Exhibit 4.

POLICY CONSISTENCY

The City's annual reporting procedure is consistent with AB 1600 (Mitigation Fee Act), codified as Government Code Sections 66000 *et seq.* and the City's Municipal Code, in particular, Chapter 15.80.

The current COVID-19 pandemic has resulted in the City suspending and/or reducing some fees. The City Council Economic Recovery Committee is currently considering longer-term policies and actions in support of recovery of the Carpinteria economy from the current recession that has been created by the pandemic and response efforts. In response to the Great Recession of 2008-09, the City implemented an Economic Recovery Plan that included a temporary reduction of certain Development Impact Fees and the City Council may wish to consider such a temporary fee reduction again. The subject DIF annual report and related CIP project cost update may proceed without affecting such possible future action by the City Council.

FINANCIAL CONSIDERATIONS

Collection of Development Impact Fees and other Fees contributes revenue necessary for the City to fund the construction of the public improvements contained in the City's Capital Improvement Plan.

DIFs and Quimby fees are adjusted automatically on July 1st of each year in accordance with the procedures established in Carpinteria Municipal Code Section 15.80.050 and 16.24.080, respectively. Exhibit 2 shows the adjusted DIFs, without the Parks and Recreation Fees. Exhibit 3 shows the adjusted Parks and Recreational Fees. These fees were adjusted using the sales report data provided by the Santa Barbara County Assessor's Office in accordance with Municipal Code Sections 15.80.050(A), and 16.24.080(C).

As of June 30, 2021, the 20/21 Fiscal Year end balances (audited) are as follows, and are also shown on Exhibit 5 of Resolution No. 6077.

GENERAL GOVERNMENT FACILITIES DIF	\$19,644.41
HIGHWAY & BRIDGES DIF	\$721,418.53
STORM DRAIN FACILITIES DIF	\$298,635.40
TRAFFIC CONTROL FACILITIES DIF	\$331,505.70
STREETS & THOROUGHFARES DIF	\$186,577.09
PARKING FACILITIES DIF	\$97,287.32
PARK LAND ACQUISITION DIF ¹	\$35,068.61
PARK & RECREATION FACILITIES DIF	\$184,133.71
AQUATIC FACILITIES DIF	\$54,272.79
OPEN SPACE DIF	\$38,409.90
QUIMBY FEES	\$417,774.81
TOTAL	\$2,384,728.27

1. Park Land Acquisition DIF is a carry-over from the previous DIF Program and is no longer collected.

LEGAL

Notice of this Public Hearing appeared in the Coastal View Newspaper on November 11 and 18, 2021 consistent with Government Code sections 66002, 65090 and 65094.

OPTIONS

1. Adopt Resolution No. 6077, thereby approving and adopting the Development Impact Fee Annual Report and updating the City's Capital Improvement Plan.
2. Direct staff to amend the Resolution as determined appropriate and adopt the Resolution as amended.

PRINCIPAL PARTIES EXPECTED AT MEETING

There are no principal parties expected at the meeting.

ATTACHMENTS

Attachment A: Proposed Resolution No. 6077 (5 Exhibits)

Staff contact:

Brian C. Barrett, Acting City Clerk
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Signature

Reviewed by:

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Signature

Reviewed by:

Dave Durflinger, City Manager
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Signature

ATTACHMENT A

Proposed Resolution No. 6077

RESOLUTION NO. 6077

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA UPDATING THE CITY'S CAPITAL IMPROVEMENT PLAN AND APPROVING AND ACCEPTING THE ANNUAL REPORT ON THE CITY'S DEVELOPMENT IMPACT FEE PROGRAM

WHEREAS, on January 24, 1994, the City Council adopted Ordinance No. 500, which established the City's Development Impact Fee program; and

WHEREAS, by Resolution Nos. 5749 and 5750, adopted September 25, 2017, the City Council adopted the City's 2017 Development Impact Fee Report and established a Development Impact Mitigation Fee Schedule for Development within the City of Carpinteria, respectively; and

WHEREAS, on October 26, 2020, via adoption of Resolution No. 6011, the City Council last approved the updated Capital Improvement Plan and the City's Annual Report on the City's Development Impact Fee Program; and

WHEREAS, Carpinteria Municipal Code Chapter 15.80 provides for an annual review of the Capital Improvement Plan, and Section 15.80.160 provides for an annual review of both the City's Development Impact Fee Program and the balance of funds currently maintained in the City's various Development Impact Fee accounts; and

WHEREAS, Carpinteria Municipal Code Chapter 16.24 provides for the City's collection of Quimby Act fees collected pursuant to Government Code Sections 66477 *et seq.*; and

WHEREAS, the documents that collectively reflect the balance in each Development Impact Fee and Quimby fee, the fee balance, interest, income, and the amount of expenditure by public facility and the amount of refunds made for the fiscal year ("the Document"), have been available for public review as required by law.

NOW, THEREFORE BE IT RESOLVED as follows:

SECTION 1.

The City Council finds that new development in the City will generate additional demands on public facilities throughout the City, and will contribute to the impact upon public facilities.

SECTION 2.

The City Council finds that the use to which the fees will be put is construction of public improvements at estimated costs described in the Capital Improvement Plan, and

determines that there is a continued need for these improvements and that there is a reasonable relationship between such need and the type of development projects on which the fee is imposed, as such reasonable relationship is described in more detail in the City's Development Impact Fee Program and the Capital Improvement Plan.

SECTION 3.

The City Council finds that the fees expected to be generated by new development will not exceed the costs for construction of public facilities set forth in the Capital Improvement Plan.

SECTION 4.

The City Council finds that there is a reasonable relationship between the fees' use and the type of development for which the fees are charged, as these reasonable relationships are described in more detail in the City's Development Impact Fees Program and Capital Improvement Plan.

SECTION 5.

The City Council finds the cost estimates set forth in the Capital Improvement Plan (as amended) are reasonable cost estimates for the public facilities contained in the Capital Improvement Plan, and that the fees expected to be generated by new development will not exceed the costs for construction of the public facilities set forth in the Capital Improvements Plan.

SECTION 6.

The City Council approves the amendment to the City's Capital Improvement Plan as shown in Exhibit 4.

SECTION 7.

The City Council approves the annual financial report for Development Impact Fees and Quimby Fee for Fiscal Year 2020-2021.

SECTION 8.

The City Council approves and adopts Exhibits 1-5, inclusive, attached hereto, which include the FY 2021-2022 Development Impact Fees and Quimby fees set forth in Exhibits 2 and 3, and commits the Development Impact Fees and Quimby fees reflected in Exhibit 5 dedicated to the public improvement projects contained in Exhibit 4.

SECTION 9.

As to funds on deposit in the General Government Facilities Fund, the City Council finds as follows:

- a) The purpose of the General Government Facilities Fund is to Finance the Construction of General Government Facilities as detailed further in Exhibit 4.
- b) A reasonable relationship between the General Government Facilities Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the General Government Facilities DIF is assessed to new development in proportion to such development's impacts on necessary General Government Facilities.
- c) The sources and amounts of funding for General Government Facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the General Government Facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the General Government Facilities Fund are shown in Exhibit 4.

SECTION 10.

As to funds on deposit in the Highways and Bridges Fund, the City Council finds as follows:

- a) The purpose of the Highways and Bridges Fund is to finance the construction of highway interchanges and bridges as detailed further in Exhibit 4.
- b) A reasonable relationship between the Highways and Bridges Development Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Highways and Bridges DIF is assessed to new development in proportion to such development's impacts on necessary highways interchanges and bridges.
- c) The sources and amounts of funding for Highway and Bridges Facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the Highway and Bridges Facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the Highway and Bridges Fund are shown in Exhibit 4.

SECTION 11.

As to funds on deposit in the Storm Drain Facilities Fund, the City Council finds as follows:

- a) The purpose of the Storm Drain Facilities Fund is to finance the construction of storm drains as detailed further in Exhibit 4.
- b) A reasonable relationship between the Storm Drain Facilities Fund Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Storm Drain Facilities DIF is assessed to new development in proportion to such development's impacts on essential storm drains.
- c) The sources and amounts of funding for Storm Drain facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate date on which the funding to construct the Storm Drain facilities, identified in the City's Capital Improvement Plan, is expected to be deposited into the Storm Drain Facilities Fund is shown in Exhibit 4.

SECTION 12.

As to funds on deposit in the Streets & Thoroughfares Fund, the City Council finds as follows:

- a) The purpose of the Streets & Thoroughfares Fund is to finance the construction of Streets & Thoroughfares as detailed further in Exhibit 4.
- b) A reasonable relationship between the Streets & Thoroughfares Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Streets & Thoroughfares DIF is assessed to new development in proportion to such development's impacts on necessary Streets & Thoroughfares.
- c) The sources and amounts of funding for Streets & Thoroughfares, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the Streets & Thoroughfares, identified in the City's Capital Improvement Plan, are expected to be deposited into the Streets & Thoroughfares Fund as shown in Exhibit 4.

SECTION 13.

As to funds on deposit in the Open Space Fund, the City Council finds as follows:

- a) The purpose of the Open Space Fund is to finance the acquisition of Park Open Space acreage as detailed further in Exhibit 4.
- b) A reasonable relationship between the Open Space Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Open Space DIF is assessed to new development in proportion to such development's impacts on necessary Park Open Spaces.
- c) The sources and amounts of funding for Open Space, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to acquire Open Space, identified in the City's Capital Improvement Plan, are expected to be deposited into the Open Space Fund are as shown in Exhibit 4.

SECTION 14.

As to funds on deposit in the Parking Facilities Fund, the City Council finds as follows:

- a) The purpose of the Parking Facilities Fund is to finance the construction of Parking facilities as detailed further in Exhibit 4.
- b) A reasonable relationship between the Parking Facilities Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Parking Facilities DIF is assessed to new development in proportion to such development's impacts on necessary Parking facilities.
- c) The sources and amounts of funding for Parking facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the Parking facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the Parking Facilities Fund are as shown in Exhibit 4.

SECTION 15.

As to funds on deposit in the Traffic Control Facilities Fund, the City Council finds as follows:

- a) The purpose of the Traffic Control Facilities Fund is to finance the construction of Traffic Control equipment as detailed further in Exhibit 4.

- b) A reasonable relationship between the Traffic Control Facilities Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Traffic Control Facilities Fund DIF is assessed to new development in proportion to such development's impacts on necessary Traffic Control equipment.
- c) The sources and amounts of funding for Traffic Control equipment, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the Traffic Control equipment, identified in the City's Capital Improvement Plan, are expected to be deposited into the Traffic Control Facilities Fund are as shown in Exhibit 4.

SECTION 16.

As to funds on deposit in the Park Land Acquisition Fund, the City Council finds as follows:

- a) The purpose of the Park Land Acquisition Fund is to finance the acquisition of land for parks as detailed further in Exhibit 4.
- b) A reasonable relationship between the Park Land Acquisition Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Park Land Acquisition Fund DIF is assessed to new development in proportion to such development's impacts on necessary Park facilities.
- c) The sources and amounts of funding for Parks, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the acquisition of Parks, identified in the City's Capital Improvement Plan, are expected to be deposited into the Park Land Acquisition Fund as shown in Exhibit 4.

SECTION 17.

As to funds on deposit in the Aquatic Facilities Fund, the City Council finds as follows:

- a) The purpose of the Aquatic Facilities Fund is to finance the construction of Park Aquatics facilities as detailed further in Exhibit 4.
- b) A reasonable relationship between the Aquatic Facilities Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Aquatic Facilities Fund DIF is assessed to new development in proportion to such development's impacts on necessary Park

Aquatics facilities.

- c) The sources and amounts of funding for Aquatic facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the Aquatic facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the Aquatic Facilities Fund as shown in Exhibit 4.

SECTION 18.

As to funds on deposit in the Park and Recreation Facilities Fund, the City Council finds as follows:

- a) The purpose of the Park and Recreation Facilities Fund is to finance the design and construction for parks as detailed further in Exhibit 4.
- b) A reasonable relationship between the Park and Recreation Facilities Development Impact Fee and its purpose exists, in that the City's DIF Report, as updated, demonstrates that the Park and Recreation Facilities Fund DIF is assessed to new development in proportion to such development's impacts on necessary Park and Recreation Facilities.
- c) The sources and amounts of funding for Park and Recreation Facilities, identified in the City's Capital Improvement Plan, are identified as shown in Exhibit 4.
- d) The approximate dates on which the funding to construct the Park and Recreation Facilities, identified in the City's Capital Improvement Plan, are expected to be deposited into the Park and Recreation Facilities Fund as shown in Exhibit 4.

SECTION 19.

As to funds on deposit in the Quimby Fund, the City Council finds as follows:

- a) All the requirements of Government Code section 66477 continue to be satisfied for the City's Park and Recreation Facilities Dedication and Fees Program, codified in Carpinteria Municipal Code Chapter 16.24.
- b) The Quimby fees set forth in Exhibit 3 attached hereto are approved, and all fees reflected in Exhibit 5 are committed to the parks and recreation acquisition projects contained on Exhibit 4.

PASSED, APPROVED AND ADOPTED on November 22, 2021, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

Mayor, City of Carpinteria

ATTEST:

Acting City Clerk, City of Carpinteria

I hereby certify that the foregoing resolution was adopted at a regular meeting of the City Council of the City of Carpinteria held on November 22, 2021.

Acting City Clerk, City of Carpinteria

APPROVED AS TO FORM:

Jena Shoaf Acos, on behalf of
Brownstein Hyatt Farber Schreck, LLP
Acting as City Attorney of the City of Carpinteria

ATTACHMENTS:

Exhibit 1 – Development Impact Fee Fund Descriptions

Exhibit 2 – Development Impact Mitigation Fee Schedule (Exclusive of Parks & Rec Fees)

Exhibit 3 – Development Impact Mitigation Fee Schedule (Parks & Rec Fees)

Exhibit 4 – CIP Summary

Exhibit 5 – Development Impact Fees Accounting (Audited)

EXHIBIT 1 TO RESOLUTION NO. 6077

City of Carpinteria Development Impact Fee Fund Descriptions 2021-2022

Streets & Thoroughfares Fund: Fees collected for the actual and estimated costs to acquire additional right of ways for new public street improvements and to improve the existing street network to accommodate the increase traffic demands associated with future development.

Highways and Bridges Fund: Fees collected for the actual and estimated costs to acquire additional right of ways and construct new and/or improved Highway interchanges and bridges to accommodate the increase traffic demands associated with future development.

Traffic Control Facilities Fund: Fees collected for the actual and estimated costs for acquiring and installing new traffic control systems and to improve the existing traffic control systems to accommodate the increase traffic demands associated with future development.

General Government Facilities Fund: Fees collected for payment of the costs of acquiring and constructing additional public facilities and equipment, and improving existing public facilities to meet demand of future development.

Storm Drain Facilities Fund: Fees collected for the actual and estimated costs of constructing new drainage facilities and to improve the existing drainage facilities to mitigate the drainage impacts associated with future development.

Park Land Acquisition Fund: Fees collected for the payment of the actual or estimated costs of acquiring land for park and recreational purposes. This fee is collected from residential projects that are not associated with a subdivision.

Park and Recreation Facilities Fund: Fees collected for the payment of the actual or estimated costs of designing and constructing parks and recreational facilities on land acquired for park and recreational purposes. This fee is charged to residential projects that are not associated with a subdivision.

Open Space Fund: Fees collected for the payment of the actual or estimated costs of acquiring additional acreage to be reserved as open space or with minimal park improvements designed to protect the greater number of acres. This fee is collected from commercial or industrial projects.

Aquatic Facilities Fund: Fees collected for the payment of the actual or estimated costs of designing and constructing aquatics facilities. This fee is not collected from commercial or industrial projects.

Parking Facilities Fund: Fees collected to finance parking improvements within the Downtown area that will accommodate new development within the Downtown "T".

Quimby Fund: Fees collected pursuant to Government Code 66477 (Quimby Act) for the acquisition of parklands. These fees are collected on non-commercial residential projects that are associated with subdivisions.

Exhibit 3 to Resolution No. 6077
CITY OF CARPINTERIA
DEVELOPMENT IMPACT MITIGATION FEE SCHEDULE ⁽¹⁾
2021-2022
(Parks and Recreation Fees)

Last Updated 07/09/21

Land Use	Quimby Fee**	Park and Recreation Facilities Fee*	Aquatic Facilities Fee*	Open Space Fee**
<u>Residential</u>				
	\$ / dwelling unit			
Single Family	18,159.08	5,013.12	314.00	-
Multiple Family	13,586.01	3,750.74	234.82	-
Congregate Care	-	-	-	-
Accessory Dwelling Unit	6,725.64	1,856.71	116.50	-
<u>Commercial/Industrial</u>				
	\$ / sq. ft.			
Commercial	-	-	-	4.98
Industrial	-	-	-	2.42
<u>Resort/Hotel</u>				
	\$ / room			
	-	-	-	396.61
(1) Resolution No. 5750, establishing a Development Impact Mitigation Fee schedule for development within the City of Carpinteria, adopted and approved by the City Council on September 25, 2017.				
* Annually adjusted pursuant to Municipal Code §15.80.050(B) ** Annually adjusted pursuant to Municipal Code § 15.80.050(A)				

Exhibit 4 to Resolution No. 6077

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
ALTERNATIVE TRANSPORTATION							
AT-02	UPRR Pedestrian Undercrossing at Calle Ocho.	2,470,155	Construct new Railroad undercrossing to accommodate bicyclists and pedestrians	Medium	DIF	Streets & Thoroughfares	2030
AT-03	UPRR Multi-Use Trail Undercrossing at the Carpinteria Bluffs.	7,280,314	Construction of a new railroad undercrossing at the southwest corner of the Carpinteria Bluffs to accommodate bicyclists and pedestrians.	Low	DIF	Streets & Thoroughfares	2030
AT-05	Franklin Channel Multiuse Path.	817,317	Construction of a Class I Bike Path along the east side of Franklin Channel from Carpinteria Avenue to 7th Street.	Medium	DIF	Streets & Thoroughfares	2022
AT-08	Santa Monica Channel Multiuse Path Extension.	1,500,842	Extension of the existing Multiuse Path located on the east side of the Santa Monica Channel from El Carro Lane north to Hwy 192.	Low	DIF	Streets & Thoroughfares	2030
AT-10	Carpinteria-Rincon Trail.	7,080,080	Construct Class I Bike Path between Carpinteria Avenue and Rincon County Park.	High	MA, DIF, B&P	Streets & Thoroughfares	2022
AT-11	Third Street Pedestrian Improvements.	333,116	Construct new trail along the west side of Third Street from Linden Avenue to Holly Avenue.	Low	DIF, MA	Streets & Thoroughfares	2030
AT-14	Holly Avenue Multi-Use Trail Undercrossing of UPRR.	1,133,141	Construction of a new railroad undercrossing at Holly Avenue to accommodate bicyclists and pedestrians. This is a high priority project.	High	DIF, MA, RMRA, GT	Streets & Thoroughfares	2030
AT-15	Pedestrian Path from Salt Marsh Park to Linden Avenue.	890,130	Construct a pedestrian path from Salt Marsh Park, along Ash Avenue and then along the south side of UPRR tracks to Linden Avenue.	Low	DIF, MA	Streets & Thoroughfares	2030
AT-16	Franklin Creek Bridge by Aliso School.	560,654	Construct a multiuse bridge over Franklin Creek Channel by Aliso School.	Medium	DIF, MA	Streets & Thoroughfares	2030
AT-18	Santa Clause Lane Trail.	7,513,313	Construct a Multiuse Path between the Santa Claus Lane southern terminus with the U.S. 101 Southbound Onramp and the northern terminus of Carpinteria Avenue.	Medium	DIF, MA	Streets & Thoroughfares	2022
AT-19	Lighting Project at Franklin Creek Pedestrian Overcrossing near Ninth Street.	52,789	Install three LED pedestrian lights and LED bollards at the existing pedestrian overcrossing of Franklin Creek near Ninth Street.	Medium	DIF, SLF	Streets & Thoroughfares	Completed
AT-20	Via Real Bike Lanes.	168,378	Widen the south side of Via Real and restripe for Class II Bike Lanes from Bailard Avenue to Via Real's terminus near Carpinteria Creek.	Medium	DIF, MA	Streets & Thoroughfares	2022
AT-21	Bike Path Lighting Project.	671,693	Install lighting on existing bike paths throughout City at Santa Monica Creek, Carpinteria Creek, El Carro, and along Franklin Creek from Sterling Road to Foothill High School.	Medium	DIF, SLF	Streets & Thoroughfares	2030
Subtotal Alternative Transportation		\$30,471,923					

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
GENERAL FACILITIES - GF							
GF-02	Remodeling and/or Reconfiguration of City Hall.	2,040,563	Reconfiguration and/or Remodeling of the City Hall to improve energy and work space efficiency including a vehicle wash rack, recycling facility and ADA access.	High	DIF, GF	General Government Facilities	On-going
GF-03	Construction of EOC/Sheriff Sub-Station.	9,820,551	Construction of 10,000 square foot EOC/Sheriff Sub-Station.	Medium	DIF, GF	General Government Facilities	2030
GF-07	Public Works Yard Cover Structure.	714,470	Construction of a carport style cover structure with solar panels in the Public Works Yard for equipment and materials storage.	Medium	DIF, GF	General Government Facilities	2025
GF-10	Transit Stop Improvements.	420,491	Improvements to existing transit stops throughout City.	Medium	DIF	General Government Facilities	On-going
GF-11	Install Fire Sprinkler System at the Public Works Maintenance Facility.	125,601	Install upgraded fire sprinkler system at the Public Works Maintenance Facility.	Medium	DIF, GF	General Government Facilities	2025
GF-12	New Public Works Building at City Hall.	265,765	Construct new Public Works Building to free up use of existing garage for intended use.	Medium	DIF, GF	General Government Facilities	2025
GF-13	HVAC at City Hall.	216,616	Replace existing HVAC system at City Hall.	High	DIF, GF	General Government Facilities	Completed
GF-14	City Hall Painting.	142,894	Re-paint City Hall.	Low	DIF, GF	General Government Facilities	Completed
GF-15	Relocate Shuttle Electric Port.	482,381	Relocate the existing Shuttle Electric Port from behind City Hall to the west side of the City Hall campus.	Medium	DIF, GF	General Government Facilities	2025
Subtotal - General Facilities		\$14,229,332					

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
HIGHWAY INTERCHANGES AND BRIDGES - HI							
HI-01	Highway 101 Bailard Avenue Interchange.	28,167,416	Reconstruction of the 101/Bailard Avenue Interchange to accommodate increasing traffic volumes. The project may include roundabouts at Carpinteria Avenue and Via Real and assumes the replacement of the 101 overcrossing structure.	Medium	DIF, STIP	Highways & Bridges	2030
HI-06	Santa Ynez Avenue Overcrossing .	17,274,704	Replace existing Santa Ynez Avenue Bridge over Hwy 101.	Medium	DIF	Highways & Bridges	2030
HI-07	Carpinteria Ave Bridge over Carpinteria Creek - Bridge Work.	12,197,871	Replace the existing Carpinteria Avenue Bridge over Carpinteria Creek (Bridge work).	High	DIF	Highways & Bridges	2023
HI-08	South Coast 101 HOV Project.	97,386,374	Widen Hwy 101 through the City of Carpinteria to accommodate HOV lanes. Estimate is based on percentage of 101 HOV project that is within the City of Carpinteria which is approx. 25% of 428M.	High	DIF, STIP	Highways & Bridges	On-going
HI-09	Hwy 101 Rehabilitation Project.	34,130,738	Caltrans SHOPP project to replace existing AC pavement on Hwy 101. Estimate is based on percentage of 101 Rehabilitation project that is within the City of Carpinteria which is approx. 25% of 150M.	High	DIF, MA	Highways & Bridges	On-going
Subtotal - Highway Interchanges and		\$189,157,103					

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
PARKING FACILITIES - P							
P-04	Parking Lot #4.	1,181,379	Construct Parking Lot #4 between Linden Avenue and Elm Avenue adjacent to UP Railroad Right of Way.	Medium	DIF	Parking Facilities	2025
P-05	Parking Lot #1 Reconfiguration.	375,893	Reconfigure Parking Lot #1 by expanding parking area into 9th street and create a pedestrian area on 9th Street between Yucca Lane and Lindon Avenue.	Medium	DIF	Parking Facilities	2025
P-07	Parking Lot #2 and Cactus Lane Improvements.	1,223,246	Reconstruction of Parking Lot #2 paved surface and asphalt concrete curbing and install new lighting.	High	DIF, GF, RMRA, MA, SLF, PBIA	Parking Facilities	Completed
Subtotal - Parking Facilities		\$2,780,517					

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
PARKS AND RECREATION							
PR-02	Memorial Park Trails and Access Improvements.	243,921	Construction of public restrooms and trail at Memorial Park.	Medium	DIF	Park & Recreation Facilities	2025
PR-05	Replacement of playground structures at various City Parks.	2,095,172	Replacement of playground structures at Heath Ranch, Monte Vista, El Carro, Franklin Creek, Memorial, and Tomol Interpretative Play Area parks.	Medium	DIF, GF	Park & Recreation Facilities	2025
PR-06	Replacement of Lifeguard Tower.	189,312	Replacement of existing Lifeguard Tower at Linden Avenue.	High	DIF, TTF	Park & Recreation Facilities	2022
PR-09	Linden Avenue Beach End Beautification.	429,592	Improvements to the Carpinteria Beach end of Linden Avenue in order to provide a more aesthetically pleasing urban park environment and transition to the beach park.	Low	DIF, MA, TTF, GT, GF	Park & Recreation Facilities	2030
PR-14	Coastal Access Improvements, Trail Repair and Wetlands Restoration At Tar Pits.	364,971	Implement coastal habitat restoration and construct coastal access improvements and trail repair at Tar Pits Park.	Medium	DIF, TTF	Park & Recreation Facilities	2025
PR-23	Multiuse Small Pool	238,460	Construction of a Multi-Purpose Pool at the Community Pool.	Medium	DIF	Park & Recreation Facilities; Aquatic Facilities	2025
PR-29	Fifth Street Community Garden.	506,045	Construction of a community garden along the south side of Fifth Street between Linden Avenue and Holly Avenue.	Medium	DIF, PMF, CT	Park & Recreation Facilities	Completed
PR-31	Construction of Casitas Pass Community Garden/Orchard.	1,087,633	Construction of a community garden on a portion of the Whitney Property east of Casitas Pass Road.	High	DIF, PMF, CT	Park & Recreation Facilities	2023
PR-32	Skate Park.	753,607	Construction of a new Skate Park at City Hall.	Medium	DIF	Park & Recreation Facilities	2022
PR-34	Trail Parcels Acquisition.	339,487	Acquire parcels along Carpinteria Creek for habitat restoration and trail extension.	High	DIF	Park Land Acquisition; Open Space; Quimby	On-going
PR-35	Acquire Easements and Construct Trails at Bluff I and II	997,528	Acquire trail easements at Bluff I and Bluff II and construct trails.	High	DIF	Park Land Acquisition; Open Space; Quimby	On-going
PR-37	Replaster Community Pool.	58,250	Replaster Community Pool.	Medium	DIF, RSF	Park & Recreation Facilities; Aquatic Facilities	2022

Note: Estimates are general in nature and in some instances concept level.

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
PR-39	Coastal Access Ramp.	380,444	Construct new coastal access ramp to beach at Higgins Bluff.	Medium	DIF, TTF	Park & Recreation Facilities	2025
PR-40	Rebuild El Carro Park Parking Lot.	743,595	Rebuild the southern parking lot of El Carro Park.	Medium	DIF	Park & Recreation Facilities	2025
PR-41	Replace El Carro Park Restroom/Utility Building.	344,948	Replace the existing restroom and utility building in El Carro Park.	Medium	DIF	Park & Recreation Facilities	2025
Subtotal - Parks and Recreation Facilities		\$8,772,965					

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
STORM DRAIN FACILITIES - SD							
SD-01	Casitas Pass Storm Drain.	1,064,879	Construction of a storm drain line on Casitas Pass from El Carro Lane to Highway 101 then east to Carpinteria Creek.	Low	DIF	Storm Drain Facilities	2025
SD-02	East Via Real Storm Drain.	1,053,047	Construction of a storm drain line along Poplar Street and along the north side of Via Real.	Medium	DIF	Storm Drain Facilities	2022
SD-03	Calle Arena Culvert.	303,991	Construction of a storm drain from Calle Arena to Carpinteria Creek.	Low	DIF	Storm Drain Facilities	2030
SD-04	Upper Palm Avenue Storm Drain.	71,902	Construction of a storm drain line along Carpinteria and Palm Avenue from Vallecito to 8th St.	Low	DIF	Storm Drain Facilities	2030
SD-05	Walnut Avenue Storm Drain.	1,253,281	Construction of a storm drain line along the north side of the UPRR from the terminus of Walnut Avenue to Carpinteria Creek.	Low	DIF	Storm Drain Facilities	2030
SD-06	Beach Area Drainage Improvements.	4,392,398	Construction of street improvements in the beach area neighborhood north of 3rd St. and between Linden Avenue and Ash Avenue, to improve drainage. Project will include full or partial street reconstruction, concrete swales and roll curbs.	Medium	DIF, MA	Storm Drain Facilities	On-going
SD-07	Star Pine Road Storm Drain.	742,685	Installation of a 24" storm drain along Vallecito Road and Ogan Road north of Via Real and east of Linden overcrossing.	Medium	DIF	Storm Drain Facilities	2025
SD-12	Storm Drain System Retrofit Program.	729,033	Retrofit of existing drainage inlets in the City to reduce Storm Drain Pollution.	Medium	DIF, GT	Storm Drain Facilities	On-going
SD-13	Ash Avenue Storm Water Lift Station.	3,191,907	Construction of an underground storm water lift station near the intersection of Ash Avenue and 3rd street to drain the area during high tide flooding events.	Low	DIF, GT	Storm Drain Facilities	2030
SD-20	Via Real at Santa Ynez Avenue Storm Drain Improvements.	363,151	Construction storm drain improvements from west Cramer Circle to Santa Ynez Avenue to replace the existing open trench.	Medium	DIF	Storm Drain Facilities	2025
SD-21	Repairs to Malibu Channel.	184,761	Perform the necessary repairs to Malibu Channel from Linden Avenue to Franklin Creek.	Low	DIF, GF	Storm Drain Facilities	2025
SD-22	Conduit Installation for Recycled Water Project.	5,144,185	Installation of recycled water transmission conduit for future connection to recycled water sources from the Carpinteria Sanitary District.	Medium	DIF, GF	Storm Drain Facilities	2030
Subtotal - Storm Drain Facilities		\$18,495,220					

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
STREETS AND THOROUGHFARES - ST							
ST-05	Downtown Sidewalk Infill Project.	1,009,360	Installation of infill sidewalk in the downtown district.	Medium	MA, SR2S, DIF	Streets & Thoroughfares	On-going
ST-13	Via Real Widening at Reef Motel.	239,370	Widening of Via Real at the Reef Motel to provide for continuous Class II Bike Lanes.	Medium	DIF, RSTP, DIF	Streets & Thoroughfares	2030
ST-18	Casitas Pass Road Traffic Calming.	330,386	Installation of landscaped medians along Casitas Pass Road and bulb outs at the Cameo Road intersection with Casitas Pass Road.	Medium	DIF, MA, RSTP, GT, SR2S	Streets & Thoroughfares	2030
ST-19	Linden Ave/Foothill Road Intersection Improvements.	646,209	Construction of intersection improvements for ADA compliance and to accommodate pedestrians, bicyclists and truck turning movements.	Medium	DIF, MA, GT, SR2S	Streets & Thoroughfares	2030
ST-27	Intersection improvements at Cramer Road and Carpinteria Avenue.	18,203	Install new crosswalk east of Cramer Road across Carpinteria Avenue.	Medium	MA, DIF	Streets & Thoroughfares	Completed
ST-32	Bailard Avenue Street Improvements.	189,312	Construct sidewalk infill and ADA facilities and curb and gutter along Bailard Avenue between Carpinteria Avenue and Via Real.	Medium	MA, B&P, DIF	Streets & Thoroughfares	Completed
ST-37	Parking, Driveway and Sidewalk improvements at and near City Hall.	157,456	Install new driveways and ADA access at City Hall, new sidewalk immediately east of City Hall, and sidewalk in-fill and restripe for parallel parking along Carpinteria Avenue between City Hall and Dump Road.	High	MA, B&P, DIF	Streets & Thoroughfares	Completed
ST-43	Sixth Street Parking Reconfiguration.	21,844	New striping plan for the south side of 6th Street between Linden Avenue and Mable Avenue in order to reconfigure parking.	Medium	DIF, MA	Streets & Thoroughfares	2025
ST-48	Crosswalk Relocation at Carpinteria and Elm Avenue.	74,633	Replace the two existing crosswalks at the intersection of Carpinteria Avenue Elm Avenue and add bulb-outs at the intersection of Carpinteria Avenue and Holly Avenue.	High	MA, B&P, DIF	Streets & Thoroughfares	Completed
ST-55	Ninth Street Parking and Sidewalk Improvements.	952,930	Install new curb, gutter and sidewalk on the south side of 9th Street and reconfigure the on-street parking and add cul-de-sac from Holly Avenue to Franklin Creek. This is a high priority project.	High	MA, DIF	Streets & Thoroughfares	2023
ST-56	Santa Monica/Via Real Intersection Modification.	4,980,357	Address operation deficiencies at the intersection of Santa Monica Avenue and Via Real through the installation of a roundabout.	High	MA, DIF	Streets & Thoroughfares	2030
ST-57	Carpinteria Ave Bridge over Carpinteria Creek - Roadway.	2,744,111	Replace the existing Carpinteria Avenue Bridge over Carpinteria Creek (Roadway work).	High	GT, MA, RMRA, DIF	Streets & Thoroughfares	2023
Subtotal - Streets and Thoroughfares		\$11,364,171					

Note: Estimates are general in nature and in some instances concept level.

Capital Improvement Plan

Project Code	Project Names	Total Cost	Description	Priority	Funding Sources	DIF Funding Category	Commencement Date
TRAFFIC CONTROL FACILITIES -							
TC-01	Carpinteria Avenue/Palm Avenue Intersection Improvements.	242,101	Install a new traffic signal at the intersection of Carpinteria Avenue and Palm Avenue along with an interconnect system to the existing traffic signal at the intersection of Casitas Pass Road and Carpinteria Avenue in order to coordinate traffic signal operations.	Medium	DIF	Traffic Control Facilities	2022
TC-02	Santa Ynez Avenue/Via Real Intersection Improvements.	235,730	Install a new traffic signal at the intersection of Santa Ynez Avenue and Via Real along with an interconnect system to the existing traffic signal at the intersection of 7th Street and Carpinteria Avenue in order to coordinate traffic signal operations.	Medium	DIF	Traffic Control Facilities	2025
Subtotal - Traffic Control Facilities		477,830					
Total		\$275,749,062					

Funding Sources Key

DIF	Development Impact Fee
MA	Measure A Fund
B&P	Bike & Pedestrian Program through Measure A
RMRA	Road Maintenance & Repair Account Fund
GT	Gas Tax
SLF	Street Lighting Fund
GF	General Fund
STIP	State Transportation Improvement Program
PBIA	Parking Business Improvement Area Fund
TTF	Tidelands Trust Fund
PMF	Park Maintenance Fund
CT	Caltrans
RSF	Recreation Services Fund
SR2S	Safe Routes to School Program through Measure A
RSTP	Regional Surface Transportation Program

**EXHIBIT 5 TO RESOLUTION NO. 6077
CITY OF CARPINTERIA
DEVELOPMENT IMPACT FEES ACCOUNTING (AUDITED)**

CITY OF CARPINTERIA

DEVELOPMENT IMPACT FEES		LEDGER At July 1, 2020	CREDITS	INTEREST	DEBITS	LEDGER At June 30, 2021
ACCOUNT	PURPOSE					
231-000	GENERAL GOVERNMENT FACILITIES DIF	\$0.00	\$19,671.49	(\$27.08)	\$0.00	\$19,644.41
232-000	HIGHWAYS & BRIDGES DIF	\$602,661.77	\$127,180.62	(\$994.13)	(\$7,429.73)	\$721,418.53
234-000	STORM DRAIN FACILITIES DIF	\$287,981.14	\$23,672.14	(\$411.52)	(\$12,606.36)	\$298,635.40
235-000	TRAFFIC CONTROL FACILITIES DIF	\$317,512.64	\$30,471.23	(\$456.82)	(\$16,021.35)	\$331,505.70
236-000	STREETS & THOROUGHFARES DIF	\$172,109.72	\$14,724.48	(\$257.11)	\$0.00	\$186,577.09
237-000	PARKING FACILITIES DIF	\$97,421.38	\$0.00	(\$134.06)	\$0.00	\$97,287.32
241-000	PARK LAND ACQUISITION DIF ¹	\$15,314.30	\$19,802.64	(\$48.33)	\$0.00	\$35,068.61
242-000	PARK & RECREATION FACILITIES DIF	\$53,930.95	\$147,866.20	(\$253.74)	(\$17,409.70)	\$184,133.71
243-000	AQUATIC FACILITIES DIF	\$48,275.55	\$12,538.53	(\$74.79)	(\$6,466.50)	\$54,272.79
244-000	OPEN SPACE DIF	\$40,962.83	\$0.00	(\$52.93)	(\$2,500.00)	\$38,409.90
277-000	QUIMBY FEES	\$365,801.26	\$70,435.25	(\$575.70)	(\$17,886.00)	\$417,774.81
TOTAL		\$2,001,971.54	\$466,362.58	(\$3,286.21)	(\$80,319.64)	\$2,384,728.27

1. Park Land Acquisition DIF is a carry-over from the previous DIF Program.



City of Carpinteria

COUNCIL AGENDA STAFF REPORT November 22, 2021

ITEM FOR COUNCIL CONSIDERATION

Consideration of amendments to the City of Carpinteria's short-term rental program as set out in Carpinteria Municipal Code, Chapter 14.47, Vacation Rental Overlay District and CMC Chapter 14.52, Home Stays.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

That the City Council confirm the scope of updates to be developed for the City's STR program.

Sample Motion: I move that staff initiate the process to draft updates to the STR program (including amendments to CMC 14.47 and 14.52 and/or the STR Administrative Policies and Procedures), consistent with the direction provided, for the Council's consideration at a future meeting.

BACKGROUND

The City of Carpinteria's (City) current short-term rental (STR) program defines short-term rentals—or STRs—as the rental of a residential unit for a period of 30 consecutive calendar days or less. (See Carpinteria Municipal Code (CMC) 14.08.562.) The definition of STRs include both homestays and vacation rentals, which are described as different types of STRs. Homestays are defined as a type of STR where the owner remains in the residential unit during the entire rental period. (See CMC 14.08.312.) Vacation rentals are defined as a type of STR where the owner of the residential unit does not remain in the residential unit during the rental period. (See CMC 14.08.627.)

While homestays are allowed throughout the City, vacation rentals are only allowed in the vacation rental overlay district (VROD). Under the City's current STR regulations, vacation rentals that were in existence prior to the City's adoption of its STR program were deemed nonconforming and were provided with a 5-year amortization period, at the

end of which the owner is required to cease use of the property as a vacation rental. (See CMC 14.47.19.) This amortization period is set to expire in June 2022.

On September 13, 2021 the Council received a status report on the City's STR program as set out in CMC Chapter 14.47, Vacation Rental Overlay District and CMC Chapter 14.52, Home Stays. The City's STR program is also implemented through related administrative policies. A link to the hearing, agenda and copy of the staff report from this meeting is available here:

https://carpinteria.granicus.com/GeneratedAgendaViewer.php?view_id=2&clip_id=883.

In addition to receiving the report, the Council also received comments from several members of the public owning vacation rentals located outside of the VROD requesting the City to reconsider the amortization of their STR units located outside of the VROD.¹ Another owner of seven residential units located outside of the VROD, and which are not currently being used as vacation rentals, requested that the City amend the regulations to allow him to apply for vacation rental licenses.

Following deliberation, the Council ultimately requested staff to bring back a variety of options to amend the STR program to allow non-conforming vacation rentals to continue operating, including: (1) amending the VROD to extend the northern boundary to capture current vacation rentals deemed to be nonconforming under the current regulations, (2) amending CMC 14.47 to extend the amortization period, (3) exploring certain zoning tools to change the zoning of specific properties to allow vacation rental use, and (4) exploring other non-zoning entitlement tools to allow the impacted properties to continue to be used as vacation rentals.

In addition to a discussion on the above options, this staff report also discusses other potential revisions to the STR regulations for the Council's consideration. These include, regulating rentals that exceed 30 days (e.g., 45 – 90 days), potential amendments to implementation of the City's homestay regulations, and other recommended amendments to the City's STR regulations as a whole.

DISCUSSION

Options for Allowing Non-Conforming Vacation Rentals to Continue Operating

Under the City's current regulations, the VROD is broken down into four geographic areas—Areas A, B, C, and D. Across all four areas within the VROD, a total of 218 total vacation rental licenses are allowed to be in existence at any one time. The following table summarizes the cap on vacation rental licenses allowed in each area, the current number of active vacation rental licenses, and the number of licenses currently available.

¹ The majority of these units are located across from the railroad tracks just north of the VROD's northern boundary.

VROD AREA	Max. Number of Vacation Rental Licenses Allowed	Number of Active Vacation Rental Licenses	Number of Vacation Rental Licenses Available
Area A	55	43	12
Area B	115	92	23
Area C	30	30	0 (19 units on waitlist)
Area D	18	18	0 (7 units on waitlist)

As shown on the below map, there are currently 13 nonconforming vacation rentals operating outside of the VROD (depicted in green). As noted above, amortization for these units expires on June 30, 2022. Additionally, there are 7 units—marked in yellow—seeking licensure as an STR property outside of the VROD.



Response Option(s): The following sections provide a summary analysis of several different options to allow residential units outside of the VROD to be allowed to be used as vacation rentals.

Extend VROD Boundaries. During the September 13, 2021 City Council meeting, there was discussion about potentially creating a new “Area E” by extending the northern boundary of the VROD to capture non-conforming vacation rentals located north of the railroad tracks.

When considering this option, however, it is important to remember the Council's justification for creating the VROD (and for only allowing vacation rentals to be operated within these boundaries). The VROD was established to promote the preservation of housing that is affordable by design and available for permanent residents and the local work force. Allowing units outside of the VROD to continue to operate as vacation rentals would reduce the amount of housing available for permanent residents and the local workforce unless any expansion of the VROD boundaries did not also result in an increase in the total number of vacation rental licenses that could be issued. In other words, instead of authorizing an additional allowance of vacation rental licenses (over the current maximum of 218) for issuance in the expanded Area E, Council could direct staff to revise the current regulations to transfer currently available vacation rental licenses in Areas A and B to Area E.² This approach would allow the City to maintain the current cap on vacation rental licenses at 218. Staff also notes, however, that there may be some interest from prospective applicants in Areas C and D (where the limit has been met and there is currently a combined waitlist of 26 units) to transfer available licenses to their areas before expanding the VROD boundaries.

Any change to the VROD would require an amendment to the CMC and to the City's Local Coastal Plan. Under the Coastal Act, such amendments must be certified by the Coastal Commission before taking effect. The Coastal Act defines "amendment of a certified local coastal program" to include any action by a local government that authorizes the use of a parcel of land other than a use that is designated in the certified local coastal program as a permitted use of the parcel.

Amendments to a local coastal plan fall into two categories: Those that require a full Commission hearing (major) and those that may be certified administratively (de minimis or minor). Coastal Commission staff decides if the LCP amendment is "major" or if it is "minor" or "de minimis."³

Under the Coastal Act, amendments that allow changes in uses are not considered minor in nature. Therefore—because an extension of the VROD boundaries would authorize a new use (vacation rentals)—it is likely that an extension of the VROD boundaries would be considered a major amendment. If the Council is interested in pursuing an amendment to the VROD, prior to bringing a draft ordinance back to the Council Staff would coordinate with local Coastal Commission staff to determine how such an amendment would be categorized.

² As summarized above, Area A and B currently have a total of 35 available vacation rental licenses.

³ Amendments deemed minor or de minimis have a simpler review process. De minimis amendments are those that have no individual or cumulative impact on coastal resources, will not propose changes in land or water use or change in allowable use of the property, and that comply with certain public noticing criteria as specified in Public Resources Code Section 30514(d). "Minor" amendments are those that have been defined by the Commission regulations as being "minor in nature" or as "requiring rapid and expeditious action." Pursuant to Coastal Commission Regulations Section 13555(b), major amendments are reviewed in essentially the same fashion as original LCP submittals. The Commission must vote on the amendment within 90 days of filing in most cases; if the LCP amendment involves only the implementation program, the Commission has only 60 days (14 Cal. Code Regs., Sections 13522, 13530, and 13542(b)). However, as discussed above, the Commission may (and often does) grant itself a year long extension to act.

Extension of Amortization Period in CMC 14.47.19. A second option would be to extend the five-year amortization period in CMC 14.47.19 to provide for vacation rentals to continue operating for an additional period of time. As noted above, the current amortization period is set to expire in June 2022.

When the Council originally decided on the appropriate amortization, they considered both longer and shorter periods of time. A five-year amortization period was considered to be a reasonable amount of time for property owners to continue using their properties as vacation rentals before becoming ineligible to receive vacation rental licenses. Over the past two years, however, travel has been impacted as a result of the global COVID-19 pandemic and resulting federal, state, and local emergency declarations and health officer orders. Council may choose to explore extending the current amortization period in recognition of the COVID pandemic's impact on these property owner's ability to use their properties as vacation rentals.

If the Council is interested in this option, Staff could coordinate with Coastal Commission staff to determine whether such an amendment to STR regulations would be considered an amendment, and if so, whether it would be considered a minor amendment that could follow a more streamlined process and timeline.

Any change to the zoning designation of specific parcels would require an amendment to the City's LCP, requiring Coastal Commission certification.

Other Entitlements to Allow Vacation Rental Use on Specific Properties. The STR regulations specify that STRs must apply for and receive a license from the City in order to operate a STR within the VROD. As adopted, one of the main purposes of the VROD is to "specify that [STRs] are only allowed in the vacation overlay district." Relevant sections of Chapter 14.47 of the CMC provide:

The purpose of the vacation rental overlay district is to establish vacation rentals as a permitted use in the vacation rental overlay district, to specify that they are only allowed in the vacation rental overlay district, and to provide opportunity for owners of residential units to be used as vacation rentals, as defined by Carpinteria Municipal Code Section 14.08. The intent is to provide adequate transient occupancy uses in areas serving the beach and downtown and to ensure that such uses are appropriately integrated with residential and commercial needs of the community. The vacation rental overlay district will allow owners of residential units to obtain a license to operate a vacation rental. (CMC Section 14.47.010.)

The requirements of the vacation rental overlay district, as set forth in this chapter, shall apply to those parcels designated in the vacation rental overlay district, as shown on the adopted zoning map. (CMC Section 14.47.020.)

No person shall rent, offer to rent, or advertise for rent a residential unit to another person or group for a vacation rental without a license approved and issued in a manner provided for by this Chapter. (CMC Section 14.47.030.)

Under the current regulations, a license is required to operate an STR within the VROD and forbids the operation of STRs outside of the VROD. Thus, it is unlikely that the City may employ other entitlement options to allow the continued operation of the nonconforming STRs once their amortized licenses lapse on June 30, 2022. To do so, the City would likely have to amend the STR Ordinance to establish that a certain list of STR's operating outside the zone on a particular date will be treated as existing non-conforming. There are currently 13 amortized Vacation Rentals that operate outside of the VROD, but are set to automatically expire in June 2022.

However, the owner of the seven properties immediately across from the contiguous area of VROD Area D wishes to be considered for new licenses for up to seven units outside of the VROD. Under this option, these would not be considered as non-conforming as they are currently unlicensed.

Additional Considerations Related to Vacation Rentals

The City's current STR regulations require a property owner to comply with all STR program requirements, including acquiring an STR license, for any rental use of 30 days or less. The 30-day rental use threshold reflects state and City tax law that requires guests that stay for 30 days or less to pay the City's Transient Occupancy Tax (TOT). Persons entering into rental agreements to stay greater than 30 days are considered long-term rentals, and are exempt from payment of TOT. Under current STR regulations, a property owner entering into such a long-term rental agreement is not required to apply for or receive a vacation rental license from the City.

The City has not tracked 31-day plus rentals, but is aware that many STR licensees rent their properties for 31 days or longer at some point during the year. The City has had inquiries from real estate agents about whether or not entering into a rental agreement for greater than 30 days but allowing renters to stay for less than 30 days is permitted.⁴ Although the City has not received any specific complaints related to this concern, the inquiries themselves suggest that the current regulations may be interpreted by property owners/managers as a loophole and should be addressed.

The City has also been made aware of longer-term rental housing being converted to legitimate 31-day or longer rentals. Staff believes that the market rate for rentals of 31-60 days is sufficiently high that a property owner may prefer such rentals over a longer-term lease. These types of rentals could, in the long run, undermine key purposes of the STR Program, i.e., preserving housing that is affordable by design and for permanent residents and the local workforce. On the other hand, there also may be a need to

⁴ The concern is that STR license holders may attempt to employ this practice to avoid payment of TOT and/or that non-licensees may employ this practice to effectively operate an STR illegally.

balance regulations with the legitimate need for short-term leases within the City (e.g., traveling workers, temporary caregivers, etc.)

Response Option(s): Gather more information about frequency of rentals of greater than 30 days but less than 1 year. Staff will direct its consultant, HdL, to analyze data to determine if TOT and/or STR Program regulations are being violated. Staff will analyze the data and return to the Council with a report to determine if a legislative fix is required.

Home Stay Regulations

The City has issued only seven home stay licenses in four years, and has only four active licenses at this time. Recently, the City received its first complaint about a licensed home stay property. Neighbors of the home stay property have raised a concern that the home's owners do not reside at the home at all times (as required by the City's regulations), and have questioned whether the owner was present during all of the home stay rentals.

This situation has led the City to review the intent of the home stay regulations, which state: "The owner shall reside in the residential unit during all overnight rental periods." In drafting the STR regulations, the Council chose to allow home stays as a less regulated short-term rental option since the home's owners were required to be present at the home during the rental period. The Council felt that this requirement would help ensure that home stay licensees would feel responsible to the neighborhood and the neighbors, and address any issues of parking, noise and trash control by occupants before they impacted the neighborhood. Of the City's four current home stay licenses, staff research suggests that at least one is not the primary residence of the owner and another is owned by a family who state that the unit will be their primary residence when planned improvements are completed.

Response Option(s): Make any amendments to the STR Administrative Policies and Procedures to clarify that home stay licenses will be issued only if the unit is the owner's primary residence. Establish procedures for promoting compliance such as: (1) having the owner supply one or more forms of proof of primary residence (driver's license, property tax residential exemption, insurance) and (2) as part of the application process having the owner sign an affidavit stating that the residence being proposed to be used for a home stay is the applicant's primary residence. Current licensees will be required to sign the affidavit as part of their next renewal (June 2022). Under the CMC, the City Manager is authorized to update the STR Administrative Policies and Procedures.

Other STR Program Amendments

If the Council directs amendments to the CMC, the Council may also want to consider amending the STR regulations to (1) impose additional requirements on vacation rental companies (Airbnb/VRBO) under *Homeaway v. City of Santa Monica* and (2) increase penalties for violations of the City's short-term rental regulations pursuant to SB 60.

Impose Requirements on STR Companies.

The case *HomeAway.com v. City of Santa Monica* (2019) 918 F.3d 676, involves Santa Monica's efforts to regulate the internet vacation home-rental market. In 2015,⁵ the City of Santa Monica adopted an ordinance prohibiting all short-term home rentals of 30 consecutive days or less, except licensed "home-sharing," defined as rentals where residents remain on-site with guests, and imposed the following four obligations on all internet-based hosting platforms directly: (1) collecting and remitting 'Transient Occupancy Taxes,' (2) disclosing certain listing and booking information regularly, (3) refraining from completing any booking transaction for properties not licensed and listed on the City's registry, and (4) refraining from collecting or receiving a fee for 'facilitating or providing services ancillary to a vacation rental or unregistered home-share.'" Under the ordinance, if a hosting platform complies with these requirements, it's presumed to be in compliance with the law. Otherwise, violations carry a fine up to \$500 or imprisonment for up to six months.

Although Airbnb and HomeAway initially challenged the ordinance on several grounds, both the district court and the Ninth Circuit Court of Appeals rejected the challenge. Although Santa Monica's regulations only permit home-sharing—and forbid all other short-term rentals—many of the provisions regulating online vacation rental hosting sites are likely transferable to Carpinteria.

Response Option(s): Direct City staff to further investigate amending the City's STR regulations to incorporate similar requirements.

Increase Penalties for Violation of STR Regulations.

Under current law, the legislative body of a city or a county may make, by ordinance, any violation of an ordinance subject to an administrative fine or penalty and limits the maximum fine or penalty amounts for infractions, to \$100 for the first violation, \$200 for a second violation of the same ordinance within one year of the first violation, and \$500 for each additional violation of the same ordinance within one year of the first violation. Existing law also sets specific monetary limits on the fines that may be imposed by city or county authorities for any violation of local building and safety codes that is an infraction, as prescribed, and requires a city or county levying fines pursuant to these provisions to establish a process for granting a hardship waiver in certain cases.

Notwithstanding those provisions and with certain exceptions, AB 60 raises the maximum fines for violation of an ordinance relating to a residential short-term rental, as defined, that is an infraction and poses a threat to health or safety, to \$1,500 for a first violation, \$3,000 for a 2nd violation of the same ordinance within one year, and \$5,000 for each additional violation of the same ordinance within one year of the first violation. The bill would make these violations subject to the process for granting a hardship waiver.

Response Option(s): To take advantage of the increased penalties allowed under SB 60, the City would have to amend CMC 1.08.030 (and possibly CMC 14.47.210).

⁵ Note that the City of Santa Monica's Ordinance also was subsequently amended in 2017 and 2019.

POLICY CONSISTENCY

The protection of the City's housing stock for long-term residency is important to local workforce housing supporting the City's economy, including the hospitality and agricultural industries. At the same time, STRs serve as an important lodging resource in the City by providing an expandable lodging inventory, contributing to growth in the retail/restaurant business sector of the local economy and associated tax revenues. The City's STR Program reflects the Council's commitment to maintaining a balance between preserving the availability of long-term rental housing for the local workforce and promoting appropriate opportunities for visitor-serving accommodations within the Coastal Zone.

Staff notes that at the California Coastal Commission Hearing to consider our STR Program, the Commission's Director stated that the program struck the right balance between the two interests and endorsed our Program as a model for other jurisdictions.

FINANCIAL CONSIDERATIONS

Since the STR regulations were adopted, the program has brought in \$167,160 in license fees (new applications and renewals) and \$1,742,935 in TOT from licensed STRs (collected as of June 30, 2021, fifteen quarters reporting).

OPTIONS

1. The Council may provide any comments that it has on proposed changes to the STR Administrative Policies and Procedures.
2. The Council may comment on any other aspect of the STR regulations.

PRINCIPAL PARTIES EXPECTED AT MEETING

Interested Parties

ATTACHMENTS

- A. Ordinance No. 708, adopted April, 2017
- B. STR Administrative Policies and Procedures, updated August 2018.

Staff contact: Steve Goggia, Community Development Director
(805) 755-4414, steveg@ci.carpinteria.ca.us



Signature

Reviewed by: Dave Durlinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us



Signature

ATTACHMENT A

Ordinance No. 708, adopted April, 2017

ORDINANCE NO. 708

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARPINTERIA,
CALIFORNIA, AMENDING TITLE 14 (ZONING) OF THE CARPINTERIA
MUNICIPAL CODE TO CREATE THE VACATION RENTAL OVERLAY DISTRICT
AND ADDING AND AMENDING ZONING REGULATIONS PERTAINING TO THE
ESTABLISHMENT AND OPERATION OF SHORT-TERM RENTALS.**

WHEREAS, due to the growth in the number of residential units being converted to short-term rentals throughout the City of Carpinteria ("City") and concern over identified negative impacts associated with short-term rental use, on August 10, 2015, the City Council of the City of Carpinteria ("City Council") initiated an amendment to the Carpinteria Municipal Code pertaining to short-term rental use; and

WHEREAS, the City Council has determined that short-term rentals are having negative impacts on the quality and character of the City's residential neighborhoods and on the availability and affordability of housing; and

WHEREAS, protection of the City's housing stock for long-term residency is important to local workforce housing supporting the City's economy, including the hospitality and agricultural industries; and

WHEREAS, the City Council has determined that short-term rentals serve as an important lodging resource in the City, by providing an expandable lodging inventory, contributing to growth in the retail/restaurant business sector of the local economy and associated tax revenues; and

WHEREAS, the City Council's consideration of Project 15-1785-LCPA/ORD reflects the Council's commitment to maintaining a balance between preserving the availability of long-term rental housing for the local workforce and promoting appropriate opportunities for visitor-serving accommodations within the Coastal Zone, consistent with Coastal Act Section 30213 and 30222; and

WHEREAS, because Title 14, Zoning, of the Carpinteria Municipal Code does not clearly state that short-term rentals are permitted uses within neighborhoods designated for multi-family residential uses, the City Council wishes to clearly delineate the zones within which short-term rentals are authorized in order to maintain the balance referenced above; and

WHEREAS, pursuant to its police powers, the City has the authority to enact laws which promote the public health, safety and general welfare of its residents; and

WHEREAS, the regulation of short-term rental use is consistent with both State law, which recognizes the vital role local governments play in the supply and affordability of housing, and City Housing Element policies, which, in part, call for maintenance and preservation of the City's residential housing stock; and

WHEREAS, the establishment of an appropriate City regulatory program can best address negative impacts being experienced in the City due to short-term rentals; and

WHEREAS, the establishment of an appropriate City regulatory program preserves opportunities for public access to Carpinteria as a visitor destination; and

WHEREAS, the City has licensed 218 vacation rentals, as of the date of this Ordinance, which operate legally in the Planned Residential Development Zone District. The City estimates that up to 50 vacation rentals and home stays operate illegally, some of which are located in the Single-Family Residential Zone District. The City's Code Compliance Division has sent seven property owners letters regarding compliance concerns for unpermitted vacation rentals in the Single-Family Residential Zone District. Concerns regarding neighborhood compatibility of vacation rentals has been raised in the Single-Family Residential Zone District; and

WHEREAS, the City Council adopted Urgency Ordinances 705 and 706 implementing and extending a moratorium on issuance of licenses for new short-term rentals in order to study, develop and consider regulations for short-term rental uses in the City; and

WHEREAS, on December 7, 2015 and January 4, 2016, the Planning Commission of the City of Carpinteria ("Planning Commission") heard a report from City staff and reviewed draft short-term rental regulations that would establish geographic boundaries and a quantitative cap, limiting the location and maximum number of short-term rentals that may be permitted, and that would establish permitting and operating standards for short-term rentals; and

WHEREAS, on February 8, 2016, the City Council heard a report from City staff and reviewed draft short-term rental regulations that would establish geographic boundaries and a quantitative cap, limiting the location and maximum number of short-term rentals that may be permitted, and that would establish permitting and operating standards for short-term rentals. The City Council gave staff direction to return to the Planning Commission for further deliberation on the geographic boundary, quantitative cap, amortization period, and home stay occupancy and parking limits; and

WHEREAS, on March 2, 2016 and March 21, 2016, the Planning Commission heard a report from City staff and reviewed draft short-term rental regulations that would establish geographic boundaries and a quantitative cap, limiting the location and maximum number of short-term rentals that may be

permitted, and that would establish permitting and operating standards for short-term rentals. The Planning Commission considered modifications to the geographic boundary, quantitative cap, amortization period, and home stay occupancy and parking limits. The Planning Commission recommended denial of the draft short-term regulations and stated that they supported a larger overlay boundary and expressed concern about the number of non-conforming vacation rentals; and

WHEREAS, on April 25, 2016, the City Council heard a report from City staff and reviewed draft short-term rental regulations that would establish well-defined geographic boundaries within which short-term rentals would be authorized and a quantitative cap, limit the location and maximum number of short-term rentals that may be permitted, and establish permitting and operating standards for short-term rentals. The City Council considered the comments and concerns of the Planning Commission and the public; and

WHEREAS, after a duly noticed public hearing on April 25, 2016, the City Council recommended approval of Ordinance 708; and

WHEREAS, on December 8, 2016, the California Coastal Commission approved the proposed amendments to the City's certified Local Coastal Plan as set forth in Ordinance 708; and

WHEREAS, after a duly noticed public hearing on April 24, 2017, the City Council approved a second reading of Ordinance 708, which included corrections to typographical and clerical errors as permitted by Government Code section 36934; and

WHEREAS, upon its effective date, Ordinance 708 shall supersede and repeal Ordinance 711; and

WHEREAS, it has been determined that regulating short-term rental use as included in this ordinance is consistent with the City's General Plan and Coastal Land Use Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARPINTERIA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. INCORPORATION OF RECITALS

The City Council hereby finds and determines that the foregoing recitals, which are incorporated herein by reference, are true and correct.

SECTION 2. ADOPTION OF VACATION RENTAL OVERLAY DISTRICT MAP

Pursuant to CMC 14.04.070, Exhibit 1, attached to and made a part of this ordinance, delineates the boundaries of the Vacation Rental Overlay District.

SECTION 3. AMENDMENT OF TITLE 14 OF CARPINTERIA MUNICIPAL CODE

Chapter 14.04, of Title 14 of the Carpinteria Municipal Code is hereby amended (in part) to read as follows:

14.04.060 - Overlay districts.

1. In addition to the regulations governing the foregoing districts, the following overlay districts and the symbols used to represent them on the official zoning maps are established as follows:

Coastal Appeals Area	CA
<u>Ellinwood Parcel</u>	<u>Ellinwood</u>
Environmentally Sensitive Habitat	ESH
Flood Hazard Area	FH
Residential	R
Specific Plan	S
<u>Transportation Corridor Wetland</u>	<u>TCW</u>
<u>Vacation Rental</u>	<u>VR</u>
Visitor-Serving/ Highway Commercial	V
<u>Whitney Site</u>	<u>Whitney</u>

2. The regulations of the overlay district shall apply to the land in the same manner as specific district regulations. Overlay regulations shall apply wherever the symbol and the boundaries of the area are shown on the official zoning maps. When a symbol for an overlay district is added to a district symbol, the provisions of the overlay district shall be effective in addition to the applicable district regulations. If any of the provisions of the overlay district conflict with provisions of the specific district regulations, the provisions which are most restrictive shall govern.

Chapter 14.47 Vacation Rental Overlay District, is hereby added to Title 14 of the Carpinteria Municipal Code to read as follows:

CHAPTER 14.47 – Vacation Rental Overlay District

14.47.010	Purpose and Intent
14.47.020	Applicability
14.47.030	License Required
14.47.040	Permitted Uses
14.47.050	Location Criteria
14.47.060	Applicability of Underlying Residential District
14.47.070	Application Requirements
14.47.080	Operating Standards
14.47.090	Grounds for Issuance / Denial of a License
14.47.100	License Form and Periods of Validity

14.47.110	License Issuance and Non-Transferability
14.47.120	Terms of License: Expiration
14.47.130	License Renewal
14.47.140	Cessation of Use of a Residential Unit as a Vacation Rental
14.47.150	License Revocation
14.47.160	License Revocation – Hearing Required
14.47.170	Appeal from Denial or Revocation of License
14.47.180	License Application Fee
14.47.190	Amortization of Nonconforming Vacation Rentals
14.47.200	Violations
14.47.210	Penalties
14.47.220	Requirements Not Exclusive
14.47.230	Private Action to Enforce
14.47.240	Administrative Policy

14.47.010 Purpose and Intent

The purpose of the vacation rental overlay district is to establish vacation rentals as a permitted use in the vacation rental overlay district, to specify that they are only allowed in the vacation rental overlay district, and to provide opportunity for owners of residential units to be used as vacation rentals, as defined by Carpinteria Municipal Code Section 14.08. The intent is to provide adequate transient occupancy uses in areas serving the beach and downtown and to insure that such uses are appropriately integrated with residential and commercial needs of the community. The vacation rental overlay district will allow owners of residential units to obtain a license to operate a vacation rental.

14.47.020 Applicability

The requirements of the vacation rental overlay district, as set forth in this chapter, shall apply to those parcels designated in the vacation rental overlay district, as shown on the adopted zoning map.

14.47.030 License Required

No person shall rent, offer to rent, or advertise for rent a residential unit to another person or group for a vacation rental without a license approved and issued in a manner provided for by this Chapter. Only owners of a residential unit are eligible to apply for and receive a vacation rental license. Licenses for operation of a short-term rental will be issued pursuant to an administrative policy developed by the City Manager and/or his designee.

14.47.040 Permitted Uses

Uses permitted in the vacation rental overlay district are as follows:

- a. Vacation rentals;

- b. Uses, buildings and accessory structures customarily incidental to the above uses; and
- c. All other uses as defined in the underlying zoning district.

14.47.050 Location Criteria

The provisions of the vacation rental overlay district shall apply to any parcel(s) subject to the vacation rental overlay district, as shown on the City's official zoning maps.

14.47.060 Applicability of Underlying Residential District

All of the standards of the underlying residential district shall also apply to the vacation rental overlay district.

14.47.070 Application Requirements

Prior to renting, offering to rent or advertising the rental of a residential unit for a vacation rental, the property owner shall make an application to the City on a form provided by the City. The application shall be filed by the owner and include the following information:

- a. The full true name under which the business will be conducted.
- b. The address and assessor parcel number where the vacation rental is to be conducted. Where multiple units are located on the same parcel, each unit's address shall be provided on a separate application.
- c. The owner's full, true name, mailing address, email address and telephone number.
- d. In the case that a separate management company or person shall assume responsibility of the vacation rental for the owner, the management company or contact person's name, phone number, mailing address and email address shall be provided in addition to the owner.
- e. A description of any other business to be operated on the same premises, or on adjoining premises, owned or controlled by the owner and/or applicant.
- f. Certificate of insurance evidencing that the residential unit being used as a vacation rental is covered by adequate and appropriate, including and not limited to fire, hazard and liability insurance.

- g. Vacation rentals proposed on parcels with no live-in, on-site manager, shall furnish the City with mailing labels of all neighboring owners and occupants addresses within one hundred (100) feet (neighboring residents) of the parcel boundaries of the proposed vacation rental, in a format provided by the City. Upon issuance of a vacation rental license, the City will send a written notice to neighboring residents notifying them that the premises will be used as a vacation rental and will provide the name, address, and telephone number of both the owner and the person or property manager responsible for managing the vacation rental.
- h. An affidavit stating that the residential unit meets all applicable building, health and safety standards. The affidavit shall be on a form provided by the City and shall be signed by the owner of the residential unit.

14.47.080 Operating Standards

The following minimum requirements shall apply to the operation of all vacation rentals:

- a. The owner or property manager must live or work within thirty (30) miles of the premises and be able to respond to tenant and/or public concerns about the vacation rental at all times during which a residential unit is being rented as such.
- b. All advertisements for the vacation rental shall list the City's vacation rental license number and the current transient occupancy tax rate which applies to the rental of the unit.
- c. The owner shall maintain adequate and appropriate, including and not limited to fire, hazard and liability insurance.
- d. The property shall be provided with adequate waste collection facilities at all times. Waste bins and refuse shall not be left within public view, except in proper containers for the purpose of collection on the scheduled collection day(s). The waste collection schedule and information about recycling and green waste separation and disposal shall be included in the rental agreement and posted conspicuously in the rental unit.
- e. The residential unit shall not be rented or used for events, e.g., weddings, commercial activities or sales events.
- f. Occupants of the vacation rental shall be prohibited from creating unreasonable noise or disturbances, engaging in disorderly conduct or violating provisions of federal, state or local law.

- g. At all times a unit is in use as a vacation rental, the owner's or property manager's contact information shall be posted on the outside wall near the entrance of the unit, in a format provided by the City.
- h. At all times a unit is in use as a vacation rental, a notice shall be posted on the interior of the front door of the vacation rental, in a form approved by the City, which notes the vacation rental license number, transient occupancy tax rate, property owner or property manager contact information, and any additional information as required by the City as a part of the vacation rental license.
- i. The owner shall maintain an active business license, transient occupancy tax certificate and any other applicable licenses and permits, in addition to the vacation rental license, pursuant to Carpinteria Municipal Code, at all times that the residential unit is used or advertised as a vacation rental. A copy of the business license shall be posted on the interior of the front door of the residential unit.
- j. The maximum occupancy of a vacation rental shall be determined by the City and not exceed two occupants per unit, plus two occupants per bedroom. A bedroom is a room that is designed to be used as a sleeping room and for no other primary purpose and must meet the requirements of the Carpinteria Municipal Code for such. The vacation rental license shall specify the maximum number of occupants allowed at the vacation rental.
- k. The owner shall by written agreement, limit the number of vehicles of occupants to the number designated in the vacation rental license issued by the City; the number of vehicles shall be determined by the City at the time of application, taking into consideration the number of available parking spaces on the site.
- l. A home occupation may not be conducted in any residential unit for which a license has been issued to use the residential unit as a vacation rental.
- m. The owner shall ensure that the vacation rental complies with all applicable codes regarding fire, building and safety, and all other relevant federal, state and local laws and ordinances.
- n. Availability of the rental unit to the public shall not be advertised on the premises.
- o. The City Manager shall have the authority to impose additional operating standards, applicable to all vacation rentals, as necessary, to achieve the objectives of this title. A list of all additional standards shall be maintained

and on file in the Office of the City Clerk and such offices as the City Manager designates.

- p. Upon reasonable notice, each owner and agent or representative of any owner shall provide access to each vacation rental and any records related to the use and occupancy of the vacation rental to the City Manager at any time during normal business hours, for the purpose of inspection or audit to determine that the objectives and conditions of this chapter are being fulfilled.

14.47.090 Requirements for License Issuance

The City shall consider the information included in a complete application in order to determine whether the issuance of the license for the vacation rental is consistent with the provisions of this chapter. Upon determination by the City that the following criteria have been met, the City shall approve the license:

- a. The number of licensed vacation rentals within the vacation rental overlay district do not to exceed the following area limits:
 - i. Area A, as identified on the vacation rental overlay district map adopted as part of Ordinance 708 on April 25, 2016: Fifty-five (55) vacation rentals;
 - ii. Area B, as identified on the vacation rental overlay district map adopted as part of Ordinance 708 on April 25, 2016: One Hundred Fifteen (115) vacation rentals;
 - iii. Area C, as identified on the vacation rental overlay district map adopted as part of Ordinance 708 on April 25, 2016: Thirty (30) vacation rentals;
 - iv. Area D, as identified on the vacation rental overlay district map adopted as part of Ordinance 708 on April 25, 2016: Eighteen (18) vacation rentals.
- b. A license for a vacation rental use for the residential unit has not been revoked in the prior twenty-four (24) month period;
- c. The premises or residential unit is not currently the subject of an active compliance order or administrative citation for a violation of the Carpinteria Municipal Code;
- d. An administrative citation has not been issued, regarding a violation on the site, in the past twelve (12) months;
- e. The property owner has demonstrated, through an application filed to the City, the ability to meet the requirements outlined in this chapter.

14.47.100 License Form and Period of Validity

All licenses for vacation rental uses shall be made on forms furnished by the Community Development Department and shall be issued for one (1) year. Licenses shall be issued for the period of time beginning on July 1st of each year and concluding on June 30th of the following year. Applications made during the year shall be issued for a prorated period to conclude on June 30th.

14.47.110 License Issuance and Non-transferability

The vacation rental license issued under this chapter shall be issued to the owner of record of the residential unit and no license may be assigned, transferred or loaned to any other person, entity, location or establishment.

14.47.120 Term of License: Expiration

The vacation rental license shall be personal to the applicant/owner and shall automatically expire upon sale or transfer of the premises or residential unit, or if not renewed pursuant to Municipal Code Section 14.47.130. The license may be revoked for failure to comply with adopted standards, subject to the administrative and revocation procedures outlined in Section 14.47.150, unless otherwise specified by this chapter.

14.47.130 License Renewal

The vacation rental license shall automatically renew upon payment of the business license tax renewal fee and all required transient occupancy tax remittance documents associated with the vacation rental license. Non-renewal prior to the expiration date will result in expiration of the vacation rental license and will require that a new application be made subject to Sections 14.47.070 and 14.47.090 and all other requirements of this code.

14.47.140 Cessation of Use of a Residential Unit as a Vacation Rental

- a. Where the owner of a premises or residential unit used and occupied as a vacation rental pursuant to a vacation rental license approved and issued in the manner provided by this chapter, fails to remit transient occupancy tax for a period of twenty-four (24) consecutive months or greater as determined by the City, the vacation rental license shall be deemed to have automatically expired and shall be forfeited.
- b. Where the owner of a premises or residential unit used and occupied as a vacation rental pursuant to a vacation rental license approved and issued in the manner provided by this chapter intends to cease such use and abandon the vacation rental license for the residential unit, the owner shall promptly cause a notice of cessation to be filed with the City. The vacation rental license for the unit shall expire immediately upon receipt by the City of the notice of cessation.

14.47.150 License Revocation

A vacation rental license issued under the provisions of this chapter may be revoked by the City Manager or his/her designee after notice and hearing, as provided in Section 14.47.160 below, for any of the following reasons:

- a. Fraud, misrepresentation or false statement contained in the application;
- b. Fraud, misrepresentation or false statement made in the course of carrying on a vacation rental as regulated by this chapter;
- c. Any violation of any of the provisions of this chapter or of any other provision of this code; or
- d. Any violation of any provision of federal, state or local laws.

14.47.160 License Revocation - Hearing Required

Before revoking a vacation rental license, the City Manager or his/her designee shall give the owner reasonable notice in writing of the proposed revocation and of the grounds thereunder, and also of the time and place at which the holder of the vacation rental license will be given a reasonable opportunity to show cause why the vacation rental license should not be revoked. The notice may be served personally upon the owner or may be mailed, postage prepaid, to the owner, at the last known address or at any address shown upon the application, at least ten (10) days prior to the date of the hearing. Upon conclusion of the hearing, the City Manager or his/her designee may, for any of the grounds set forth in Section 14.47.150, revoke the license.

14.47.170 Appeal from Denial or Revocation of License

Any person whose application has been denied by the City Manager or his/her designee or any person who has had a vacation rental license revoked by the City Manager or his/her designee shall have the right to an administrative appeal before the City Manager or his/her designee. Any unfavorable decision by the City Manager may be appealed in writing, in a form provided by the City, stating the grounds therefor, within ten (10) days of the decision, to the Planning Commission. The Planning Commission shall hold a hearing thereon within a reasonable time and the decision of the Planning Commission shall be final. Appeals shall be filed as outlined in Carpinteria Municipal Code Section 14.78.

14.47.180 License Application Fee

No application shall be processed and no vacation rental license shall be issued under the provisions of this chapter unless the applicant has paid, unless exempted,

the fees as set forth in the schedule of fees established by resolution of the City Council.

14.47.190 Amortization of Nonconforming Vacation Rentals

A nonconforming vacation rental is a vacation rental licensed by the City that is located outside of the vacation rental overlay district and was lawfully established in the PRD Planned Residential Zone District prior to the effective date of this Chapter. Notwithstanding any other law or provision of the Carpinteria Municipal Code, nonconforming vacation rentals shall terminate automatically within five (5) years of the effective date of Chapter 14.47 of the Carpinteria Municipal Code. A nonconforming vacation rental shall be subject to and shall follow the licensing provisions of this Chapter with the exception of Section 14.47.090(a).

To qualify as a nonconforming vacation rental, all of the following shall be satisfied:

- a. The owner demonstrates, with financial evidence acceptable to the City, that the residential unit has been used regularly and continually as a vacation rental in the twenty-four (24) months prior to October 26, 2015;
- b. The owner demonstrates, with financial evidence acceptable to the City, that s/he has successfully transmitted all transient occupancy taxes and business license fees to the City in the twenty-four (24) months prior to October 26, 2015; and
- c. The property had been continually licensed with the City as a vacation rental over the twenty-four (24) months prior to October 26, 2015.

14.47.200 Violations

All violations of this chapter may be filed as either a misdemeanor or infraction, as determined by the City Attorney, pursuant to Carpinteria Municipal Code Section 1.08.010.

14.47.210 Penalties

Violations of this chapter shall be punishable as provided under Chapter 1.08 of the Carpinteria Municipal Code.

14.47.220 Requirements Not Exclusive

The requirements of this Chapter shall be in addition to any license, permit, or fee required under any other provision of this code. The issuance of any license, permit, or fee pursuant to this Chapter shall not relieve any person of the obligation to comply with all other provisions of this code pertaining to the use and occupancy of the vacation rental unit or the property on which it is located.

14.47.230 Private Action to Enforce

Any person who has suffered, or alleges to have suffered, damage to person or property because of a violation of this Chapter may bring an action for money damages and any other appropriate relief in a court of competent jurisdiction against the party alleged to have violated this chapter. Nothing herein shall be deemed or construed to create any right of action against the City or any of its officers, employees, or agents. The sole purpose and intent of this section is to create a right of action between private parties, entities and interests, which are or may be impacted or affected by various aspects of vacation home rentals within the city.

14.47.240 Administrative Policy

The City Manager or his/her designee, shall have the authority to develop administrative policies to implement the intent of this Chapter. The City Council may, from time to time, consider modifications to the administrative policies.

Chapter 14.52 Home Stays, is hereby added to Title 14 of the Carpinteria Municipal Code to read as follows:

CHAPTER 14.52 - Home Stays

- 14.52.010 Purpose and Intent**
- 14.52.020 Applicability**
- 14.52.030 License Required**
- 14.52.040 Applicability of Underlying Base Zoning District**
- 14.52.050 Application Requirements**
- 14.52.060 Operating Standards**
- 14.52.070 Grounds for Issuance / Denial of a License**
- 14.52.080 License Form and Period of Validity**
- 14.52.090 License Issuance and Non-Transferability**
- 14.52.100 Term of License: Expiration**
- 14.52.110 License Renewal**
- 14.52.120 Cessation of Use of Property as a Home Stay**
- 14.52.130 License Revocation**
- 14.52.140 License Revocation – Hearing Required**
- 14.52.150 Appeal from Denial or Revocation of License**
- 14.52.160 License Application Fee**
- 14.52.170 Violations**
- 14.52.180 Penalties**
- 14.52.190 Requirements Not Exclusive**
- 14.52.200 Private Action to Enforce**
- 14.52.210 Administrative Policy**

14.52.010 Purpose and Intent

The purpose and intent of the home stays chapter is to adopt regulations pursuant to the police powers of the City for the purpose of requiring the owner(s) of a residential unit that is used as a home stay, as defined by Section 14.08 of the Carpinteria Municipal Code, to apply for and secure a home stay license authorizing use of the residential unit as a home stay in the manner provided for by this chapter. The intent of this chapter is to establish home stays as an allowed use in the R-1 Single-Family Residential, Planned Unit Development, and Planned Residential Development Zone Districts.

14.52.020 Applicability

This chapter applies to the licensing of home stays in residential zoning districts as outlined in Sections 14.12, 14.14, and 14.16 of the Carpinteria Municipal Code.

14.52.030 License Required

No person shall rent, offer to rent, or advertise for rent a home stay to another person or group without a license approved and issued in a manner provided for by this chapter. Only owners of a residential unit are eligible to apply for and receive a home stay license. Licenses for operation of a home stay will be issued pursuant to an administrative policy developed by the City Manager and/or his designee.

14.52.040 Applicability of Underlying Residential District

All of the standards of the underlying residential district shall also apply to home stays.

14.52.050 Application Requirements

Prior to renting, offering to rent or advertising the rental of a home stay, the owner shall make an application for a home stay license to the City on a form provided by the City. The application shall be filed by the owner and include the following information:

- a. The full true name under which the business will be conducted.
- b. The address and assessor parcel number where the home stay is to be conducted.
- c. The owner's full, true name, mailing address, email address and telephone number.
- d. An affidavit stating that the residential unit meets all applicable building, health and safety standards. The affidavit shall be on a form provided by the City and shall be signed by the owner of the residential unit.

14.52.060 Operating Standards

The following minimum requirements shall apply to the operation of all home stays:

- a. The owner shall reside in the residential unit during all overnight rental periods.
- b. All advertisements for the home stay shall list the City's home stay license number and the current transient occupancy tax rate which applies to the rental of the unit.
- c. At all times a unit is used as a home stay, a notice shall be posted on the interior of the front door of the home stay, in a form approved by the City, which notes the home stay license number, transient occupancy tax rate, property owner contact information, and any additional information as required by the City as a part of the home stay license.
- d. The owner shall maintain an active business license, transient occupancy tax certificate and any other applicable licenses and permits, in addition to the home stay license, pursuant to Carpinteria Municipal Code, at all times that the residential unit is used or advertised as a home stay. A copy of the business license shall be posted on the interior of any bedroom door rented as part of a home stay.
- e. The maximum occupancy of a home stay shall be limited to no more than four (4) home stay guests per home stay.
- f. The owner shall by written agreement, limit home stay occupants to no more than one vehicle.
- g. Availability of the rental unit to the public shall not be advertised on the premises.
- h. The City Manager shall have the authority to impose additional operating standards, applicable to all home stays, as necessary, to achieve the objectives of this title. A list of all additional standards shall be maintained and on file in the Office of the City Clerk and such offices as the City Manager designates.
- i. Upon reasonable notice, each owner and agent or representative of any owner shall provide access to each residential unit used as a home stay and any records related to the use and occupancy of the home stay to the City Manager at any time during normal business hours, for the purpose of inspection or audit to determine that the objectives and conditions of this chapter are being fulfilled.

14.52.070 Requirements for License Issuance

The City shall consider the information included in a complete application in order to determine whether the issuance of a home stay license is consistent with the provisions of this chapter. Upon determination by the City that the following criteria have been met, the City shall approve the license:

- a. The City has not revoked a license for home stay use for that residential unit within the prior twenty-four (24) month period;
- b. The premises or residential unit is not currently the subject of an active compliance order or administrative citation for violation of the Carpinteria Municipal Code;
- c. An administrative citation has not been issued, regarding a violation on the site, in the past twelve (12) months;
- d. The property owner has demonstrated, through an application filed to the City, the ability to meet the requirements outlined in this chapter.

14.52.080 License Form and Period of Validity

All licenses for home stay uses shall be made on forms furnished by the Community Development Department and shall be issued for one (1) year. Licenses shall be issued for the period of time beginning on July 1st of each year and concluding on June 30th of the following year. Applications made during the year shall be issued for a prorated period to conclude on June 30th.

14.52.090 License Issuance and Non-Transferability

The home stay license issued under this chapter shall be issued to the owner of record of the residential unit and no license may be assigned, transferred or loaned to any other person, entity, location or establishment.

14.52.100 Term of License: Expiration

The home stay license shall be personal to the applicant/owner and shall automatically expire upon sale or transfer of the premises or residential unit or if not renewed pursuant to Municipal Code Section 14.52.110. The license may be revoked for failure to comply with adopted standards, subject to the administrative and revocation procedures outlined in Section 14.52.130, unless otherwise specified by this chapter.

14.52.110 License Renewal

The home stay license shall automatically renew upon payment of the business license tax renewal fee and all required transient occupancy tax remittance documents associated with the home stay license. Non-renewal prior to the

expiration date will result in expiration of the home stay license and will require that a new application be made subject to Section 14.52.050 and all other requirements of this code.

14.52.120 Cessation of Use of a Residential Unit as a Home Stay

- a. Where the owner of a premises or residential unit used and occupied as a home stay pursuant to a home stay license approved and issued in the manner provided by this chapter, fails to remit transient occupancy tax for a period of twenty-four (24) consecutive months or greater, as determined by the City, the home stay license shall be deemed to have automatically expired and shall be forfeited.
- b. Where the owner of a premises or residential unit used and occupied as a home stay pursuant to a license approved and issued in the manner provided by this chapter intends to cease such use and abandon the home stay license for the residential unit, the owner shall promptly cause a notice of cessation to be filed with the City. The home stay license for the unit shall expire immediately upon receipt by the City of the notice of cessation.

14.52.130 License Revocation

A home stay license issued under the provisions of this chapter may be revoked by the City Manager or his/her designee after notice and hearing, as provided in Section 14.52.140 below, for any of the following reasons:

- a. Fraud, misrepresentation or false statement contained in the application;
- b. Fraud, misrepresentation or false statement made in the course of carrying on a home stay rental as regulated by this chapter;
- c. Any violation of any of the provisions of this chapter or of any other provision of this code; or
- d. Any violation of any provision of federal, state or local laws.

14.52.140 License Revocation - Hearing Required

Before revoking a home stay license, the City Manager or his/her designee shall give the owner reasonable notice in writing of the proposed revocation and of the grounds thereunder, and also of the time and place at which the holder of the home stay license will be given a reasonable opportunity to show cause why the home stay license should not be revoked. The notice may be served personally upon the owner or may be mailed, postage prepaid, to the owner, at the last known address or at any address shown upon the application, at least ten (10) days prior to the date of the hearing. Upon conclusion of the hearing, the City Manager or his/her designee may, for any of the grounds set forth in Section 14.52.130, revoke the license.

14.52.150 Appeal from Denial or Revocation of License

Any person whose application has been denied by the City Manager or his/her designee or any person who has had a home stay license revoked by the City Manager or his/her designee shall have the right to an administrative appeal before the City Manager or his/her designee. Any unfavorable decision by the City Manager may be appealed in writing, in a form provided by the City, stating the grounds therefor, within ten (10) days of the decision, to the Planning Commission. The Planning Commission shall hold a hearing thereon within a reasonable time and the decision of the Planning Commission shall be final. Appeals shall be filed as outlined in Carpinteria Municipal Code Section 14.78.

14.52.160 License Application Fee

No application shall be processed and no home stay license shall be issued under the provisions of this chapter unless the applicant has paid, unless exempted, the fees as set forth in the schedule of fees established by resolution of the City Council.

14.52.170 Violations

All violations of this chapter may be filed as either a misdemeanor or infraction, as determined by the City Attorney, pursuant to Carpinteria Municipal Code Section 1.08.010.

14.52.180 Penalties

Violations of this chapter shall be punishable as provided under Chapters 1.06 and 1.08 of the Carpinteria Municipal Code.

14.52.190 Requirements Not Exclusive

The requirements of this Chapter shall be in addition to any license, permit, or fee required under any other provision of this code. The issuance of any permit pursuant to this Chapter shall not relieve any person of the obligation to comply with all other provisions of this code pertaining to the use and occupancy of the home stay unit or the property on which it is located.

14.52.200 Private Action to Enforce

Any person who has suffered, or alleges to have suffered, damage to person or property because of a violation of this Chapter may bring an action for money damages and any other appropriate relief in a court of competent jurisdiction against the party alleged to have violated this chapter. Nothing herein shall be deemed or construed to create any right of action against the City or any of its officers, employees, or agents. The sole purpose and intent of this section is to create a right

of action between private parties, entities and interests, which are or may be impacted or affected by various aspects of vacation home rentals within the city.

14.52.210 Administrative Policy

The City Manager or his/her designee, shall have the authority to develop administrative policies to implement the intent of this Chapter. The City Council may, from time to time, consider modifications to the administrative policies.

Chapter 14.08 Definitions, of Title 14 of the Carpinteria Municipal Code is amended (in part) to include the following:

14.08.312 - Home stay.

"Home stay" means a type of short-term rental where the owner remains in the residential unit during the entire rental period. A home stay does not include the hosting of personal guests, home exchanges or vacation rentals. Tents, yurts and RVs are not allowed as a part of a home stay rental.

14.08.541 – Residential unit.

"Residential unit" means a building or portion thereof designed for or occupied in whole or in part, as a home, residency, or sleeping place, either permanently or temporarily, and containing not more than one kitchen per residential unit, but not including a hotel or boarding house, lodging house or motel. For the purposes of this Code residential unit includes the term dwelling unit and housing unit. See also Carpinteria Municipal Code 14.08.190 "Dwelling".

14.08.562 – Short-term rental.

"Short-term rental" is defined as the rental of a residential unit for a period of thirty (30) consecutive calendar days or less, subject to all applicable city land use regulations, permit/licensing requirements, and payment of fees and/or taxes, including transient occupancy tax as defined in Chapter 3.20 of this Code. Short-term rentals include both vacation rentals and home stays. Tents, yurts and RVs are not allowed as a part of a short-term rental.

14.08.627 – Vacation rental.

"Vacation rental" means a type of short-term rental where the owner of the residential unit does not remain in the residential unit during the entire rental period. Vacation rentals typically include the rental of an entire dwelling or premises. For the purposes of this Code, a vacation rental does not include time shares, home stays or home exchanges. Tents, yurts and RVs are not allowed as a part of a vacation rental.

Chapter 14.12 R-1 Single-Family Residential District, of Title 14 of the Carpinteria Municipal Code is amended (in part) to read as follows:

14.12.030 - Uses permitted by right.

Uses permitted by right in the R-1 district are as follows:

1. One single-family dwelling per legal parcel;
2. Uses, buildings, and structures customarily incidental to single-family dwellings, for exclusive use of the residents of the site, and not involving the maintenance of a commercial enterprise on the premises;
3. Home occupations subject to the provisions of Section 14.50.030;
4. Golf courses and country clubs operated in connection with the single-family residential development, but not including commercial driving tees, ranges, putting courses, or miniature golf courses;
5. Orchards, truck and flower gardens, and the raising of field crops; provided there is no sale on the property of the products produced;
6. Nurseries and greenhouses used only for the propagation and cultivation of plants, provided no advertising sign, commercial display room, or stand is maintained in connection therewith, and provided further that the aggregate square feet of floor area or ground area of all such building shall not exceed three hundred (300) square feet;
7. The keeping of animals and poultry as provided in Sections 6.04.390 and 6.04.420;
8. Public parks, playgrounds, and community centers;
9. Child day care use; provided such use does not detrimentally change the residential appearance of the property or neighborhood;
10. Small family care homes, as defined in Chapter 14.08;
11. Home stays, as provided in Chapter 14.52.

Chapter 14.14 PRD Planned Residential Development District, of Title 14 of the Carpinteria Municipal Code is amended (in part) to read as follows:

14.14.030 - Uses permitted subject to development plan approval.

Permitted uses subject to development plan approval are as follows:

1. Single-family, duplex, and multifamily dwelling units, including developments commonly known as townhouses, condominiums, clusters, and community apartment projects;
2. Accessory uses and structures incidental to permitted uses, i.e., laundry and storage rooms, garages, carports and parking lots, bus shelters, and bike racks, but not including retail commercial uses;
3. Child day care use, provided such use does not detrimentally change the residential appearance of the property or the neighborhood;
4. Public parks, playgrounds, and community centers;
5. Home occupations, as provided in Section 14.50.030;
6. Vacation rentals, within the vacation rental overlay district, as provided in Chapter 14.47.
7. Home stays, as provided in Chapter 14.52.

Chapter 14.16 PUD Planned Unit Development District, of Title 14 of the Carpinteria Municipal Code is amended (in part) to read as follows:

14.16.040 - Uses permitted subject to development plan approval.

Permitted uses subject to development plan approval in the PUD district are as follows:

1. Residential units, either attached or detached, including single-family dwellings, rowhouses, townhouses, apartments, condominiums, modular homes, and mobile homes on a permanent foundation; provided, that the units are clustered to the maximum extent feasible; for modular/mobile home PUD's, see Chapter 14.17;
2. Recreational facilities, including but not limited to, tennis courts, swimming pools, playgrounds, and parks for the private use of the prospective residents, provided such facilities are not operated for remuneration;
3. Commercial recreational facilities that are compatible with the residential units;
4. Community center facilities, i.e., day care center, laundromat, meeting rooms, for use by residents of the development;
5. Visitor-serving commercial facilities, i.e., a motel or restaurant; provided, that the planning commission may reduce the residential density otherwise permitted to accommodate facilities that provide overnight lodging, based on a determination that the increased density caused by the overnight lodging facility would have an adverse effect on prospective residents or on the surrounding environment; examples include an adverse effect on an environmentally sensitive habitat, major views to the ocean or foothills, and public access to the shoreline;
6. Convenience establishments of a commercial and service nature such as a neighborhood store designed and built as an integral part of the development and providing facilities primarily designed to serve the needs of prospective residents may be permitted, subject to the finding that such commercial use would not be materially detrimental to existing commercial development in the downtown area;
7. Open space uses such as parks, viewing areas, hiking, biking, and equestrian trails;
8. Uses, buildings and structures incidental, accessory and subordinate to permitted uses, subject to the provisions of this zoning district;
9. Home stays, as provided in Chapter 14.52.

14.16.041 – Administrative Policy

The City Manager or his/her designee, shall have the authority to develop administrative policies to implement the intent of this Chapter. The City Council may, from time to time, consider modifications to the administrative policies.

SECTION 5. Effective Date

This Ordinance shall be in full force and effect on July 1, 2017 and shall supersede and repeal Ordinance 711 on this date. Before the expiration of fifteen (15) days following passage, this Ordinance shall be published once with the names of the members of the City Council voting for and against the same in The Coastal View, a newspaper of general circulation, published in the City of Carpinteria.

SECTION 6. CEQA Exemption

The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") pursuant to State CEQA Guidelines Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment), 15060(c)(3) (the activity is not considered a project as defined in Section 15378), and 15061(b)(3) (the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA).

SECTION 7. Severability

If any section, subsection, sentence, clause, phrase or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decisions shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

SECTION 8. Publication

The City Clerk shall certify as to the passage of this Ordinance and cause the same to be published and posted in the manner prescribed by California law.

PASSED, APPROVED AND ADOPTED this 24th day of April 2017, by the following called vote:

AYES: **COUNCILMEMBERS:** Carty, Clark, Shaw

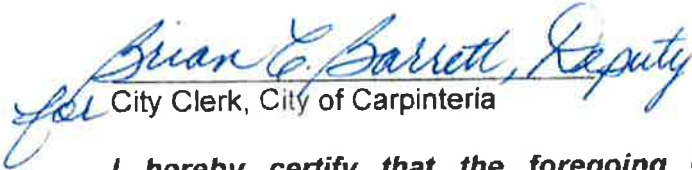
NOES: **COUNCILMEMBER(S):** None

ABSENT: COUNCILMEMBER(S): Nomura, Stein



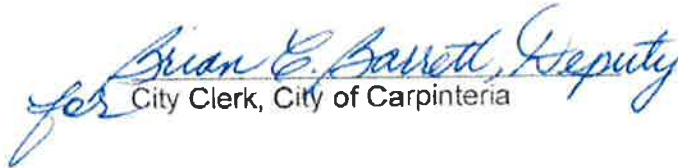
Mayor, City of Carpinteria

ATTEST:



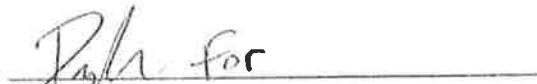
for City Clerk, City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 24th day of April 2017.



for City Clerk, City of Carpinteria

APPROVED AS TO FORM:



Jena Acos, Legal Counsel
Brownstein Hyatt Farber Schreck, LLP,
Acting as City Attorney

ATTACHMENT B

STR Administrative Policies and Procedures, updated August
2018.

CITY OF CARPINTERIA

**SHORT-TERM RENTAL ADMINISTRATIVE
POLICIES AND PROCEDURES**

**City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013
Phone: (805) 684 - 5405
Fax: (805) 684 - 5304**

**Revised
August 2018**

**CITY OF CARPINTERIA
SHORT-TERM RENTAL ADMINISTRATIVE POLICIES AND
PROCEDURES**

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I. GLOSSARY

This glossary provides definitions for many of the terms used in these STR Administrative Policies and Procedures

City	City of Carpinteria.
City Council	City Council of the City of Carpinteria.
CMC	Carpinteria Municipal Code.
Home Stay	A type of short-term rental where the owner remains in the residential unit during the entire rental period. A Home Stay does not include the hosting of personal guests, home exchanges or Vacation Rentals. Tents, yurts and RVs are not allowed as a part of a Home Stay rental.
Home Stay License	A license that allows the owner of a Residential Unit to use his or her Residential Unit as a Home Stay.
Nonconforming Vacation Rental	A Vacation Rental that is located outside of the Vacation Rental Overlay District that meets the requirements specified in Section 14.47.190 of the CMC.
Residential Unit	A building or portion thereof designed for or occupied in whole or in part, as a home, residency, or sleeping place, either permanently or temporarily, and containing not more than one kitchen per residential unit, but not including a hotel or boarding house, lodging house or motel. For the purposes of the CMC, Residential Unit includes the term dwelling unit and housing unit. See also CMC Section 14.08.190 "Dwelling."
Short-Term Rental	The rental of a Residential Unit for a period of thirty (30) consecutive calendar days or less, subject to all applicable City land use regulations, permit/licensing requirements, and payment of fees and/or taxes, including transient occupancy tax as defined in Chapter 3.20 of the CMC. Short-Term Rentals include both Vacation Rentals and Home Stays. Tents, yurts and RVs are not allowed as a part of a Short-Term Rental.
STR Regulations	The City's comprehensive regulations governing Short-Term Rental use throughout the City, adopted as Ordinance No. 708.

STR Administrative Policies and Procedures	This document, which sets forth the City's administrative policies and procedures for implementation of the STR Regulations.
STR Application	A Business Tax License and Transient Occupancy Tax Certificate Initial Application for Short-Term Rental use that the owner of a Residential Unit must fill out and submit to the City's Community Development Department to apply for a Vacation Rental License or Home Stay License.
STR Renewal Application	A Business Tax License and Transient Occupancy Tax Certificate Renewal Application for Short-Term Rental use that the owner of a Residential Unit must fill out and submit to the City's Community Development Department by June 15 of each year to renew their Vacation Rental License or Home Stay License.
TOT	Transient Occupancy Tax.
Vacation Rental	A type of Short-Term Rental where the owner of the Residential Unit does not remain in the Residential Unit during the entire rental period. Vacation Rentals typically include the rental of an entire dwelling or premises. For the purposes of the CMC, a Vacation Rental does not include time shares, Home Stays or home exchanges. Tents, yurts and RVs are not allowed as a part of a Vacation Rental.
Vacation Rental License	A license that allows the owner of a Residential Unit to use his or her Residential Unit as a Vacation Rental.
Vacation Rental License List	A list of applicants interested in receiving a Vacation Rental License that the City creates upon receipt of an application for a Vacation Rental License. Applicants will be added to the Vacation Rental License List in the order in which STR Applications are received. Residential Unit(s) will be considered for Vacation Rental License(s) based on their ranking.

II. INTRODUCTION

The City's comprehensive STR Regulations, codified in the CMC as Chapters 14.47 and 14.52, became effective on July 1, 2017. This document sets forth the City's administrative policies and procedures for implementation of the STR Regulations).

Pursuant to CMC Sections 14.47.240 and 14.52.210, the City Manager has the authority to adopt and amend the STR Administrative Policies and Procedures as necessary to implement the intent of the STR Regulations. The City Council may also request amendments to the STR Administrative Policies and Procedures.

III. KEY DATES AND DEADLINES

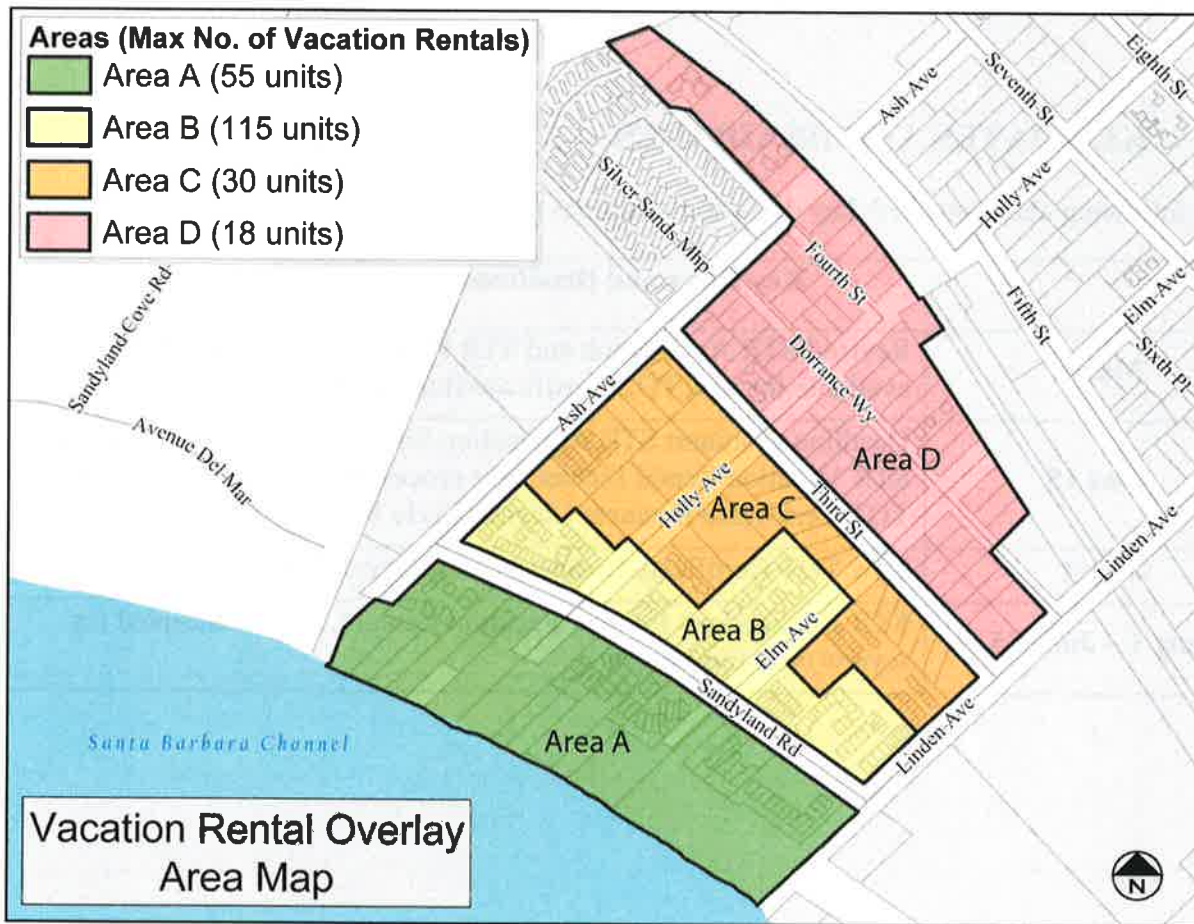
The following chart sets forth key dates and deadlines under the STR Regulations.

Key Dates and Deadlines	
May 1	Revised STR Application and STR Renewal Application forms available for new TOT Certificate/Business License Cycle
June 15	Deadline to submit STR Application for new or renewal of existing STR Vacation Rental License (for processing before start of new TOT Certificate/Business License Cycle begins)
July 1	New TOT Certificate/Business License cycle begins
July 1 – June 15	STR Applications for new Vacation Rental Licenses accepted for review on rolling basis

IV. VACATION RENTALS

A. Vacation Rental Overlay District

The Vacation Rental Overlay District map depicted below was adopted as part of the STR Regulations. This map identifies the four areas (i.e., Area A, B, C, and D) that comprise the Vacation Rental Overlay District. Section 14.47.090 of the CMC sets forth the maximum number of Vacation Rental Licenses the City is authorized to issue in each of these four areas at any given time.



B. Issuance of Vacation Rental Licenses

Pursuant to the STR Regulations, a maximum number of Vacation Rentals are allowed within each area of the Vacation Rental Overlay District. In order to operate a Vacation Rental, the owner of a Residential Unit must apply for and receive a Vacation Rental License from the City under the STR Regulations. All Vacation Rentals must be operated in compliance with the Operating Standards set forth in Section 14.47.080 of the CMC.

The application requirements for Vacation Rentals are located in Sections 14.47.070, 14.47.090, 14.47.100, and 14.47.180 of the CMC. In order to apply for a Vacation Rental License, the owner of the Residential Unit must submit a completed STR Application to the City's

Community Development Department located at 5775 Carpinteria Avenue, Carpinteria, California 93013. A Copy of the STR Application is available at City Hall and on the City's website at carpinteria.ca.us. Each STR Application should specify the area (i.e., Area A, B, C, or D) within the Vacation Rental Overlay District where the Residential Unit is located.

The City will accept STR Applications for a new Vacation Rental License on a rolling basis throughout the year. Revised STR Application forms will be available on May 1 prior to the start of the new TOT Certificate/Business License Cycle. Applicants should be sure to use the most up-to-date version of the STR Application; STR Applications submitted on outdated forms will not be accepted. The City will issue a Vacation Rental License to each owner of a Residential Unit that meets the requirements set forth in the STR Regulations and in this Section of the STR Administrative Policies and Procedures, provided that the maximum number of Vacation Rental Licenses the City is authorized to issue within each area (i.e., Area A, B, C, and D) of the Vacation Rental Overlay District has not been exceeded. (*See* CMC § 14.47.090(a).) The City will accept STR Applications, and review and issue Vacation Rental Licenses, on a first-come, first-served basis until the maximum is reached in each area. Vacation Rental Licenses expire June 30 of each year and are subject to renewal requirements regardless of the date they were issued.

If and when the number of submitted STR Applications exceeds the number of Vacation Rental Licenses available for any area within the Vacation Rental Overlay District, upon receipt of an STR Application for that area, the City will add the applicant's name to the Vacation Rental License List.¹ Prior to being added to the Vacation Rental License List, the applicant must submit payment of an application fee to cover staff time involved in maintaining and managing the Vacation Rental License List.² Names will be added to the Vacation Rental License List on a first-come, first-served basis. An applicant's position on the Vacation Rental License List cannot be sold or transferred; it is specific to both the applicant and the Residential Unit identified in the STR Application. Except as allowed under Section IV(F) of these STR Administrative Policies and Procedures, any transfer in ownership of a Residential Unit requires submission of a new STR Application subject to Sections 14.47.070, 14.47.090, 14.47.100, and 14.47.180 of the CMC and the procedure outlined in Section IV(B) of these STR Administrative Policies and Procedures.

If and when an additional Vacation Rental License becomes available within a previously full area within the Vacation Rental Overlay District, the City will contact the first applicant on the Vacation Rental License List to offer the opportunity to obtain a Vacation Rental License. The City will use the applicant's contact information listed on his or her STR Application. Once contacted by the City, the applicant will have ten (10) days to respond to the City and submit an application fee, as set forth in Section IV(G) of these STR Administrative Policies and Procedures.³ If the applicant does not submit an application fee within ten (10) days of being contacted by the City, that applicant will be removed from the Vacation Rental License List and the City will offer the opportunity to obtain a Vacation Rental License to the next highest ranked applicant on the Vacation Rental License List. Once an applicant submits the required

¹ Only owners of a Residential Unit are eligible to apply for a Vacation Rental License. (CMC § 14.47.030.)

² The City is in the process of developing this fee.

³ Once the City begins its review of an applicant's STR Application, the application fee is non-refundable regardless of whether or not the applicant is issued an STR License.

application fee, the City will review the applicant's STR Application and, upon a determination that the STR Application is complete and complies with the STR Regulations, will issue the applicant a Vacation Rental License. If there are no names on the Vacation Rental License List, the City will review and issue Vacation Rental Licenses to applicants on a first-come, first-served basis.

For example, if the City receives five (5) STR Applications for residential units within Area A and there are two (2) available Vacation Rental Licenses in Area A, the City will issue Licenses to the property owners of the first two (2) STR Applications it received, assuming the STR Applications are complete and meet all the requirements in the CMC. The property owners named on the remaining three (3) STR Applications will be added to the Vacation Rental License List in the order the applications were received. If and when an additional Vacation Rental License becomes available in Area A, the City will follow the procedure set forth in the paragraph above and offer the opportunity to obtain a Vacation Rental License to the first name listed on the Vacation Rental License List for Area A.

Each owner shall agree to waive all claims, indemnify, and hold harmless the City for any and all liability for any injury or damages arising out of, or in connection with, the owner's participation under the City's STR Regulations.

C. Renewal of Vacation Rental Licenses

By May 1 of each year, the City will send out Vacation Rental License renewal reminders to the owners of all Residential Units with a valid Vacation Rental License. To renew an existing Vacation Rental License, the owner of the Residential Unit must (1) submit a STR Renewal Application to the City's Community Development Department located at 5775 Carpinteria Avenue, Carpinteria, California 93013, (2) submit a copy of the advertisement for the rental unit or, if the Vacation Rental is not advertised, a written explanation of how the rental unit is rented out, (3) be in compliance with the requirements of both the STR Regulations and the STR Administrative Policies and Procedures, (4) pay the Renewal of STR Application/License fee, as set forth in Section IV(G) of these STR Administrative Policies and Procedures, and (5) remit all required TOT remittance payments and quarterly statements (even if the amount of TOT owed is \$0) associated with the Vacation Rental to the City. Revised STR Renewal Application forms will be available on May 1 prior to the start of the new TOT Certificate/Business License Cycle. Applicants should be sure to use the most up-to-date version of the STR Renewal Application; STR Renewal Applications submitted on outdated forms will not be accepted.

The City will, on an annual basis, audit 5% of Vacation Rental licenses and respond to complaints received. Audit findings, code violations, or failure to comply with the requirements herein and renew prior to June 15 of each year may result in expiration or revocation of the Vacation Rental License and require that a new STR Application be submitted to the City subject to Sections 14.47.070, 14.47.090, 14.47.100, and 14.47.180 of the CMC and the procedure outlined in Section IV(B) of these STR Administrative Policies and Procedures. Renewals of Vacation Rental Licenses must be for the same owner, address, and unit number; changes to any of these details require submission of a new STR Application subject to Sections 14.47.070, 14.47.090, 14.47.100, and 14.47.180 of the CMC and the procedure outlined in Section IV(B) of these STR Administrative Policies and Procedures.

D. Denial of STR Application for Vacation Rental License

In order to receive a Vacation Rental License, an applicant must comply with all requirements of the STR Regulations. Based on the authority set forth in Sections 14.47.070(h), 14.47.080(m), 14.47.080(o), and 14.47.090 of the CMC, the City Manager has discretion to deny an STR Application for a Vacation Rental License, which discretion shall include but not be limited to the following reasons: (1) the Residential Unit is located outside of the Vacation Rental Overlay District, (2) the limit on the number of Vacation Rental Licenses the City is authorized to issue pursuant to Section 14.47.090(a) of the CMC has already been met, (3) the Residential Unit is not in compliance with any federal, state, or local law, including the STR Regulations, and (4) the STR Application is incomplete or does not comply with the requirements of the STR Regulations.

E. Amortization of Nonconforming Vacation Rentals

Vacation Rentals that are located outside of the Vacation Rental Overlay District that meet the requirements specified in Section 14.47.190 of the CMC are considered Nonconforming Vacation Rentals. An owner of a Nonconforming Vacation Rental is required to renew his or her Vacation Rental License on an annual basis in compliance with the requirements of the STR Regulations and Section IV(C) of these STR Administrative Policies and Procedures. Nonconforming Vacation Rentals must be operated in compliance with the STR Regulations.

The owner of a Nonconforming Vacation Rental is eligible to apply for and receive a Vacation Rental License for five (5) years after the STR Regulations become effective, provided that the owner applied for and received an STR Vacation License for the 2017/2018 TOT certificate/business license cycle.⁴ This right will terminate (1) on July 1, 2022, (2) failure to timely renew as required by the STR Regulations and these STR Administrative Policies and Procedures, or (3) upon transfer or sale of the Residential Unit (including as a result of inheritance), whichever occurs first.

F. Transferability of Vacation Rental License

The STR Regulations specify that sale or transfer of a Residential Unit will result in automatic expiration of the Vacation Rental License. For purposes of the STR Regulations, “sale or transfer” does not include (1) a change in property ownership as a result of inheritance, (2) transfer of ownership interest between existing owners as long as the portion of the ownership interest being transferred is being transferred to one of those existing owners, or (3) transfer of less than 10 percent of total ownership of the property. Although these enumerated situations constitute a change of ownership of the Residential Unit, the change would not result in the automatic expiration of the Vacation Rental License associated with that Residential Unit.

Within ninety (90) days of a change of ownership falling into one of the exception categories listed above, the new owner must fill out and submit an STR Application (pursuant to the requirements set forth in Sections 14.47.070, 14.47.090(b)-(e), 14.47.100, and 14.47.180 of the

⁴ The City’s issuance of a Vacation Rental License to a Nonconforming Vacation Rental does not count against the maximum number of Vacation Rental Licenses the City is authorized to issue within the Vacation Rental Overlay District.

CMC) to the City's Community Development Department located at 5775 Carpinteria Avenue, Carpinteria, California 93013. A Copy of the STR Application is available at City Hall. The City's fee for reviewing an initial STR Application will apply. As part of the application process, the new owner must provide the City with documentation sufficient to prove that the change in ownership for the Residential Unit is due to one of the exemptions outlined in the preceding paragraph.

G. Application Fee for Vacation Rental License

The City Council adopted the following fee schedule in Resolution No. 5700 on February 13, 2017. These fees are effective as of April 14, 2017:

- Initial STR Application/License: \$315.00
- Renewal of STR Application/License: \$105.00

Pursuant to the CMC, the City Council may amend these fees from time to time.

H. Submission of TOT Under Vacation Rental License

All owners of Residential Units holding a Vacation Rental License must comply with the requirements, procedures, and schedule set forth in Chapter 3.20 of the CMC regarding remittance of the TOT to the City. Remittance payments must be accompanied by a TOT Remittance Form, available at City Hall. TOT Remittance Forms must be submitted quarterly, even if no TOT has been collected. Failure to remit TOT consistent with these requirements may result in expiration and forfeiture of the Vacation Rental License pursuant to Section 14.47.140 of the CMC.

I. Revocation of Vacation Rental License

Vacation Rental Licenses may be revoked as set forth in Sections 14.47.150, 14.47.160, and 14.47.170 of the CMC. Before undertaking revocation proceedings, however, the City Manager will notify the owner of the Vacation Rental, in writing, of the ground(s) for revocation. At his or her discretion, the City Manager may provide an owner with a grace period to rectify the violation.

If an STR License for a Nonconforming Vacation Rental is revoked via revocation proceedings as set forth in Sections 14.47.150, 14.47.160, and 14.47.170 of the CMC, the nonconforming status and use shall terminate and a new Vacation Rental License will not be issued.

This Section in no way limits the City's authority pursuant to its police power, the CMC, or other applicable statutes. Health and safety violations do not require compliance with the revocation proceedings outlined in the STR Regulations and the City may rely on its police power, the CMC, and other applicable statutes to remedy such violations immediately.

V. HOME STAYS

A. Issuance of Home Stay Licenses

Pursuant to the STR Regulations, Home Stays are allowed in Residential Units throughout the City. The application requirements for Home Stays are located in Sections 14.52.050, 14.52.070, 14.52.080, and 14.52.160 of the CMC. In order to apply for a Home Stay License, the owner of the Residential Unit must fill out and submit a STR Application to the City's Community Development Department located at 5775 Carpinteria Avenue, Carpinteria, California 93013. A Copy of the STR Application is available at City Hall. Revised STR Application forms will be available on May 1 prior to the start of the new TOT Certificate/Business License Cycle. Applicants should be sure to use the most up-to-date version of the STR Application; STR Applications submitted on outdated forms will not be accepted.

Home Stays must be operated in compliance with the Operating Standards set forth in Section 14.52.060 of the CMC.

B. Renewal of Home Stay Licenses

By May 1 of each year, the City will send out Home Stay License renewal reminders to the owners of all Residential Units with a valid Home Stay License. To renew an existing Home Stay License, the owner of the Residential Unit must (1) submit a STR Renewal Application to the City's Community Development Department located at 5775 Carpinteria Avenue, Carpinteria, California 93013, (2) be in compliance with the requirements of both the STR Regulations and the STR Administrative Policies and Procedures, (3) pay the Renewal of STR Application/License fee, as set forth in Section V(D) of these STR Administrative Policies and Procedures, and (4) remit all required TOT remittance documents associated with the Home Stay to the City. Revised STR Renewal Application forms will be available on May 1 prior to the start of the new TOT Certificate/Business License Cycle. Applicants should be sure to use the most up-to-date version of the STR Renewal Application; STR Renewal Applications submitted on outdated forms will not be accepted.

The City will, on an annual basis, audit 5% of Home Stay licenses and respond to complaints received. Audit findings, code violations, or Failure to comply with these requirements and renew prior to June 15 of each year may result in expiration or revocation of the Home Stay License and require that a new STR Application be submitted to the City subject to Sections 14.52.050, 14.52.070, 14.52.080, and 14.51.160 of the CMC and the procedure outlined in Section V(A) of these STR Administrative Policies and Procedures.

C. Denial of STR Application for Home Stay License

In order to receive a Home Stay License, an applicant must comply with all requirements of the STR Regulations. Based on the City's authority set forth in Sections 14.52.050(d), 14.52.060(h), and 14.52.070 of the CMC, the City has discretion to deny an STR Application for a Home Stay License, for reasons including but not limited to the following: (1) the Residential Unit is not in compliance with any federal, state, or local law, including the STR Regulations, and (2) the STR Application is incomplete or does not comply with the requirements of the STR Regulations.

D. Application Fee for Home Stay Licenses

The City Council adopted the following fee schedule in Resolution No. 5700 on February 13, 2017. These fees are effective as of April 14, 2017:

- Initial STR Application/License: \$315.00
- Renewal of STR Application/License: \$105.00

Pursuant to the CMC, the City Council may amend these fees from time to time.

E. Submission of TOT Under Home Stay License

All owners of Residential Units holding a Home Stay License must comply with the requirements, procedures, and schedule set forth in Chapter 3.20 of the CMC regarding remittance of TOT to the City. Remittance payments must be accompanied by a TOT Remittance Form, available at City Hall. TOT Remittance Forms must be submitted quarterly even if no TOT has been collected. Failure to remit TOT consistent with these requirements may result in expiration and forfeiture of the Home Stay License pursuant to Section 14.52.120 of the CMC.

F. Revocation of Home Stay License

Home Stay Licenses may be revoked as set forth in Sections 14.52.130, 14.52.140, and 14.52.150 of the CMC. Before undertaking revocation proceedings, however, the City Manager will notify the owner of the Home Stay, in writing, of the ground(s) for revocation. At his or her discretion, the City Manager may provide an owner with a grace period to rectify the violation.

This Section in no way limits the City's authority pursuant to its police power, the CMC, and other applicable statutes. Health and safety violations do not require compliance with the revocation proceedings outlined in the STR Regulations and the City may rely on its police power, the CMC, and other applicable statutes to remedy such violations immediately.



City of Carpinteria

COUNCIL AGENDA STAFF REPORT November 22, 2021

ITEM FOR COUNCIL CONSIDERATION

Acceptance of the Downtown Carpinteria Parking Study.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Accept the Downtown Carpinteria Parking Study.

Sample Motion: I move to accept the Downtown Carpinteria Parking Study.

BACKGROUND

The purpose of the Downtown Carpinteria Parking Study is to provide information sufficient 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.

In October 2020, a draft of the Downtown Carpinteria Parking Study was released for public review along with a public survey as a part of a community outreach effort to gauge how residents, business owners, and stakeholders experience parking in the downtown. The public survey was conducted for 60 days.

On April 5, 2021, the Planning Commission reviewed the first submittal of the draft. On July 6, 2021, the Planning Commission reviewed the second submittal of the draft and motioned to forward it to the City Council for further consideration. Attachment A is a copy of the Downtown Carpinteria Parking Study as recommended by the Planning

Commission. Attachment B is a copy of the approved Planning Commission Meeting Minutes of July 6, 2021. Attachment C is a copy of the public survey results.

The purpose of this agenda matter is for the City Council to accept the Downtown Carpinteria Parking Study as the basis for the creation of the parking management plan for the Downtown "T" area. Once accepted by the City Council, it will be published as final on the City's web site.

DISCUSSION

The City retained the consulting services of Walker Consultants to perform a comprehensive analysis of the public parking system in the Downtown "T" area and to prepare a Downtown Carpinteria Parking Study (Study). The Study documents existing public parking conditions, including parking supply (i.e., number of spaces) and parking occupancy (i.e., how many cars are parked on the street and in public parking lots, and existing regulations that influence public parking), analyzes possible changes to those conditions based on future project examples and regulatory changes, and provides recommendations that, if implemented over time through an effective parking management plan and enforcement program, could help to maximize public parking benefits to businesses and visitors in the Downtown "T" area.

For the evaluation of the existing parking conditions, Walker Consultants conducted parking supply and occupancy counts in August 2019- during one weekday and one weekend day. The selection of a busy summer period is standard industry best practice for parking planning and analysis purposes. In Walker Consultant's experience with collecting data in multiple days in a week or weekend for studies of other similar localities nationally, the differences in peak parking demand are negligible and are typically the same with a difference of 1- to 3-percent, plus or minus. It is reasonable to have two days (i.e., one weekday and a weekend day) as representative of typical parking conditions for planning and analysis purposes.

Several development project concepts within the study area were also analyzed in order to inform the City's consideration of public parking management strategies and projects. Specifically, these are the Los Angeles-San Diego-San Luis Obispo (LOSSAN) North Improvement Program, 700 Linden Avenue Project, and Surfliner Inn Project. Walker Consultants utilized its proprietary update of the Urban Land Institute (ULI) Shared Parking Model. The ULI Shared Parking Model was developed in the 1980s and is a widely accepted, industry standard. It is applied successfully to analyzing commercial districts and mixed-use developments of all sizes and is codified in many local zoning ordinances as an acceptable methodology. The ULI Shared Parking Model uses parking ratios and hourly and monthly adjustments that are based on thousands of parking counts and occupancy studies; vetted by leading parking consultants, planners and real estate professionals; and documented within the technical publication, *Shared Parking* by ULI and the International Council of Shopping Centers. While the ULI Shared Parking Model cannot predict parking behavior of every driver, it accurately estimates patterns in parking demand throughout a weekday and weekend day and over the course of a year. This makes the ULI Shared Parking Model a reliable tool for future parking planning needs because it provides information on how a parking supply could be shared between multiple land uses and ensures parking is neither under-supplied

nor over-built. These are the reasons why the ULI Shared Parking Model is also endorsed by the American Planning Association, Institute of Traffic Engineers, and National Parking Association as an acceptable methodology for parking planning and management.

While demand for parking may be higher and often spiking during large annual community events such as Carpinteria's Avocado Festival and holiday parades, evaluating parking demand during busy but less extreme conditions reflects typical peak conditions. Parking needs are not evaluated based on a large annual community event because understanding and planning for public parking needs based on such an event would lead to investing in more parking than typically needed. Overparking an area is not desirable because constructing and maintaining parking is expensive, and empty lots can have negative environmental impacts such as urban heat island effects, disrupting desirable patterns of building development, and lost economic development opportunities.

Since summer in Carpinteria is typically the busiest time of the year, staff and Walker Consultants determined that conducting the parking counts in August would provide typical peak conditions without the spike from extreme conditions such as from a large annual community event. The time of the counts was estimated to represent a 90th to 95th percentile level of activity for weekdays and weekend days during the year.

The Study provides a series of parking management and operational recommendations. These recommendations are intended to help guide the City in managing its public parking resources over time. While the Study presents adding parking capacity as an option, it is tempered by discussion of the significant capital and maintenance costs such parking represents. The Study recommends for the City to prioritize development and implementation of public parking management strategies that can yield improved capacity and efficiency. The parking management recommendations in the Study were also intended to strike a balance of parking needs in the Downtown "T" area. Parking is well utilized with high utilization and minimal surplus during peak periods and drivers experience reasonable search times for available space. Ensuring that parking is not over-supplied may also, over time, help encourage more visitors, residents, and employees to utilize alternative transportation options.

The Study's recommendations are organized under five categories and are summarized in the following discussion.

Policy & Regulations

Right-Size Parking Requirements in Downtown:

- 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:

- 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.

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 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

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:

- 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 angle parking.

Parking Management

Downtown Valet:

- Establish a downtown valet parking program.

Employee Parking Management:

- 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:

- 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

Parking Lot No. 1 (Ninth Street) Pedestrian Access:

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

Bicycle Access:

- Reconfigure Linden Avenue to provide buffered bike lanes.

Bikeshare and Dockless Micromobility:

- Implement a downtown bikeshare and/or dockless micromobility (e.g. scooters and bicycles) program.

Transit:

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

Curb Management

Transportation Network Companies:

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

Parklets

- Create a parklet program for Downtown Carpinteria.

Should the City Council accept the Study, it will be the basis for the creation of a parking management plan for the Downtown “T” area. The parking management plan would determine where restrictions on public parking are appropriate, such as timed parking, loading zones, etc.; how much parking private developments should be required to provide on-site given public parking resources; and interest in preserving and expanding or improving the traditional downtown development pattern. The parking management plan would be a separate, future document in which it would be presented to the Downtown “T” Business Advisory Board, Planning Commission, and City Council for review.

POLICY CONSISTENCY

Pursuant to the City’s Annual Work Plan of 2019, 2020, and 2021, respectively, the continued objective of the City Council is to establish a parking management plan for the Downtown “T” area. The Downtown Carpinteria Parking Study is intended to assist in completing such a plan.

The Downtown Carpinteria Parking Study is also consistent with the many goals, objectives, and policies in the General Plan and Local Land Use Coastal Plan as presented below.

Land Use Element

Policy LU-3i: Ensure the provision of adequate services and resources, including parking, public transit and recreational facilities, to serve proposed development.

Community Design Element (CD)

Policy CD-6b: Parking lots should be beside or behind the buildings, not in front. On-street customer parking for small neighborhood-serving shops, restaurants, offices and service businesses is encouraged. Such on-street parking should be managed as short-term convenience parking, and should not conflict with parking for coastal access or for nearby residences.

CD Downtown Core

CDS2A Implementation Policy 25: The City will prepare and implement new streetscape designs for Carpinteria Avenue that include address the following objectives:

- a. Narrow the roadway pavement to a three-lane configuration, including a central turn lane, where needed;
- b. Widen and enhance sidewalks in a manner similar to Linden Avenue to enable and encourage residents and visitors to walk to nearby destinations;
- c. Add regularly spaced street trees in wells at the curb, and street lights similar to those on Linden Avenue. The street trees may include tall species to strongly define the street from distant views, and smaller trees that define and shape the pedestrian ways along the edges; and

- d. Include as much on-street parking as possible, to promote retail and lively businesses along the street, and to encourage those arriving in the District by car to walk along the streets and into the front doors of the businesses.

CDS2A Implementation Policy 28: Curbside parking is encouraged to provide convenient parking for businesses and coastal access and to provide an additional buffer between pedestrians and traffic.

CDS2A Implementation Policy No. 29: On-street parking and public parking requirements for coastal access shall be considered in deciding the required amount of off-street parking. Parking lots are discouraged on street frontages and are strongly discouraged on corner lots.

Circulation Element

Policy C-3i: Develop and implement programs that improve the circulation and parking systems of the downtown area.

Policy C-3l: Provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation.

Policy C-6c: Encourage development of available railroad rights-of-way for alternative transportation, bicycle, recreation, trail, parking related, and other appropriate uses.

Policy C-9h: Encourage MTD to promote use of Parking Lot 3 as a park and ride lot, and encourage Caltrans to establish and promote its parcel southwest of the Bailard/Highway 101 interchange for a park and ride lot.

Consistent with the policies above, the Downtown Carpinteria Parking Study is expected to provide the basis for the creation of a Parking Management Plan for the Downtown "T" area. The Parking Management Plan would guide the City in determining where restrictions on public parking are appropriate such as timed short-term convenience parking. The Plan may also inform future zoning regulations concerning how much parking private developments should be required to provide on-site given public parking resources, preserving and improving the traditional downtown development pattern, and possible locations to expand parking in the Downtown "T" area.

FINANCIAL CONSIDERATIONS

There is no cost in accepting the Downtown Carpinteria Parking Study. However, any costs of implementing the recommendations, all or portions thereof, would be concurrently provided with the draft of a parking management plan.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

The Planning Commission reviewed and made recommendations for the Downtown Parking Study in accordance with Carpinteria Municipal Code Section 2.32.070.

OPTIONS

1. Accept the Downtown Carpinteria Parking Study (staff recommendation).
2. The City Council could choose to not approve the recommendation and direct staff as determined appropriate.

PRINCIPAL PARTIES EXPECTED AT MEETING

None.

ATTACHMENTS

Attachment A: Downtown Carpinteria Parking Study
Attachment B: Planning Commission Meeting Minutes dated July 6, 2021
Attachment C: Public Outreach

Staff contact:
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(805) 880-3402; johni@ci.carpinteria.ca.us

Reviewed by:
Dave Durflinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us


Signature


Signature

ATTACHMENT A
Downtown Carpinteria Parking Study

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June 21, 2021

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

Updates June 21, 2021

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 (9th, 8th, 7th, 6th, and 5th 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.
- It must be noted that a movement is gaining momentum in the field of city planning to reduce or eliminate minimum parking requirements, particularly in mixed use commercial districts, out of concern that the requirements result in an oversupply of asphalt parking lots and curb cuts in the district, reducing land for businesses, housing and other destinations and encouraging driving over walking and bicycling. This is to say nothing of the significant costs they impose on businesses. Santa Monica, West Hollywood, and Beverly Hills are examples of cities that have reduced their parking requirements. When discussing the adequacy of parking, policy makers and the public should always keep in mind policy considerations, priorities and trade offs between parking requirements, a walkable commercial district, economic development and environmental considerations.

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 is 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

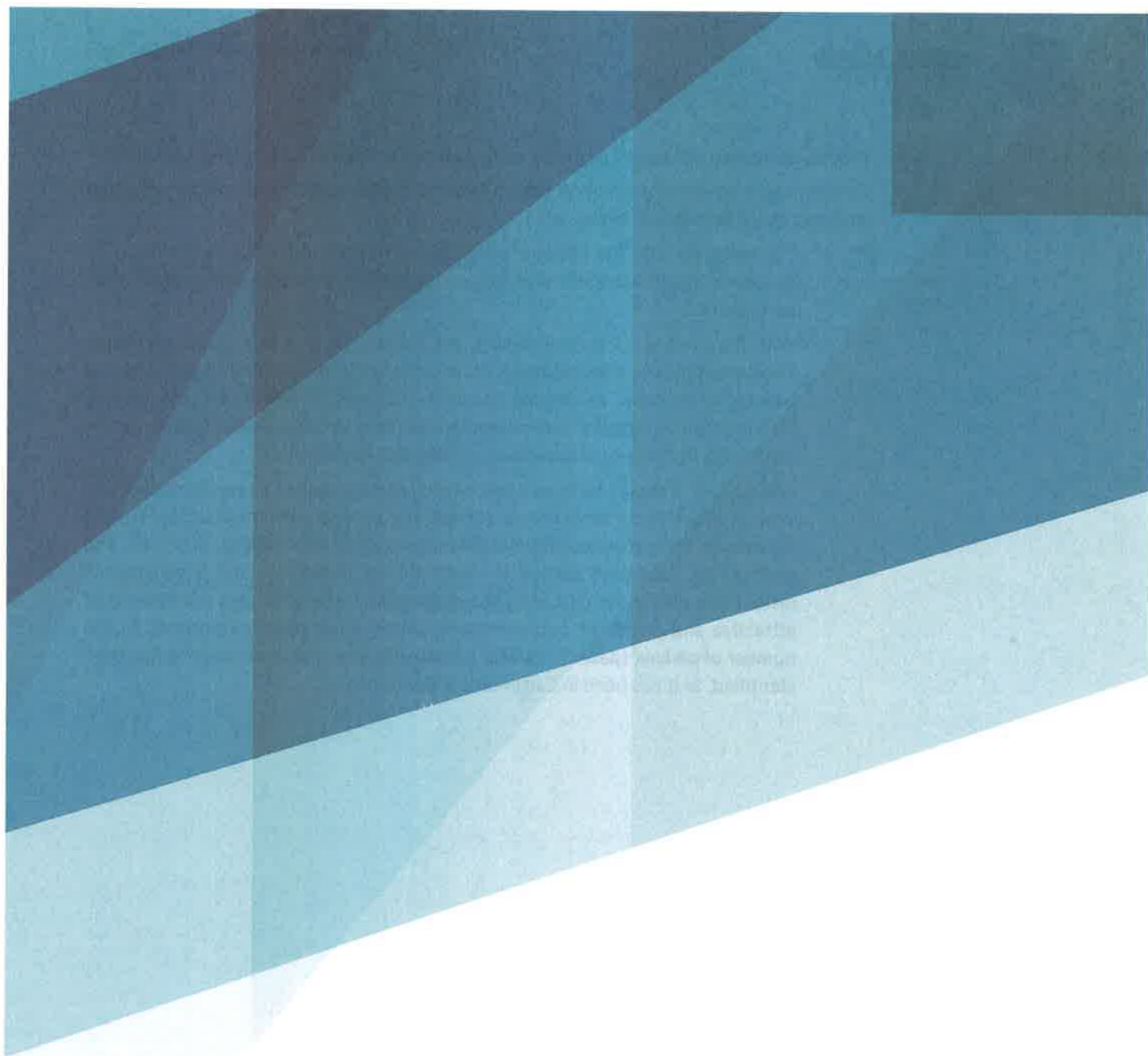
- Evaluate downtown parking requirements for new development/redevelopment on a case-by-case basis. This would include the following considerations:
 - Allowing new development/redevelopment to use available downtown public parking to meet some of their parking demand. This would include:
 - Approaching 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

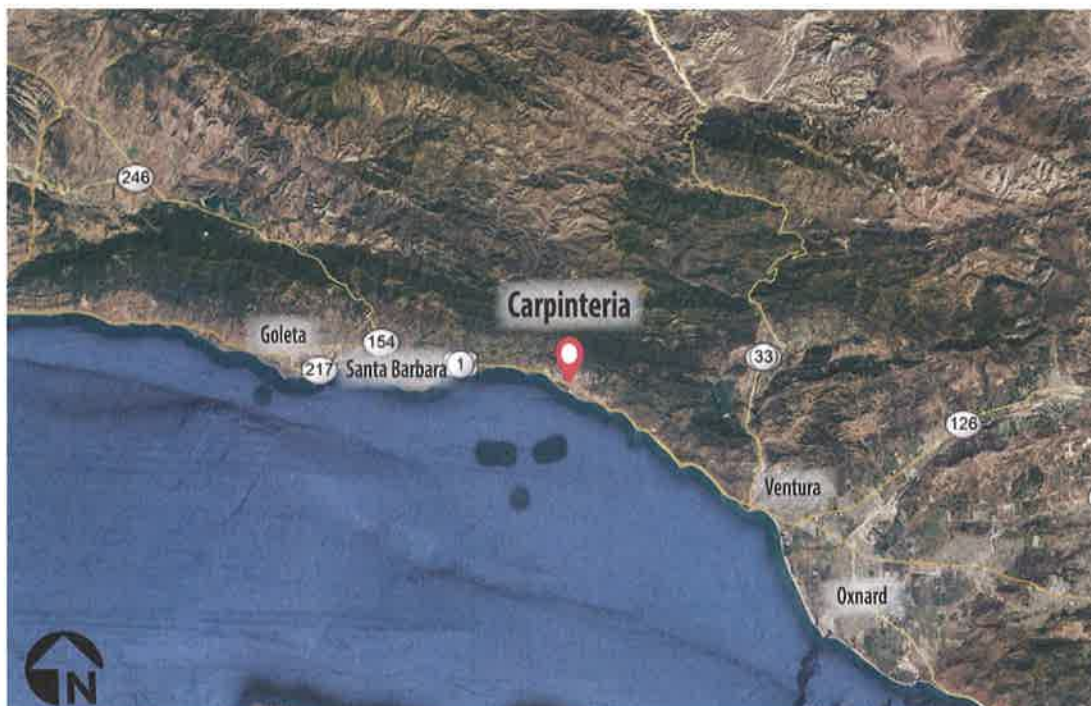
Carpinteria is a coastal city located in Santa Barbara County on the Central Coast of California. The City borders the Carpinteria State Beach and the Pacific Ocean, providing scenic ocean views along the coastal downtown. According to the U.S. Census American Community Survey, the City of Carpinteria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



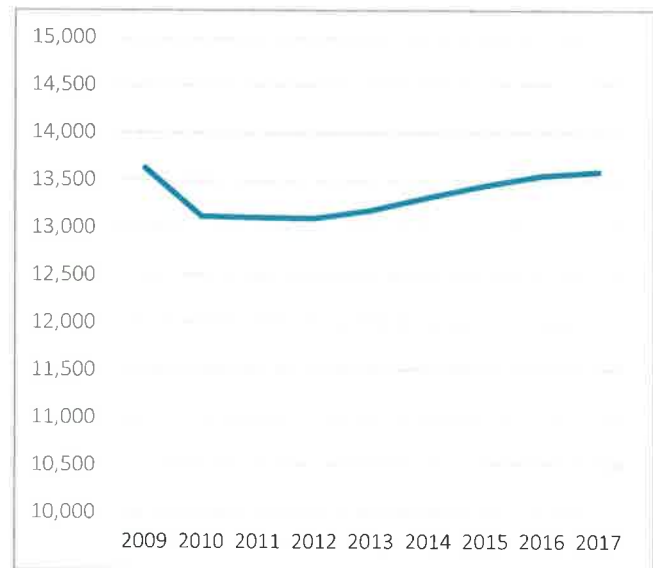
Source: Satellite image, Google Earth Professional, 2020; Graphics, Walker Consultants, 2020

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.

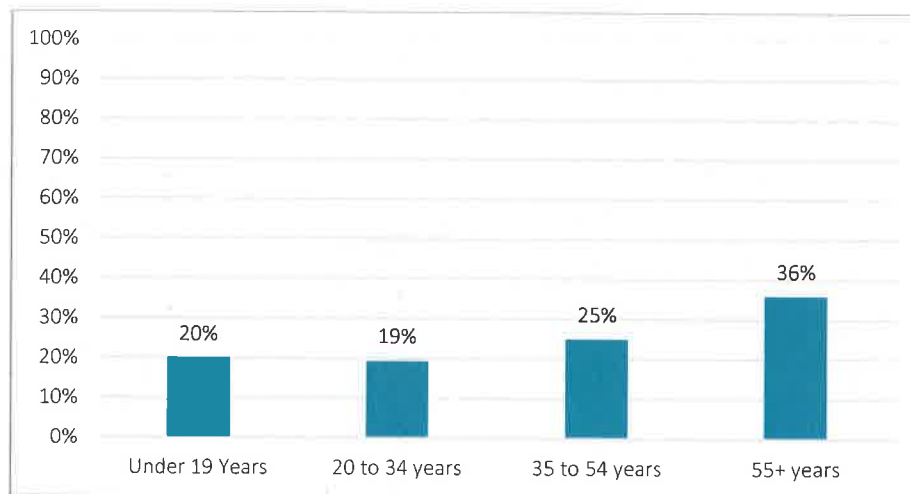
Figure 3: Carpinteria Population 2009 - 2017



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

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 4: City of Carpinteria Population Age Distribution

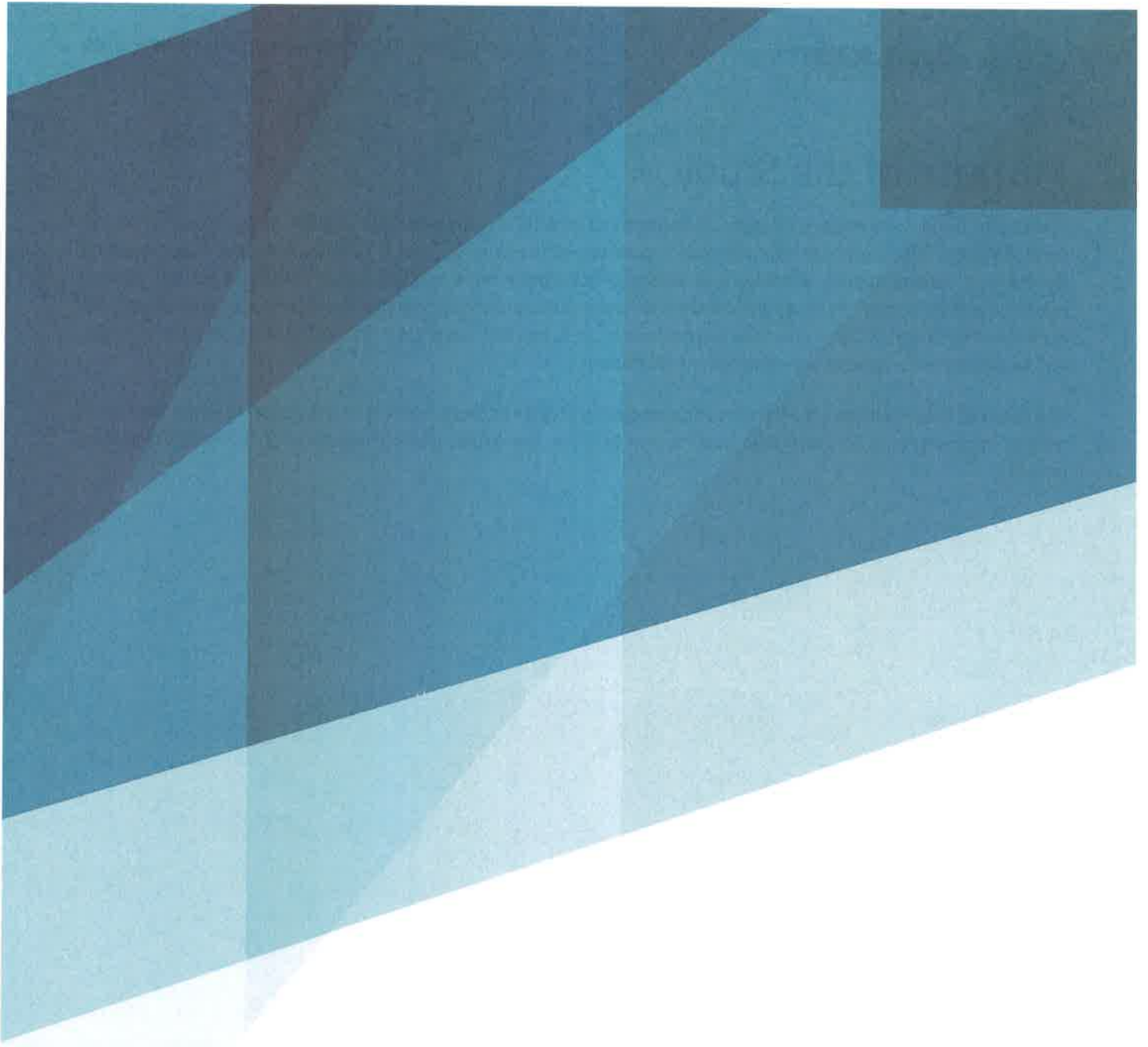


Source: U.S. Census American Community Survey, 2009-2017

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.

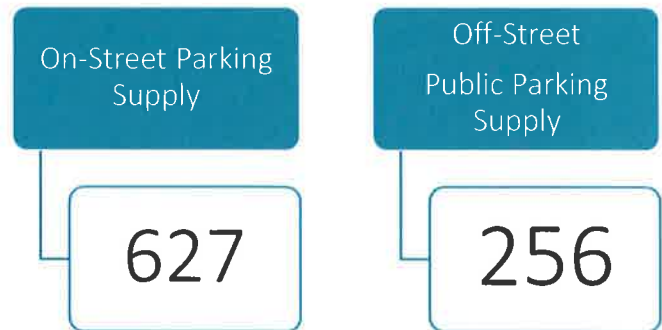


02 Existing Conditions

2. Existing Conditions

Downtown Parking Supply

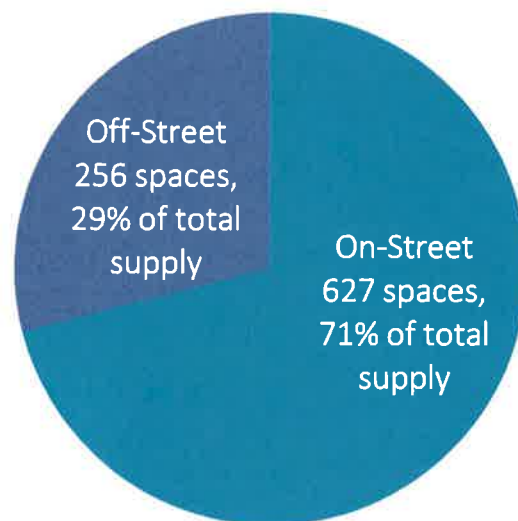
Walker conducted a parking inventory (the supply of parking spaces) count on August 14, 2019. Based on the results of this count, Walker identified a supply of 883± public parking spaces available in Downtown Carpinteria. This includes 627± on-street spaces and 256± off-street spaces. It is noted that 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.

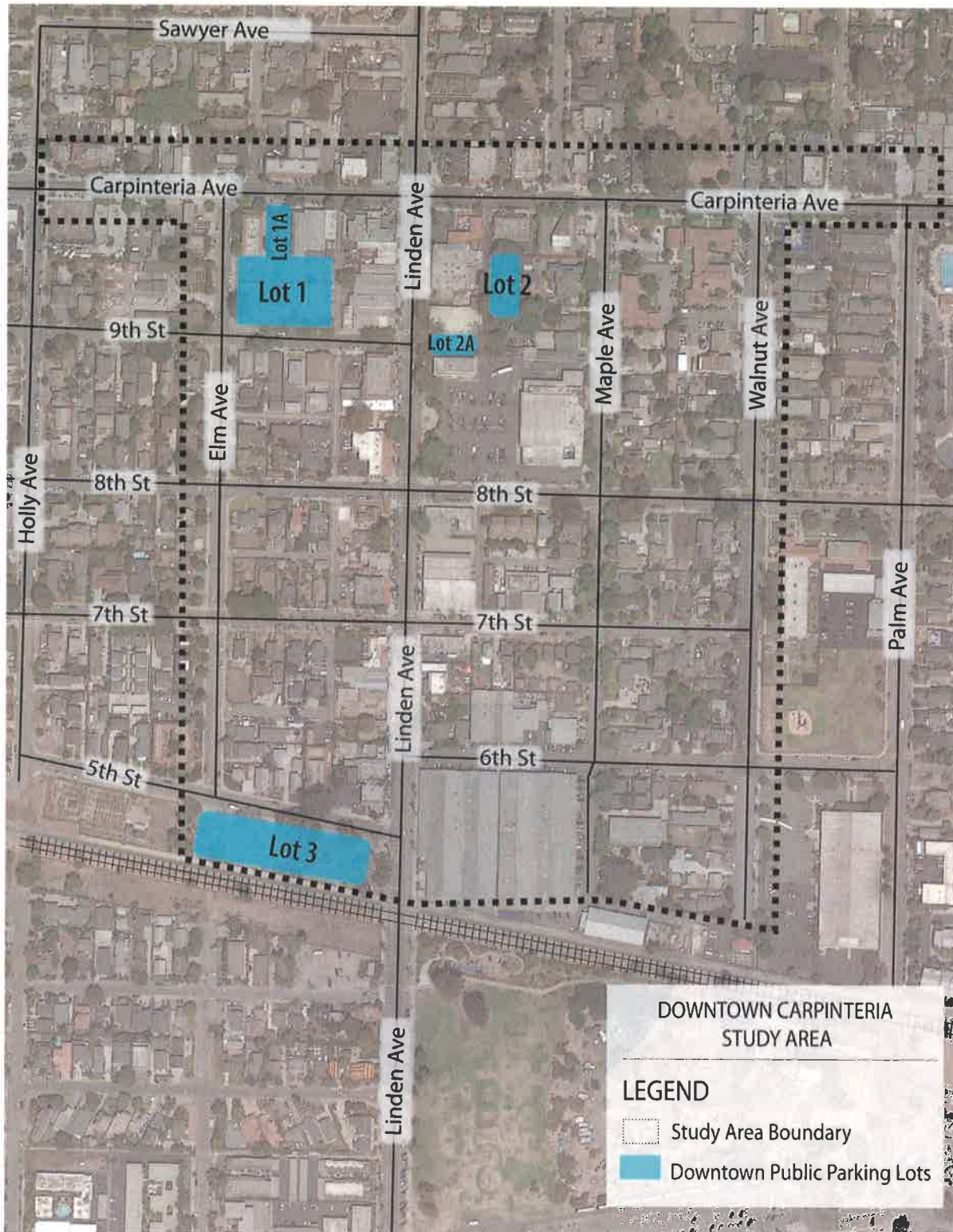
Figure 5: Distribution of Downtown Parking Supply



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 6th 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
Total On-Street	627
Off-Street	
Lot 1	69 ¹
Lot 1A	15
Lot 2	46
Lot 2A	13
Lot 3	113
Total Off-Street	256
Total Supply	883

¹Includes 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 9th Street (10 spaces) and 8th 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 & Parking Inventory

Facility	Unre- stricted	2-Hour	90-Min	1-Hour	24-Min	EV	ADA	Loading Zone	Total
On-Street									
Carpinteria Avenue			43		4				47
Linden Avenue			74		2		1	1	78
9 th Street	5		10		4				19
8 th Street	62		2		3				67
7 th Street	55				3			5	63
6 th Street	66 ¹						1		67
5 th Street	22				2				24
Elm Avenue	64				1				65
Maple Avenue	98								98
Walnut Avenue	77	10			9		1	2	99
Total On-Street	449	10	129	0	28	0	3	8	627
Percent of Total On-Street	72%	2%	21%	0%	4%	0%	0%	1%	
Off-Street									
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
Total Off-Street	185	0	37	14	0	4	16	0	256
Percent of Total Off-Street	72%	0%	14%	6%	0%	2%	6%	0%	
Total	567	10	166	14	28	4	19	8	883
Percent of Total	64%	1%	19%	2%	3%	0%	2%	1%	8%

Note: ¹On 6th 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 6th 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

Figur: Existing Parking Restriction Signs

Lot 1



Linden Ave



Source: Walker Consultants, 2019

Pavement Markings



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

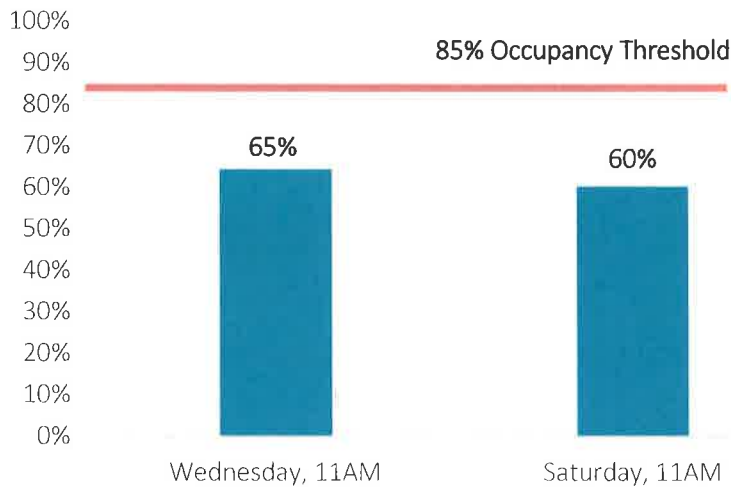
a.m. and 1:00 p.m., during which time approximately 65% of spaces were occupied. Weekend peak occupancy was observed on Saturday from 11:00 a.m. to 1:00 p.m., with approximately 60% of spaces occupied. The complete set of counts are provided in Appendix A and peak parking demand for the weekday and weekend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

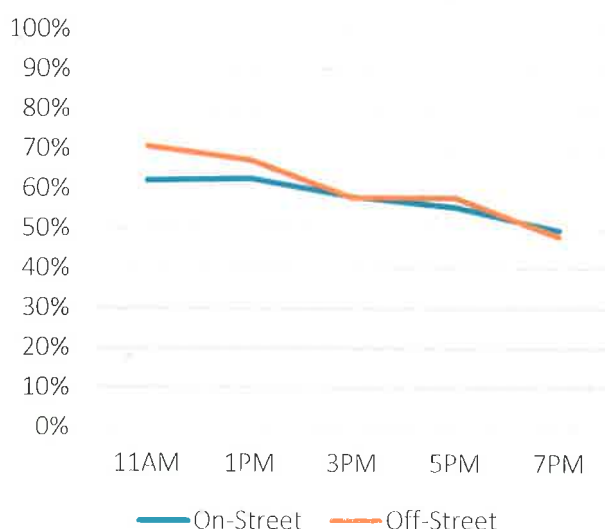
Weekday Parking Occupancy

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 9th Street and portions of Linden Avenue. 6th Street and Maple Avenue between 6th 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%
Total On-Street	627	389	62%
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%
Total Off-Street	256	181	71%
Total	883	570	65%
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.	%
On-Street			
<i>Unrestricted</i>	449	287	64%
<i>Time-limited</i>	167	102	61%
Off-Street			
<i>Unrestricted</i>	185	137	74%
<i>Time-limited</i>	51	41	80%
Total Unrestricted	634	424	67%
Total Time-limited	218	143	66%

Source: Walker Consultants, 2020

The majority of unrestricted on-street spaces are located along primarily residential-serving streets as well as along 6th 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%.

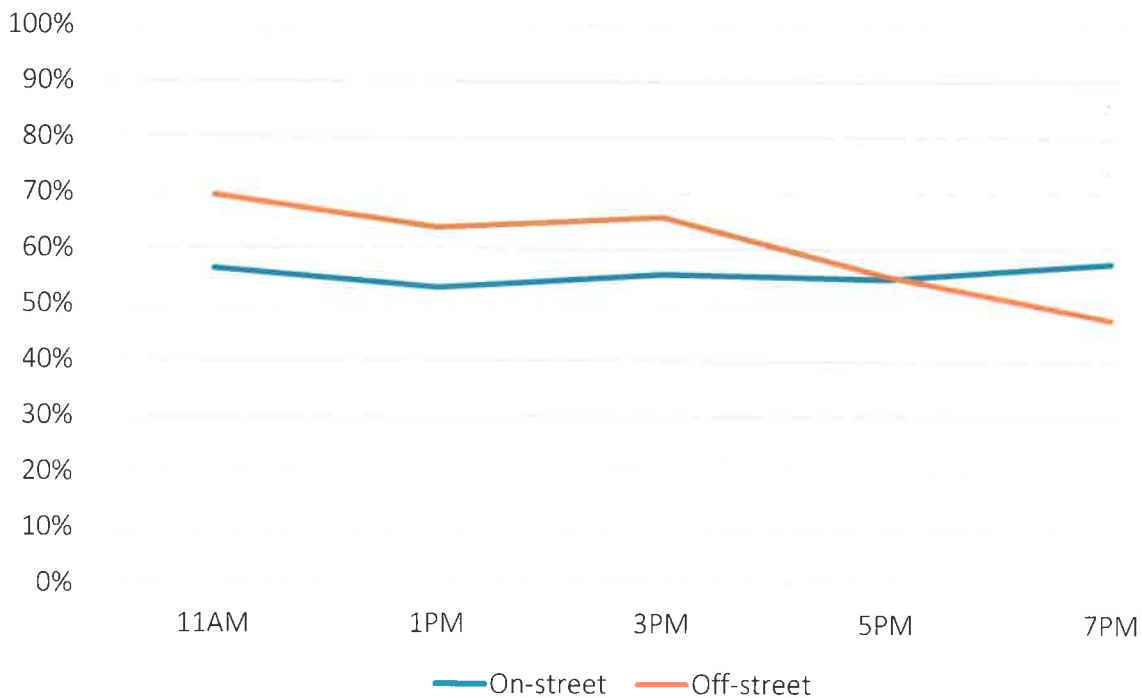
Weekend Parking Occupancy

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 8th 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 ¹	46%
5th St	24	12	50%
Elm Avenue	65	45	69%
Maple Avenue	98	53	54%
Walnut Avenue	99	49	49%
Total On-Street	627	354	56%
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%
Total Off-Street	256	179	70%
Total	883	533	60%
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.			
¹ Occupancies on 6 th 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.	%
On-Street			
<i>Unrestricted</i>	449	246	55%
<i>Time-limited</i>	167	108	65%
Off-Street			
<i>Unrestricted</i>	185	126	68%
<i>Time-limited</i>	51	47	92%
Total Unrestricted	634	372	59%
Total Time-limited	218	155	71%

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 (7th Street, 8th Street, and 9th Street) had a lower turnover than Linden Avenue and Carpinteria Avenue.
 - 7th Street had the lowest turnover of the side streets, with the majority of vehicles (61%) staying longer than two hours. 7th Street is currently unrestricted.
 - 8th Street and 9th Street had a higher turnover with 34% of the vehicles staying longer than two hours, likely because a portion of the spaces on 8th Street and 9th 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.

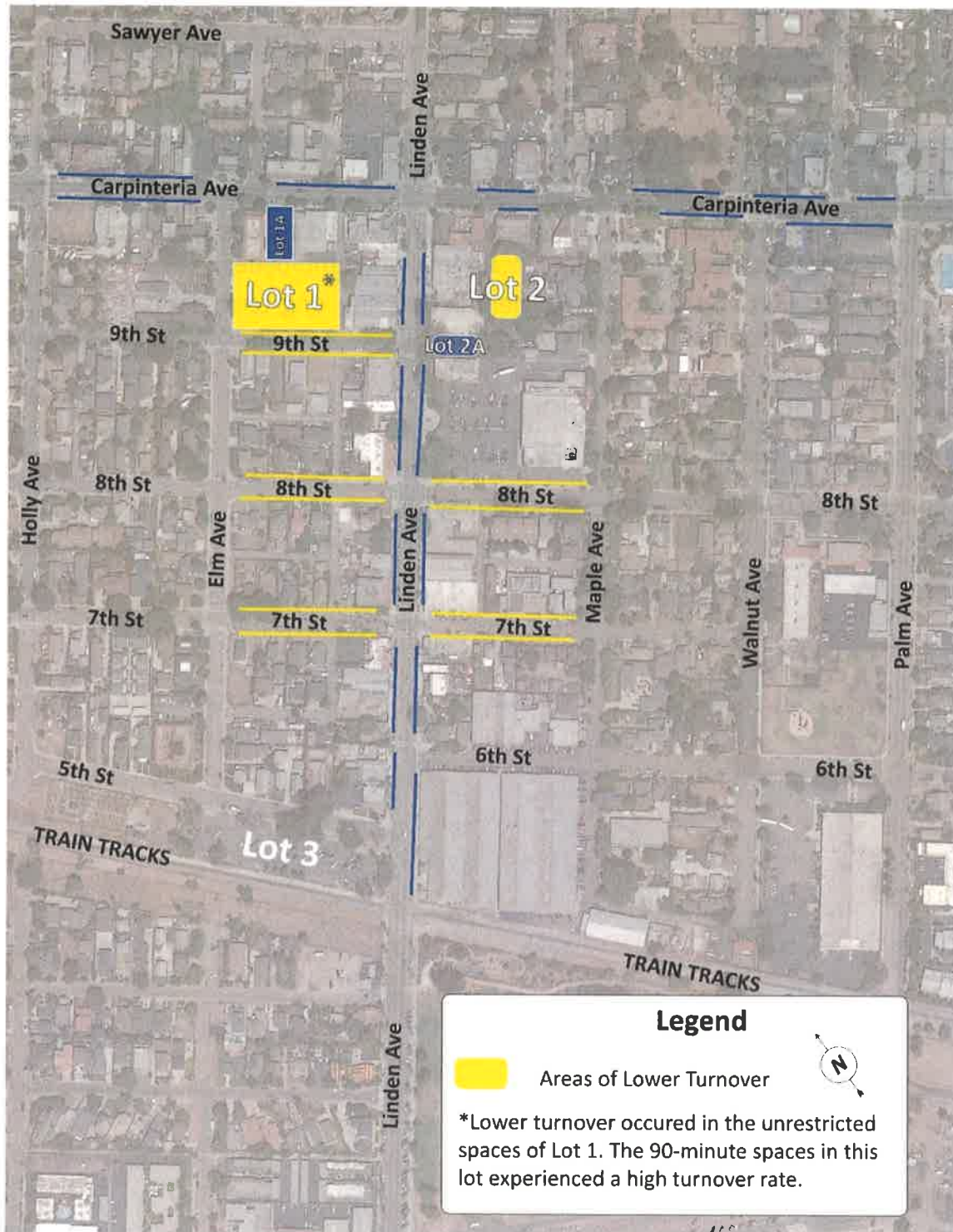
Parking Turnover Key Findings

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

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.

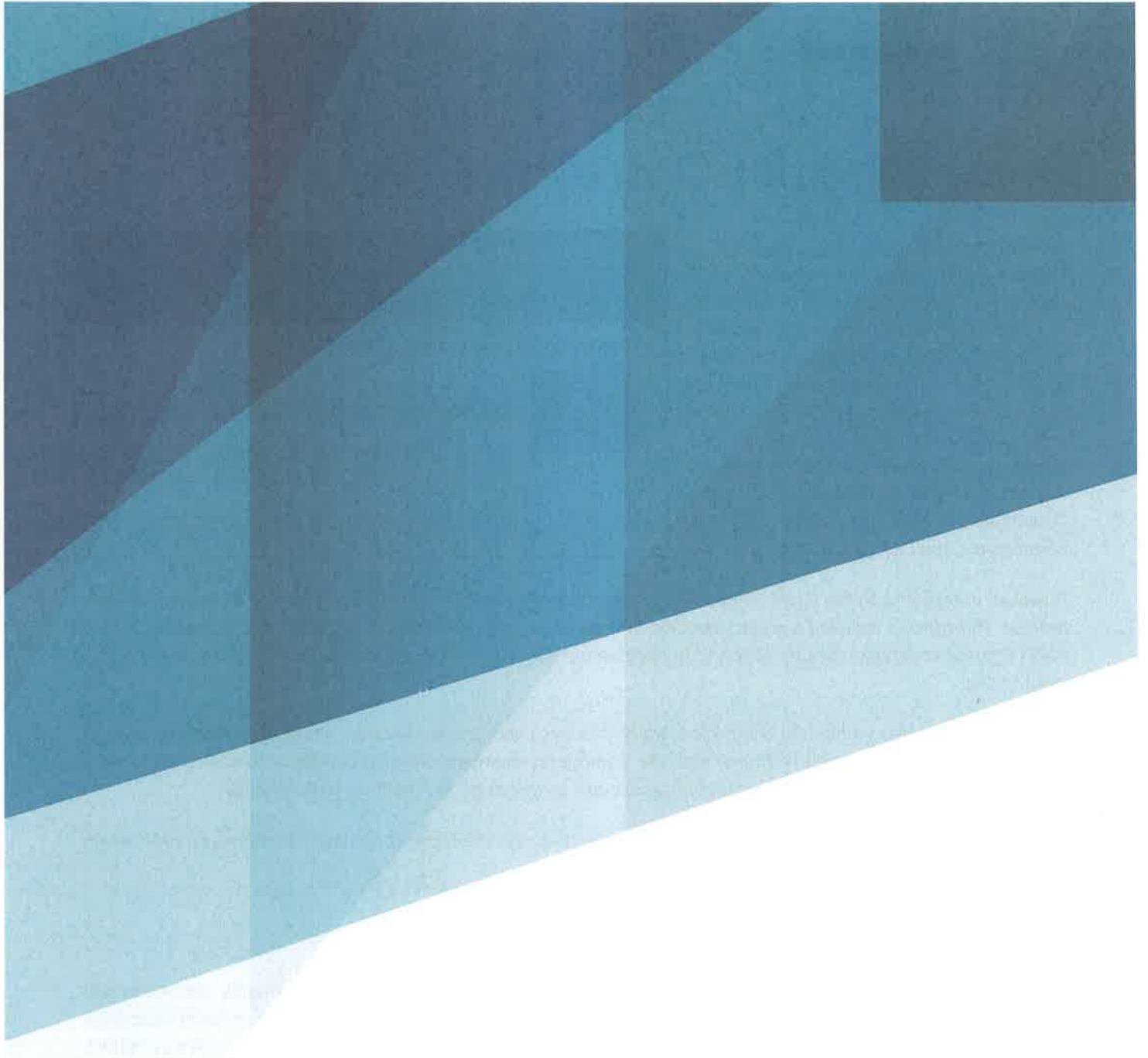
Conclusion

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 included a project website, online survey, and online public meetings. With not being able to hold in-person meetings, the City hoped to provide ample opportunity for community members to provide public input online.

A project website was created for this project which includes major project findings, background information, and a detailed list of the proposed recommendations. Community members were able to 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 are also able to use the website to access the most up to date parking study information and provide online public input.

Online Survey

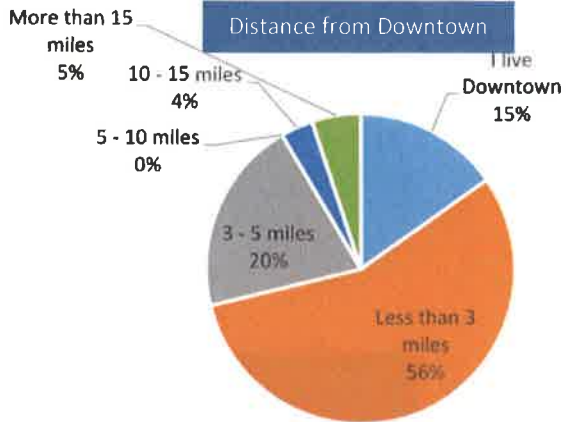
The website also hosted an online survey. The goal of this survey was to engage community members with questions about their experiences and challenges with parking downtown. This survey also included questions regarding various recommendations and strategies to allow members of the public to weigh in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

Survey Findings

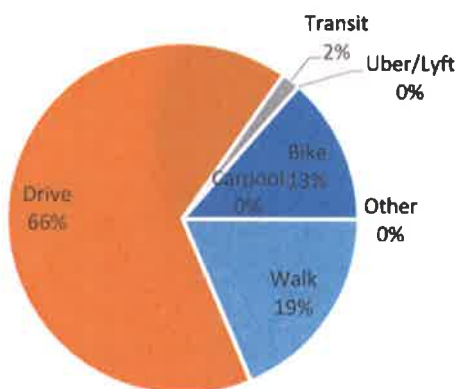
Visiting Downtown

The majority of respondents said the main reason they visit downtown is to shop and dine. Most live either less than three miles or within three to five miles of downtown, with 15% living in downtown itself. The majority of residents currently drive to downtown followed by 19% walking. And when residents go to downtown they typically spend one to three hours with 22% saying they spend less than an hour.

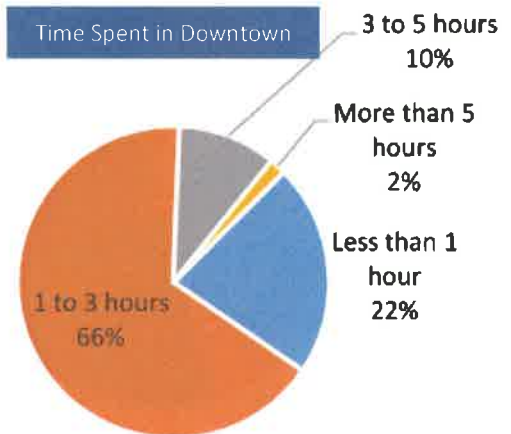
Main reason for Visiting Downtown



How Residents Travel to Downtown



Time Spent in Downtown

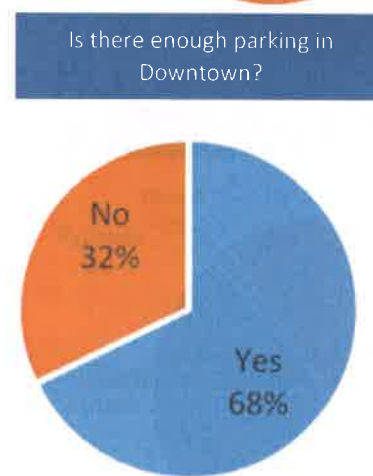
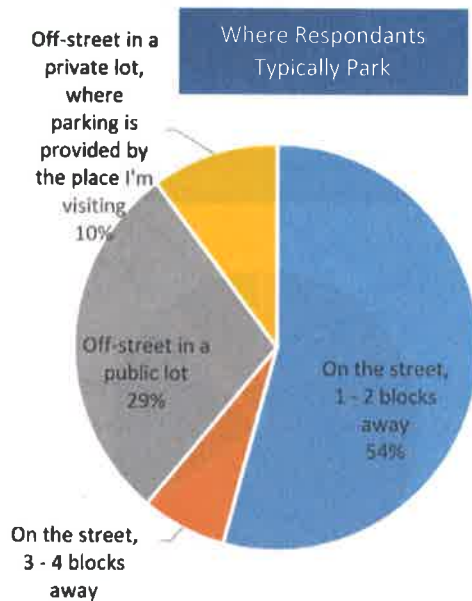


Parking Perceptions

The majority of respondents said they are either satisfied with parking and that it is easy to find or somewhat satisfied, where it is convenient some or most of the time. There were 12% of respondents that said they were not satisfied and found parking a hassle. Most are able to find a parking spaces within two to five minutes or immediately. When they park downtown, most respondents said they park on-street within a block or two of their destination or in an off-street public parking lot.

When asked what was most important when making parking decisions, the top two most selected choices were

- 1) Distance from parking space to their destination and
- 2) Ability to quickly and easily find parking



Support of Proposed Parking Management Strategies

Respondants were then presented with the recommendations we developed as a part of this study (see Section 6 – Recommendations) to get a sense of the community's level of support for them. While respondents were given the opportunity to rank their preference for recommendations over others, it's not intended that they are picking one recommendation over another as often with parking management strategies, multiple strategies are needed to be implemented in conjunction to achieve results, working and supporting each other.

With that, when presented with parking management strategies, two of the most supported options were maintaining time limits and converting some spaces in the core downtown area for pickup/dropoff spaces.

- Parking management strategies, in order of preference:
 1. Maintain existing time-limited spaces (90-min on Linden & Carpinteria)
 2. Convert a space or 2 to short-term spaces for pickup/drop-off
 3. Reduce development impact fees
 4. Implement time-limited parking in unrestricted parking areas

5. Implement policies that would allow new development to not provide all required their parking on-site
 - Providing additional parking options, in order of preference
 1. Construct new parking on city-owned land
 2. Convert parallel spaces to angled spaces
 3. Lease private lots for public parking
 - Parking demand management, in order of preference:
 1. Employee parking management plan to designate where employees park
 2. Residential parking permits
 3. Valet parking for downtown businesses

When asked about additional travel options that respondents would like to see more of in downtown, respondents said that they would most like to see improved or enhanced transit and bike facilities.

When asked about implementing parklets in downtown, responses were mixed, with some saying they would rather maintain parking, some saying yes they would like parklets, and almost 30% said they felt neutral.

Written-in Responses

Respondents were also given the opportunity to freely write-in additional thoughts and comments at the end of the survey. A summary of some of these comments are shown in the following:

- Parking is generally available and easy to find, most of the time
- Parking is most challenging during holidays, Avocado festival, and busy summer weekends
- City should provide additional capacity, like a parking structure
- Downtown is an ideal setting for walking and biking, facilities for these modes should be improved. Traffic should be limited on Linden
- Beach traffic is heavy and challenging to deal with, especially on holidays and summer

Digital Public Meetings

Planning Commission

On April 5, 2021 the draft parking study was presented to the City of Carpinteria Planning Commission. The meeting was held virtually via Zoom.

Commissioners had the opportunity to review the study and provide thoughts and comments on the findings and recommendations of the study. Members of the public were also in attendance and able to provide comments. The minutes from this meeting with responses to commissioners' comments is provided in Appendix B.



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.

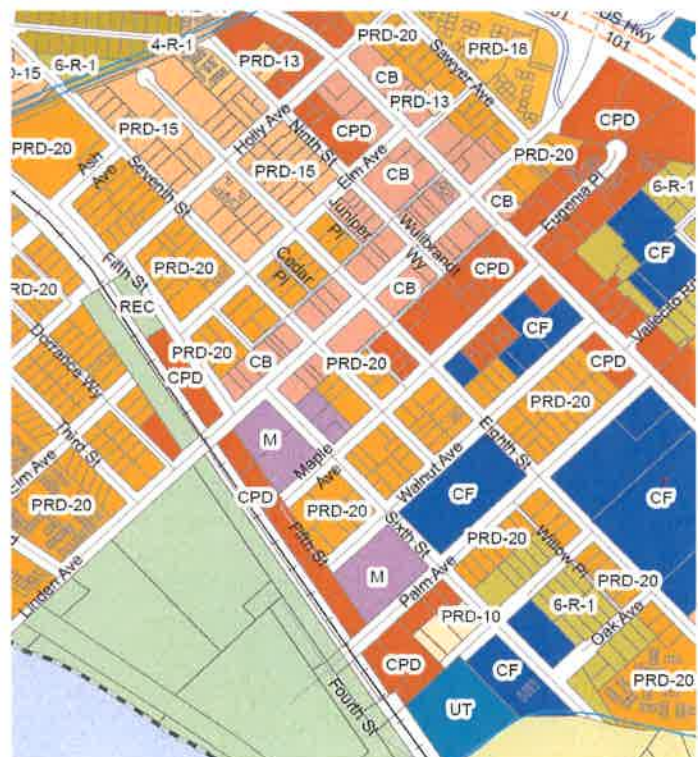
Requiring a building or land use to provide all its own parking on-site may also lead to an oversupply of private parking in Downtown that sits empty and unavailable for public use when not in use by the private business.

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 & 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
Residential			N/A, the Shared Parking Model does not include base ratios for Single Family Housing	
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		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	
Commercial				
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 9th street and create a pedestrian area on 9th 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

A key part of evaluating future parking conditions in a commercial district is understanding the new parking demand that may come from new land uses in the district. In our experience there is no “natural growth” rate of parking demand. On the contrary, these days there is far more talk about reductions in the need for parking demand as a result of factors ranging from high tech parking substitutes such as Lyft and Uber to a greater public preference for non-driving transportation options, such as bicycling, walking and in some cases the use of public transportation. In some architectural, development and planning circles it has been suggested that automated vehicles (AVs) could significantly lessen the demand for parking. These predictions of future behavior have *not* been included in our future parking demand projections.

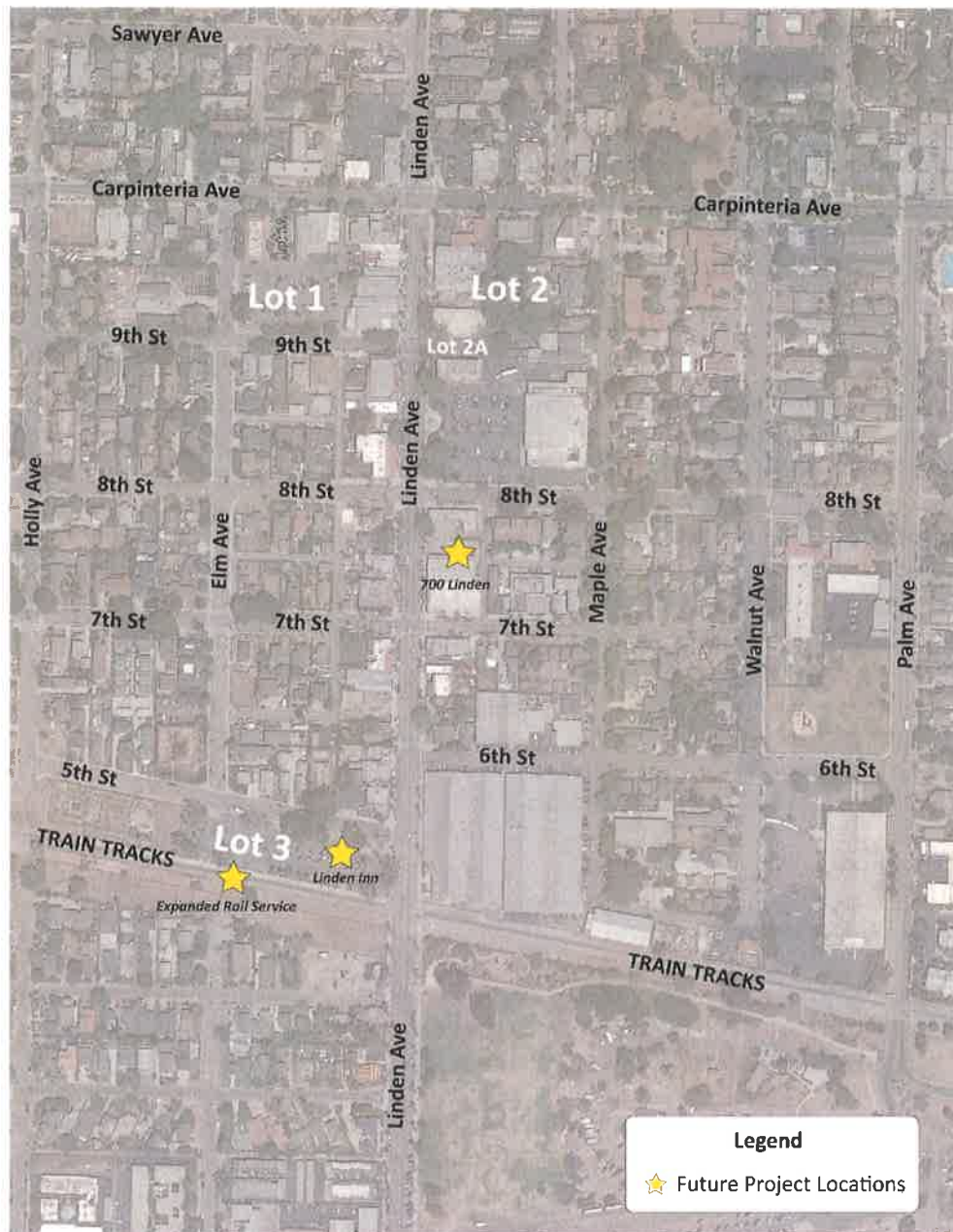
For future parking demand projections, we balance between considering only approved projects or all possible new development. Walker and City staff identified three development projects that have a reasonable possibility of coming to fruition and generating a need for parking beyond that quantified as part of current conditions.

There are three major development projects proposed in 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.

The proposed development projects evaluated in this report have not been approved. The look at each project’s projected parking needs is intended to be a high level analysis of future parking needs in downtown as a whole. These parking projections do not represent the formal parking analysis to be used for the projects’ development applications and should not be viewed as such. It is an industry best practice to consider all development that could reasonably occur in the near future to provide a more conservative analysis of future conditions to ensure adequate planning can be done to accommodate future parking needs.

In this respect, the parking demand projections represent something of a proxy, an example of the anticipated effects on the parking system that would result from a limited number of new developments in the T-Zone. Our conclusion is that capacity is available to absorb the parking demand projected however, as stated later in our findings and recommendations, a more active approach to parking management will be beneficial to manage the demand for parking during busy periods when new development occurs.

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 parking demand. Walker utilized the Walker/Urban Land Institute's (ULI) Shared Parking Model to project the parking effects on the district of the Linden Inn and 700 Linden projects. The rail project was estimated based on parking demand generated by 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 effects¹; 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 85th percentile level relative to similar properties.

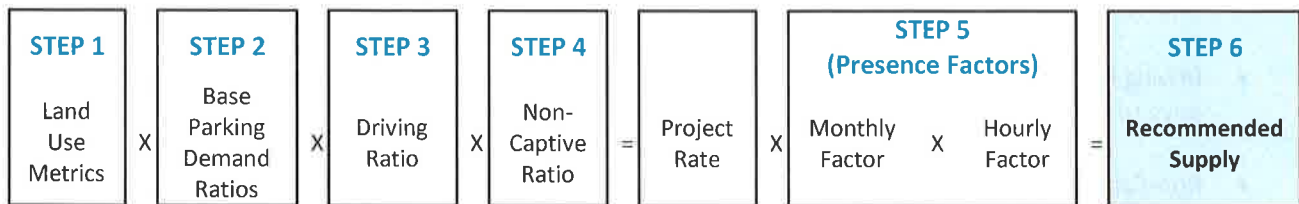
A shared parking analysis begins first by taking the land use quantities of the project, e.g., number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands of parking occupancy studies, vetted by leading parking consultants and real estate professionals, and documented within the Third Edition of ULI/ICSC's *Shared Parking*.

¹ 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.

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 effects² (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 85th percentile of peak-hour observations, a standard espoused by the ITE, the NPA's Parking Consultants Council, and renowned parking planners. This 85th 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 85th percentile recommendation is informed by field data counts in the fifth edition of ITE's *Parking Generation*³ and this threshold represents the 85th 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 85th percentile relative to similar properties.

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

³ 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:

- **85th 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 effects⁴; and daily, hourly, and seasonal variations.

⁴ 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%

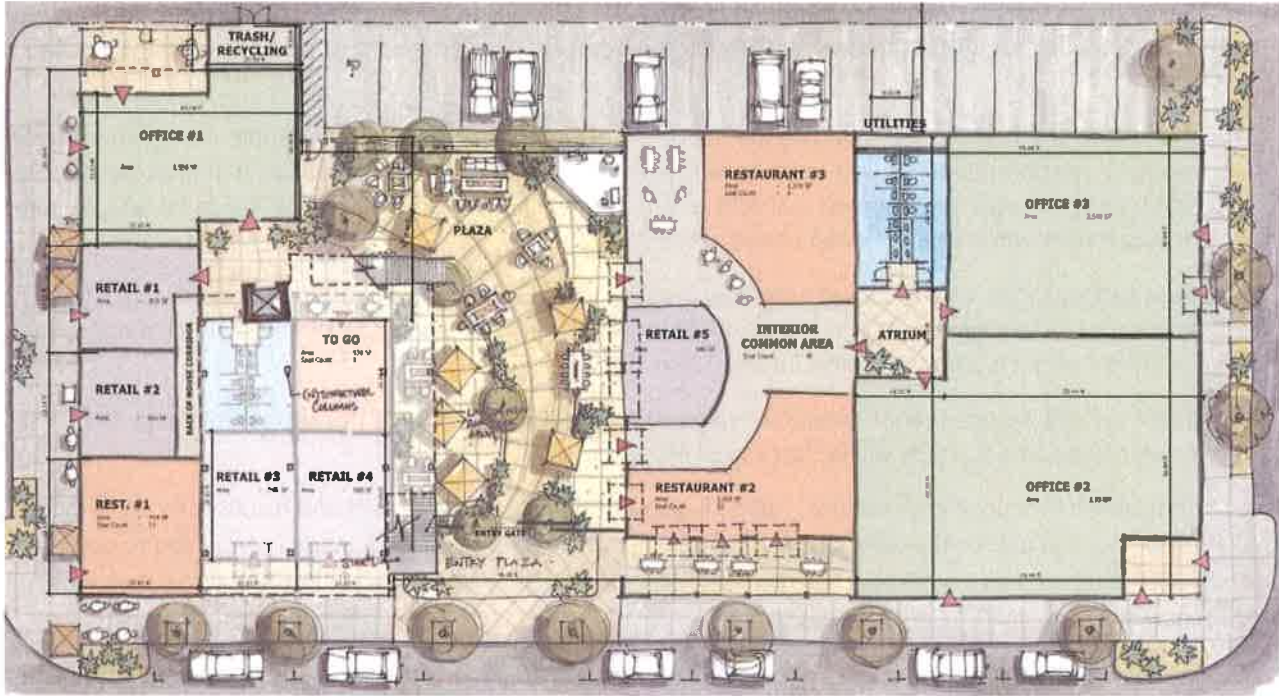
Source: Walker Consultants, 2020

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

As is common with development, the exact square footages of the program have varied as the project has evolved over time. The land use program used in this analysis contains the latest assumptions Walker had available for analysis at the time the downtown study was completed. Table 3 summarizes the land use program initially proposed and assumed 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 $\pm$ 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 $\pm$ 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 $\pm$ parking spaces.
- Weekend peak parking demand is expected to occur at 7 p.m. with a demand of 45 $\pm$ 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 based on a revised land use program that varies from that analyzed in this study.

Based on the revised project plans, the 700 Linden development team determined that 64 parking spaces would be required per City code. A summary of the recent project program and this calculation is shown in Table 16 below.

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
Total Requirement				64.052
Parking Provided				48 Spaces

(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

This program was not analyzed by Walker as it was provided after the overall parking analysis was completed, but a general review suggests that the overall findings and recommendations in this report would remain the same with the more updated program.

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
Weekday										
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
Weekend										
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
Scenario 1 Existing Parking Demand	17	17	17	17	12	12	8	8	9	9
24% increase	21	21	21	21	15	15	10	10	11	11
Net New Demand	4	4	4	4	3	3	2	2	2	2
19% increase	20	20	20	20	14	14	10	10	11	11
Net New Demand	3	3	3	3	2	2	2	2	2	2
12% increase	19	19	19	19	13	13	9	9	10	10
Net New Demand	2	2	2	2	1	1	1	1	1	1
Scenario 2 Existing Parking Demand	28	28	28	28	20	20	14	14	16	16
24% increase	35	35	35	35	25	25	17	17	20	20
Net New Demand	7	7	7	7	5	5	3	3	4	4
19% increase	33	33	33	33	24	24	17	17	19	19
Net New Demand	5	5	5	5	4	4	3	3	3	3
12% increase	31	31	31	31	22	22	16	16	18	18
Net New Demand	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
Scenario 1 Existing Parking Demand	14	14	15	15	20	20	16	16	15	15
24% increase	17	17	19	19	25	25	20	20	19	19
Net New Demand	6	6	6	6	8	8	6	6	6	6
19% increase	17	17	18	18	24	24	19	19	18	18
Net New Demand	3	3	3	3	4	4	3	3	3	3
12% increase	16	16	17	17	22	22	18	18	17	17
Net New Demand	2	2	2	2	2	2	2	2	2	2
Scenario 2 Existing Parking Demand	24	24	25	25	34	34	27	27	25	25
24% increase	30	30	31	31	42	42	33	33	31	31
Net New Demand	6	6	6	6	8	8	6	6	6	6
19% increase	29	29	30	30	40	40	32	32	30	30
Net New Demand	5	5	5	5	6	6	5	5	5	5
12% increase	27	27	28	28	38	38	30	30	28	28
Net New Demand	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.

[illegible]

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).

- 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

Figure 18: Potential New Lot – Option 1
Placeholder – will replace with the PDF layouts

Figure 19: Potential New Lot – Option 2
placeholder

Figure 20: Potential New Lot – Option 3

Placeholder



Figure 21: Potential New Lot – Option 4
placeholder

Figure 22: Potential New Lot – Option 5

Figure 23: Potential New Lot – 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
Total	105	111	111	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
Total	98	103	105	102	113	112	106	112	105	102

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
Total	142	151	152	152	119	114	112	114	112	103

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
Total	109	124	126	119	125	121	119	135	129	124

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
Scenario 1										
24% increase	147	155	156	156	122	117	114	115	115	105
19% increase	146	154	155	155	121	116	114	115	115	105
12% increase	145	153	154	154	120	115	113	114	114	104
Scenario 2										
24% increase	150	158	159	159	124	119	115	116	117	107
19% increase	148	156	157	157	123	118	115	116	116	106
12% increase	146	154	155	155	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
Scenario 1										
24% increase	112	127	130	123	130	127	123	139	133	128
19% increase	112	127	129	122	129	126	122	138	132	127
12% increase	111	126	128	121	127	124	121	137	131	126
Scenario 2										
24% increase	115	130	132	125	133	130	125	141	135	130
19% increase	114	129	131	124	131	128	124	140	134	129
12% increase	112	127	129	122	129	126	122	138	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
Option 1	61	88	149
Option 2	61	98	159
Option 3	61	165	226
Option 4	61	187	248
Option 5	61	37	98
Option 6	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.

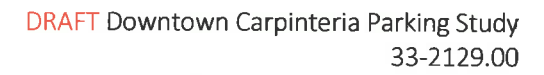
Future Impacts - Overall Impacts to Downtown

- 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 & 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	570	564	564	512	512	495	495	434	434
Existing Utilization (Supply = 883 spaces)	883	65%	65%	64%	64%	58%	58%	56%	56%	49%	49%
Future Parking Demand (Linden Inn + 700 Linden + Expanded Rail) ¹	-	95	131	132	132	105	100	101	102	102	92
Total Future Demand (Existing + Future)	-	665	701	696	696	617	612	596	597	536	526
Future Utilization Scenarios	-										

No New Parking Constructed: -52 spaces	831	80%	84%	84%	84%	74%	74%	72%	72%	64%	63%
Option 1: +88 spaces; -52 spaces	919	72%	76%	76%	76%	67%	67%	65%	65%	58%	57%
Option 2: +98 spaces; -52 spaces	929	72%	75%	75%	75%	66%	66%	64%	64%	58%	57%
Option 3: +165 spaces; -52 spaces	996	67%	70%	70%	70%	62%	61%	60%	60%	54%	53%
Option 4: +187 spaces; -52 spaces	1,018	65%	69%	68%	68%	61%	60%	59%	59%	53%	52%
Option 5: +37 spaces; -52 spaces	868	77%	81%	80%	80%	71%	71%	69%	69%	62%	61%
Option 6: +103	934	71%	75%	75%	74%	66%	66%	64%	64%	57%	56%



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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 8th 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 8th 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 8th 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 8th 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 6th 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 one 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.⁵ 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.”

⁵ 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.

Figure 28: Dockless Vehicle Parking Example



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

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.

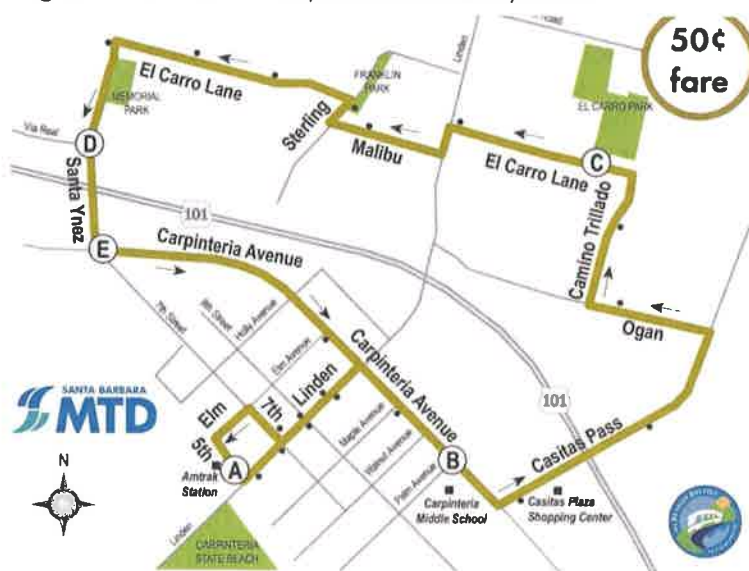
The City should evaluate existing ridership numbers and consider opportunities to increase service. Programs can also be developed by employers and businesses that would reward employees or customers who arrive by bus or shuttle. This may include discounts, gift cards, or other benefits.

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



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.



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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.⁶ 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.

⁶ Metropolitan Planning Council study of Chicago’s People Spots, 2014 available at 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 A – Parking Occupancy Counts

Parking Occupancy Counts, Wednesday, August 14, 2019

Street	Boundaries	Side	11AM - 1PM										1:00 PM - 3:00 PM											
			Unrest.	2-Hr	30-Min	1-Hr	Supply	EV	ADA	12	Total	Utilization	Unrest.	2-Hr	30-Min	1-Hr	Supply	EV	ADA	12	Total	Utilization		
Carpenteria Ave	Holly Ave & Elm Ave	North	0	0	5	0	3	0	0	0	9	5	58%	0	0	5	0	3	0	0	0	9	56%	
		South	0	0	5	0	0	0	0	0	5	4	80%	0	0	5	0	0	0	0	0	5	100%	
	Elm Ave & Linden Ave	North	0	0	5	0	1	0	0	0	7	5	71%	0	0	5	0	1	0	0	0	7	43%	
		South	0	0	4	0	0	0	0	0	4	2	50%	0	0	4	0	0	0	0	0	4	100%	
	Linden Ave & Maple Ave	North	0	0	2	0	0	0	0	0	2	1	50%	0	0	2	0	0	0	0	0	2	100%	
		South	0	0	5	0	0	0	0	0	5	4	80%	0	0	5	0	0	0	0	0	4	80%	
	Maple Ave & Walnut Ave	North	0	0	5	0	0	0	0	0	5	3	60%	0	0	5	0	0	0	0	0	3	60%	
		South	0	0	5	0	0	0	0	0	5	2	40%	0	0	5	0	1	0	0	0	3	60%	
Walnut Ave & Palm Ave	North	0	0	5	0	0	0	0	0	5	1	20%	0	0	5	0	4	0	0	0	4	80%		
	South	0	0	5	0	0	0	0	0	5	1	20%	0	0	5	0	0	0	0	0	3	60%		
Carpenteria Ave Total			0	0	49	0	4	0	0	0	57	0	0	27	0	0	0	0	0	0	0	27	57%	
Linden Ave	Carpenteria Ave & 9th St	West	0	0	5	0	0	0	0	0	6	6	100%	0	0	5	0	0	0	0	0	5	83%	
		East	0	0	5	0	0	0	0	0	6	4	67%	0	0	5	0	0	0	0	0	5	83%	
	8th St & 8th St	West	0	0	9	0	0	0	0	0	9	5	56%	0	0	9	0	0	0	0	0	9	56%	
		East	0	0	7	0	0	0	0	0	7	5	71%	0	0	7	0	0	0	0	0	7	71%	
	8th St & 7th St	West	0	0	10	0	0	0	0	0	10	9	90%	0	0	10	0	0	0	0	0	10	40%	
		East	0	0	8	0	0	0	0	0	8	2	25%	0	0	8	0	0	0	0	0	8	38%	
	7th St & 6th St	West	0	0	7	0	0	0	0	0	7	6	86%	0	0	7	0	0	0	0	0	7	29%	
		East	0	0	6	0	0	0	0	0	6	5	83%	0	0	6	0	0	0	0	0	6	50%	
	6th St & Train Tracks	West	0	0	5	0	0	0	0	0	5	5	100%	0	0	5	0	0	0	0	0	5	60%	
		East	0	0	10	0	2	0	1	1	14	4	29%	0	0	10	0	2	0	1	1	14	64%	
Linden Ave Total			0	0	74	0	2	0	1	2	78	0	0	42	0	2	0	0	0	0	0	44	56%	
9th St	Elm Ave & Linden Ave	North	3	0	4	0	2	0	0	0	9	3	100%	3	0	4	0	2	0	0	0	9	67%	
		South	2	0	5	0	0	0	0	0	7	2	100%	2	0	6	0	0	0	0	0	10	100%	
9th St Total			5	0	10	0	4	0	0	0	19	5	0	8	0	2	0	0	0	0	16	84%		
8th St	Elm Ave & Linden Ave	North	9	0	0	0	1	0	0	0	10	7	60%	6	0	0	0	0	0	0	0	6	60%	
		South	11	0	0	0	1	0	0	0	12	5	42%	8	0	0	0	0	0	0	0	9	75%	
	Linden Ave & Maple Ave	North	11	0	2	0	0	0	0	0	13	9	69%	3	0	1	0	0	0	0	4	31%		
		South	12	0	0	0	1	0	0	0	13	9	69%	3	0	0	0	0	0	0	3	23%		
	Maple Ave & Walnut Ave	North	10	0	0	0	0	0	0	0	10	2	20%	2	0	0	0	0	0	0	2	20%		
8th St Total			52	0	2	0	3	0	0	0	67	36	0	0	0	1	0	0	0	0	0	28	42%	
7th St	Elm Ave & Linden Ave	North	11	0	0	0	0	0	0	1	12	9	75%	10	0	0	0	0	0	0	0	10	83%	
		South	10	0	0	0	1	0	0	0	11	8	73%	8	0	0	0	0	0	0	0	9	82%	
	Linden Ave & Maple Ave	North	6	0	0	0	2	0	0	3	11	6	73%	6	0	0	0	0	0	0	0	7	64%	
		South	12	0	0	0	0	0	0	1	13	4	31%	6	0	0	0	0	0	0	0	6	46%	
	Maple Ave & Walnut Ave	North	7	0	0	0	0	0	0	0	7	4	57%	4	0	0	0	0	0	0	0	4	57%	
7th St Total			55	0	0	0	3	0	0	3	63	36	0	0	0	2	0	0	0	0	0	41	65%	
6th St	Linden Ave & Maple Ave	North	22	0	0	0	0	0	0	0	22	18	82%	21	0	0	0	0	0	0	0	21	95%	
		South	26	0	0	0	0	0	0	1	27	25	93%	23	0	0	0	0	0	0	0	23	85%	
	Maple Ave & Walnut Ave	North	8	0	0	0	0	0	0	0	8	6	67%	4	0	0	0	0	0	0	0	4	44%	
6th St Total			86	0	0	0	0	0	1	0	87	57	0	0	0	0	0	0	0	0	0	56	84%	
5th Pl	Elm Ave & Yutta Ln	North	5	0	0	0	0	0	0	0	5	3	40%	2	0	0	0	0	0	0	0	2	40%	
		South	8	0	0	0	0	0	0	0	8	4	50%	4	0	0	0	0	0	0	0	4	50%	
5th Pl Total			13	0	0	0	0	0	0	0	13	8	46%	6	0	0	0	0	0	0	0	6	46%	
5th St	Elm Ave & Linden Ave	North	10	0	0	0	2	0	0	0	12	7	58%	6	0	0	0	0	0	0	0	6	50%	
		South	12	0	0	0	0	0	0	0	12	5	42%	9	0	0	0	0	0	0	0	9	75%	
5th St Total			22	0	0	0	2	0	0	0	24	12	0	0	0	0	0	0	0	0	0	15	68%	
Elm Avenue	Carpenteria Ave & 9th St	West	6	0	0	0	0	0	0	0	7	7	100%	6	0	0	0	0	0	0	0	6	89%	
		East	7	0	0	0	1	0	0	0	8	7	88%	7	0	0	0	0	0	0	0	7	88%	
	8th St & 8th St	West	9	0	0	0	0	0	0	0	9	2	22%	3	0	0	0	0	0	0	0	3	33%	
		East	6	0	0	0	0	0	0	0	6	4	67%	3	0	0	0	0	0	0	0	3	50%	
	8th St & 7th St	West	9	0	0	0	0	0	0	0	9	2	22%	2	0	0	0	0	0	0	0	2	22%	
		East	5	0	0	0	0	0	0	0	5	0	0%	2	0	0	0	0	0	0	0	2	40%	
	7th St & 5th St	West	13	0	0	0	0	0	0	0	13	5	38%	4	0	0	0	0	0	0	0	4	31%	
Elm Ave Total			64	0	0	0	1	0	0	0	65	32	0	0	0	0	0	0	0	0	0	32	49%	
Maple Ave	Carpenteria Ave & 8th St	West	17	0	0	0	0	0	0	0	17	12	71%	15	0	0	0	0	0	0	0	15	88%	
		East	22	0	0	0	0	0	0	0	22	11	50%	13	0	0	0	0	0	0	0	13	59%	
	8th St & 7th St	West	6	0	0	0	0	0	0	0	6	1	17%	1	0	0	0	0	0	0	0	1	17%	
		East	8	0	0	0	0	0	0	0	8	2	25%	1	0	0	0	0	0	0	0	1	13%	
	7th St & 6th St	West	7	0	0	0	0	0	0	0	7	4	57%	4	0	0	0	0	0	0	0	4	57%	
		East	6	0	0	0	0	0	0	0	6	5	83%	5	0	0	0	0	0	0	0	5	83%	
6th St & Train Tracks	West	23	0	0	0	0	0	0	0	23	23	100%	23	0	0	0	0	0	0	0	23	100%		
Maple Ave Total			98	0	0	0	0	0	0	0	98	64	0	0	0	0	0	0	0	0	0	70	71%	
Walnut Ave	Carpenteria Ave & 8th St	West	13	0	0	0	0	0	0	1	23	13	79%	12	0	0	0	0	0	0	1	15	65%	
		East	21	0	0	0	0	0	0	0	21	13	62%	15	0	0	0	0	0	0	0	15	71%	
	8th St & 7th St	West	7	0	0	0	0	0	0	0	7	0	0%	1	0	0	0	0	0	0	0	1	14%	
		East	8	0	0	0	1	0	0	0	9	1	11%	3	0	0	0	0	0	0	0	3	33%	
	7th St & 6th St	West	9	0	0	0	0	0	0	0	9	4	44%	5	0	0	0	0	0	0	0	5	56%	
		East	0	10	0	0	0	0	0	0	10	4	40%	0	1	0	0	0	0	0	0	3	30%	
6th St & Train Tracks	West	8	0	0	0	0	0	0	0	8	4	44%	6	0	0	0	0	0	0	0	6	67%		
Walnut Ave Total			77	10	0	0	0	0	1	2	99	45	4	0	0	0	1	0	0	0	0	57	58%	
On-Street			462	10	129	0	28	0	3	8	640	293	4	87	0	11	0	0	0	0	0	395	62%	
Off-Street			72%	2%	20%	0%	4%	0%	0%	1%														
Lot 1	Lot 1A	Lot 1	41	0	25	0	0	0	3	0	69	41	19										52	75%
		Lot 2A	0	0	0	14	0	0	1	0	15			12									14	93%
	Lot 2B	Lot 2	42	0	0	0	0	0	2	2	46	41											44	96%
		Lot 3	0	0	12	0	0	0	1	0	13			10	</									

Parking Occupancy Counts, Wednesday, August 14, 2019

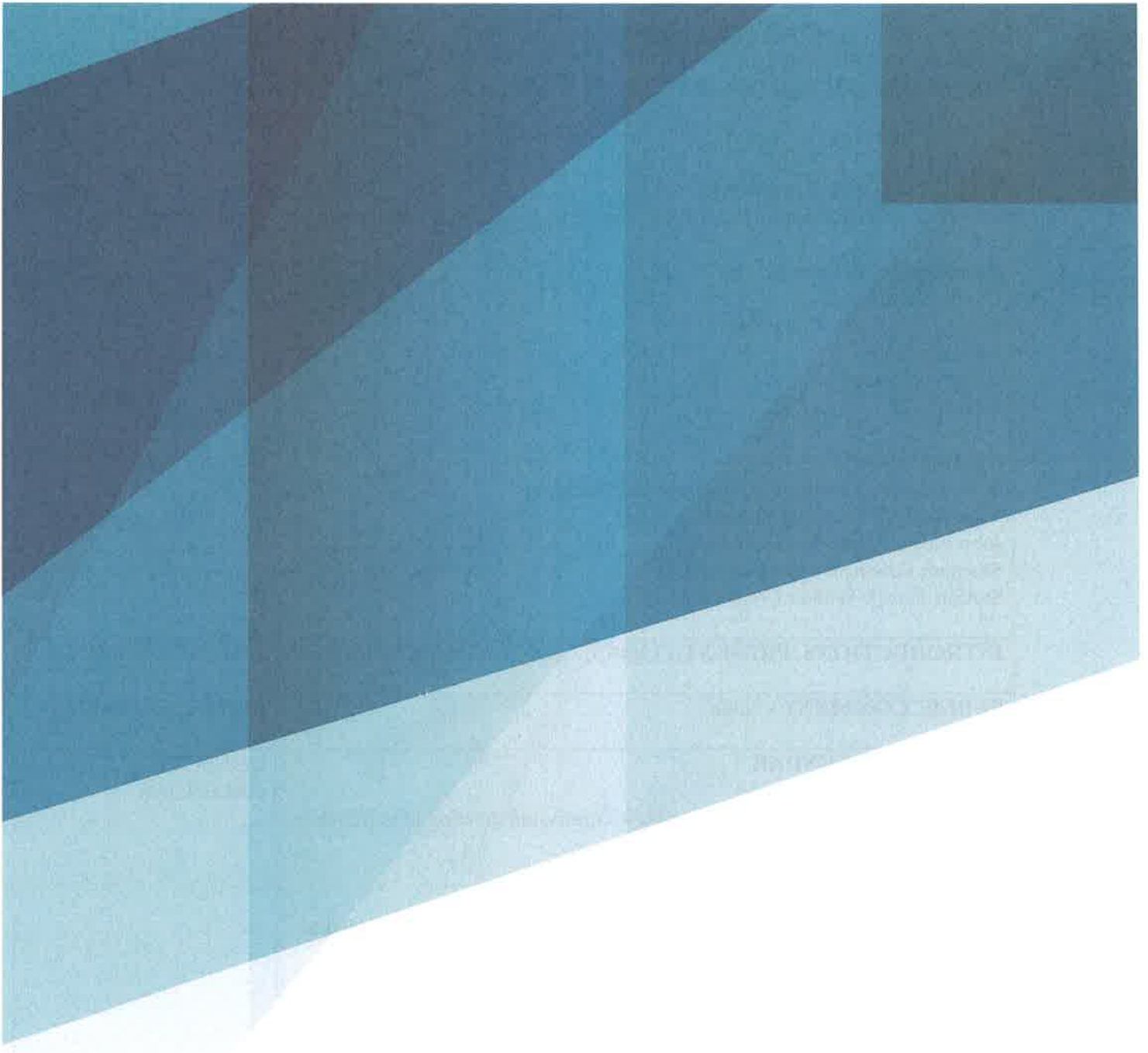
3:00 PM - 5:00 PM										5:00 PM - 7:00 PM										7:00 PM - 9:00 PM									
Unrest.	2 Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2 Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2 Hr	90-Min	1 HR	24-Min	EV	ADA	LZ	Total	Utilization
5								5	55%	1								1	11%	2								2	22%
5								5	100%	4								4	80%	3								3	50%
7								7	100%	5								5	71%	6								6	86%
3								3	75%	4								4	100%	3								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%
1								1	50%	5								5	100%	1								1	50%
0								0	0%	3								3	60%	3								3	60%
0	0	0	34	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	63%	8								8	57%
0	0	0	38	0	0	0	0	38	88%	0	0	62	0	0	0	0	0	62	79%	0	0	31	0	0	0	0	0	31	65%
3								3	50%	2								2	50%	3								3	100%
2								2	80%	2								2	40%	2								2	70%
0	0	4	0	0	0	0	0	4	68%	4	0	3	0	0	0	0	0	7	47%	5	0	9	0	2	0	0	0	16	84%
6								6	80%	8								8	90%	6								6	80%
6								6	50%	6								6	50%	8								8	67%
1								1	8%	2								2	15%	1								1	8%
4								4	31%	3								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%	22	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								10	100%	6								6	55%
6								6	73%	6								7	64%	6								7	64%
2								2	15%	7								7	54%	6								6	46%
4								4	57%	4								5	57%	3								3	43%
2								2	22%	5								5	56%	4								4	44%
33	0	0	0	0	2	0	0	35	56%	43	0	0	0	2	0	0	0	44	70%	35	0	0	0	0	2	0	0	36	57%
20								20	91%	14								14	64%	24								24	84%
25								25	93%	12								12	44%	11								11	41%
8								8	67%	9								9	100%	7								7	78%
7								7	78%	3								3	33%	3								3	33%
38	0	0	0	0	0	0	0	38	87%	38	0	0	0	0	0	0	0	76	87%	23	0	0	0	0	0	0	0	23	82%
2								2	40%	2								2	40%	2								2	40%
4								4	50%	4								4	50%	4								4	50%
6								6	46%	8								8	46%	8								8	46%
3								3	25%	3								3	25%	3								3	25%
3								3	25%	1								1	8%	2								2	17%
8	0	0	0	0	0	0	0	8	23%	4	0	0	0	0	0	0	0	4	27%	5	0	0	0	0	0	0	0	5	21%
5								5	71%	4								4	57%	1								1	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	50%
5								5	38%	6								6	40%	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								13	78%	13								16	70%	9								9	39%
17								17	81%	17								17											

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	33%			
		South	0	0	5	0	0	0	0	0	5		3						3	60%							2	40%				
	Elm Ave & Linden Ave	North	0	0	6	0	1	0	0	0	7		6						6	86%							7	100%				
		South	0	0	4	0	0	0	0	0	4		3						3	75%							4	100%				
	Linden Ave & Maple Ave	North	0	0	2	0	0	0	0	0	2		2						2	100%							1	50%				
		South	0	0	2	0	0	0	0	0	2		2						2	100%							1	50%				
	Maple Ave & Walnut Ave	North	0	0	5	0	0	0	0	0	5		5						5	100%							6	120%				
		South	0	0	5	0	0	0	0	0	5		4						4	80%							1	20%				
Walnut Ave & Palm Ave	North	0	0	5	0	0	0	0	0	5		4						4	80%							3	60%					
	South	0	0	5	0	0	0	0	0	5		3						3	20%							1	20%					
Carpinteria Ave Total			0	0	43	0	4	0	0	0	47		0	0	0	0	0	0	30	64%		0	0	28	0	0	0	0	28	66%		
Linden Ave	Carpinteria Ave & 9th St	West	0	0	6	0	0	0	0	0	6		6						6	100%							6	100%				
		East	0	0	6	0	0	0	0	0	6		6						6	100%							6	100%				
	9th St & 8th St	West	0	0	9	0	0	0	0	0	9		9						9	100%							6	67%				
		East	0	0	7	0	0	0	0	0	7		7						7	100%							6	86%				
	8th St & 7th St	West	0	0	10	0	0	0	0	0	10		7						7	70%							7	70%				
		East	0	0	8	0	0	0	0	0	8		4						4	50%							4	50%				
	7th St & 6th St	West	0	0	7	0	0	0	0	0	7		6						6	86%							3	43%				
		East	0	0	6	0	0	0	0	0	6		5						5	83%							3	50%				
	6th St & Train Tracks	West	0	0	5	0	0	0	0	0	5		5						5	100%							5	100%				
		East	0	0	10	0	2	0	1	1	14		11			1			11	79%							5	35%				
Linden Ave Total			0	0	76	0	2	0	1	3	78		0	0	65	0	2	0	0	66	85%		0	0	51	0	0	0	51	65%		
9th St	Elm Ave & Linden Ave	North	3	0	4	0	2	0	0	0	9	3	2						8	67%		3	4					7	78%			
		South	2	0	6	0	2	0	0	0	10	2	6						8	80%		2	6		1			9	90%			
9th St Total			5	0	10	0	4	0	0	0	19	5	8						16	74%		5	10		2	0	0	16	84%			
8th St	Elm Ave & Linden Ave	North	9	0	0	0	1	0	0	0	10	8							8	80%		9	0	10		1	0	0	10	100%		
		South	11	0	0	0	1	0	0	0	12	10							10	83%		6						6	50%			
	Linden Ave & Maple Ave	North	31	0	2	0	0	0	0	0	33	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	2	0	0	27	39%		
7th St	Elm Ave & Linden Ave	North	11	0	0	0	0	0	1	1	12	5							5	50%		6						6	57%			
		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	69	25		0	0	0	0	0	29	40%		29	0	0	0	2	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	0	1	0	67	31		0	0	0	0	0	31	46%		33	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	9	36%		
Elm Avenue	Carpinteria Ave & 9th St	West	6	0	0	0	0	0	0	0	6	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			1				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 & 6th St	West	13	0	0	0	0	0	0	0	13	3							3	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	3	0	0	0	65	44		0	0	0	1	0	0	45	69%		37	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%		4						4	67%			
6th St & Train Tracks	West	23	0	0	0	0	0	0	0	23	5							5	22%		5						5	22%				
	East	9	0	0	0	0	0	0	0	9	6							6	67%		6						6	67%				
Maple Ave Total			98	0	0	0	0	0	0	0	98	53		0	0	0	0	0	53	54%		54	0	0	0	0	0	0	54	55%		
Walnut Ave	Carpinteria Ave & 8th St	West	13	0	0	0	7	0	1	2	23	6							6	26%		12						12	52%			
		East	21	0	0	0	0	0	0	0	21	16							16	76%		15						15	71%			
	8th St & 7th St	West	7	0	0	0	0	0	0	0	7	5							5	71%		1						1	14%			
		East	8	0	0	0	1	0	0	0	9	5							5	56%		1						1	11%			
	7th St & 6th St	West	9	0	0	0	0	0	0	0	9	4							4	44%		4						4	44%			
		East	0	0	10	0	0	0	0	0																						

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									
Unmet	2-Hr	30-Min	1-Hr	24-Min	EV	ADA	L2	Total	Utilization	Unmet	2-Hr	30-Min	1-Hr	24-Min	EV	ADA	L2	Total	Utilization	Unmet	2-Hr	30-Min	1-Hr	24-Min	EV	ADA	L2	Total	Utilization
		5						5	56%			5						5	56%			5						5	56%
		3						3	60%			3						3	60%			3						3	60%
		6						6	86%			6						6	86%			6						6	86%
		4						4	100%			4						4	100%			4						4	100%
		2						2	100%			2						2	100%			2						2	100%
		3						3	60%			3						3	60%			3						3	60%
		4						4	80%			4						4	80%			4						4	80%
		3						3	60%			3						3	60%			3						3	60%
		1						1	20%			1						1	20%			1						1	20%
0	0	31	0	0	0	0	0	31	88%	0	0	25	0	0	0	0	0	25	93%	34	0	0	0	0	0	0	0	34	72%
		9						9	100%			9						9	100%			9						9	100%
		3						3	50%			3						3	50%			3						3	50%
		8						8	89%			8						8	89%			8						8	89%
		6						6	86%			6						6	86%			6						6	86%
		9						9	90%			9						9	90%			9						9	90%
		8						8	100%			8						8	100%			8						8	100%
		7						7	100%			7						7	100%			7						7	88%
		4						4	67%			4						4	66%			4						4	86%
		5						5	100%			5						5	100%			5						5	83%
		8						8	57%			8						8	43%			10		1		1	0	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		1	0	62	79%
3	2	4						7	78%	3	2	6						5	56%	1	2	3						3	33%
2	2	4						4	40%	2	2	4						3	30%	1	2	3						3	50%
5	0	6						11	58%	4	0	8						12	63%	1	0	7						8	42%
		8						8	80%	7								7	70%	7								7	70%
		11						11	92%	8								8	67%	8								8	67%
		1						1	8%	1								2	15%	2								2	15%
		2						2	15%	6				2				10	91%	10								10	91%
		4						4	57%	4								6	46%	6				7				8	62%
		3						3	33%	2								4	57%	4								4	57%
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	27	40%
		9						9	75%	10								10	83%	8								8	75%
		9						9	82%	11								11	100%	9								9	82%
		5						5	45%	6				2				10	91%	10								10	91%
		2						2	15%	6								6	46%	6				7				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	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%
		17						17	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	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	11	46%
		3						3	43%	5								5	67%	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	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						7	78%	6								6	67%	4								4	44%
60	0	0	0	0	0	0	0	60	61%	50	0	0	0	0	0	0	0	50	51%	42	0	0	0	0	0	0	0	42	43%
		11						11	48%	12				5			1	18	78%</										



B Appendix B – Planning Commission Comments & Responses

MINUTES, PLANNING COMMISSION
CITY OF CARPINTERIA
CARPINTERIA, CALIFORNIA

April 5, 2021
Regular Meeting
ZOOM
5:30 P.M.

CALL TO ORDER and ROLL CALL The Zoom virtual meeting was called to order at 5:30 p.m. by Chair Allen. Commissioners Present: David Allen, Chair Jane L. Benefield, Vice-Chair John Callender Glenn La Fevers John Moyer Others Present: Steve Goggia, Community Development Director Nick Bobroff, Principal Planner John Ilasin, Public Works Director Shannon Edwin, Walker Consultants Steffan Turoff, Walker Consultants	CALL TO ORDER & ROLL CALL
INTRODUCTIONS, PRESENTATIONS, ANNOUNCEMENTS - None	ANNOUNCEMENTS
PUBLIC COMMENT - None	PUBLIC COMMENT
CONSENT CALENDAR 1) Minutes of the regular Planning Commission meeting held March 1, 2021 MOTION Commissioner Benefield moved and Commissioner Callender seconded to approve the minutes of the regular Planning Commission meeting held March 1, 2021 as presented. Motion passed 5-0 by the following roll call vote: Chair Allen voted yes, Commissioner Callender voted yes, Commissioner Moyer voted yes, Commissioner La Fevers voted yes, and Commissioner Benefield voted yes.	CONSENT CALENDAR
NEW PUBLIC HEARING - None	NEW PUBLIC HEARING
OTHER BUSINESS Chair Allen asked that Agenda Item 3 be heard before Item 2. 2) According to Section 2.32.040 of the Carpinteria Municipal Code, the Planning Commission shall elect a chair and vice-chair from among its members at its first regular meeting after July 1st of each	OTHER BUSINESS

year.

At the meeting of July 6, 2020, Commissioner Benefield, citing personal reasons, asked to postpone the election until meetings are held in the Council Chamber. Commissioner La Fevers moved, Benefield second, to continue with the existing positions and to revisit the election at the first meeting in the Council Chamber. 5-0 vote.

MOTIONS

Chair Allen moved and Commissioner Callender seconded to nominate Vice-Chair Benefield to serve as chair. Motion passed unanimously by the following roll call vote: Commissioner Moyer voted yes, Commissioner La Fevers voted yes, Commissioner Callender voted yes, Commissioner Benefield voted yes, and Chair Allen voted yes.

Commissioner Allen moved and Commissioner Moyer seconded to nominate Commissioner La Fevers to serve as vice-chair. Motion passed unanimously by the following roll call vote: Commissioner Moyer voted yes, Commissioner La Fevers voted yes, Commissioner Callender voted yes, Chair Benefield voted yes, and Commissioner Allen voted yes.

- 3) Hearing at the request of the City for the Planning Commission to receive the Draft Downtown Carpinteria Parking Study prepared by Walker Consultants for the City and make recommendations for additions, modifications, and/or deletions, as determined appropriate.

Director of Public Works John Ilasin presented the staff report. Analyst Shannon Edwin and Director of Studies Steffen Turoff of Walker Consultants presented details on the parking study. They reviewed existing conditions, stakeholder outreach, analysis of current policies and regulations, future parking conditions, and recommendations for future policies.

Community Development Director Steve Goggia explained the purpose is to provide a basis for a downtown parking management plan for the Downtown T and obtain public and Planning Commission input. Chair Benefield clarified we are projecting a need into the future and not making decisions tonight.

Community Development Director Steve Goggia stated no e-comments were received and no attendees indicated they wanted to speak.

Commissioner Allen expressed that he would like the actual parking

management plan to come before the Planning Commission for final recommendations before it advances.

Commissioner La Fevers asked if the methodology included a way to evaluate residential parking impact on downtown commerce parking.

Mr. Ilasin answered that in almost every case they see, the issues are usually commerce going into residential, and it's rarely the other way around. He said they didn't see sign of it and the data doesn't support it was a finding. Ms. Edwin agreed, explaining turnover was effective, and parking near residences was sufficient in that parking in downtown spaces wasn't needed.

As stated in the minutes, observations of residential areas during data collection indicated that there was little to no spillover of residential parkers into the downtown parking.

Commissioner La Fevers asked if they identified target areas where angled parking could be implemented effectively. Ms. Edwin said she believed the City had a few in mind on some side streets. Mr. Turoff thought Ninth street was one of them.

The City is exploring opportunities to provide angled parking and locations.

Commissioner Callender noted the parking analysis doesn't extend into the Beach Neighborhood and asked if they were given direction not to look at it. Mr. Ilasin explained the study came on the heels of earlier ones being updated that focused on t-zone and commercial parking. He noted the beach area is a different dynamic from commercial.

The study area is consistent with previous downtown studies which focused on the downtown T and commercial parking areas. The Beach Neighborhood parking areas are outside of the downtown study area boundaries.

PUBLIC COMMENT

Chair Benefield opened the public hearing.

Marla Daily expressed concern that at 8:41 a.m. she submitted a 260-word comment per City website instructions that nobody had received. She spoke about how the decision to pave and develop the area south of the railroad tracks is subject to review. She noted it is home to many birds, animals and reptiles and stressed that a CEQA review is required. She said the public has spoken loudly in opposition, with 350 residents in the area

having submitted comments to the mayor and City Council. She added that traffic and safety impacts would impact the neighborhood, and never before has a public lot been placed before public residences. She noted the Walker study mentions no other lots facing residential properties, and the lot could collapse property values and quality of life. She questioned who would want a parking lot against their homes and said, "Please don't do that to ours."

Exploration of a new parking lot in this area is currently conceptual and being explored. There are no plans currently to construct a lot in this area. Conceptual lot layouts were included in the parking study to provide an understanding of how providing additional parking to serve downtown could impact future supplies and demand.

PUBLIC COMMENT CLOSED

Chair Benefield closed the Public hearing.

Commissioner Moyer commented how bicycle traffic has accelerated in Carpinteria with the advent of electric bikes. He said the bikes go faster and therefore bike lanes need to be safer in main corridors. He expressed concern that commercial parking does not spill into residential neighborhoods, noting it changes the whole atmosphere.

Comment noted. The recommendations in the report provide some strategies to prevent spillover into residential neighborhoods but this should continued to be monitored as downtown changes and grows.

Commissioner Callender complimented the report and how it noted DIF fees disincentivize development. He liked how it thinks in larger terms how to control parking demand, such as through promoting walkable neighborhoods. He encouraged our City Council to think bigger and use a holistic approach. **With respect to the Surfliner hotel project, he said concerns about parking in the Beach Neighborhood are high. He said it would be good if we could work more information on that issue south of the railroad tracks into the report.**

Comment noted. The Beach Neighborhood was outside of the scope of this study and the Surfliner Inn was looked at only conceptually as a potential project that could impact downtown parking. This does study does not provide a formal parking analysis for the Surfliner Inn.

Commissioner Allen shared the following comments:

- He said the most difficult part of the study is how it affects the Surfliner project. **He said the report needs clarity on some issues, such as what code would impose in terms of parking**

requirements for Surfliner.

The Surfliner Inn was only evaluated as a potential future project that could impact downtown parking. This study should not be viewed as the parking analysis for the Surfliner Inn.

- **He asked if communities use other models than the one used in the report.**

The Shared Parking Model developed by the International Council of Shopping Centers (ICSC), National Parking Association (NPA), and Urban Land Institute is the most extensively researched and sophisticated methodology for projecting parking demand. The use of the Model is accepted and used industry wide by planners, engineers and developers. It is most frequently relied upon for mixed use environments, particularly mixed-use development and commercial downtown districts. Used of this model is an industry best practice.

- Regarding the opportunity for leasing, **he said more focus is needed on what we might do regarding the Smart & Final lot and noted many residents use it and it's rarely full. He added Reality Church is only 2 blocks from the lower downtown corridor and asked about the cost of leasing as opposed to building parking.**
- **He said downtown shuttle would be more attractive if it ran more frequently.**
- **He would like to see angled parking.**
- He sees no reason not to accept the figures presented but **suggested some spot surveys during the summer when there is more parking demand.** He added it would address the trust issue surrounding the Surfliner.

Comments noted.

- **He asked if we have a handle on how many hotel and Air BnB residents come into town so we can compare it to the Surfliner development.**

Specific numbers of guests, hotel rooms, or units were not calculated by or provided to Walker but any parking impacts from these uses would have been captured in the data collection already performed for this study.

- He suggested it might be good to survey people actually parking downtown rather than only relying on online users.
- He expressed support for amplifying bicycling opportunities but, as a frequent walker, asked that problems where speeding bikes conflict with pedestrians be considered.

Comments noted.

Chair Benefield agrees with everything said by other commissioners and stressed that they all have a lot of experience. She expressed she was pleased to see intuitively we have been doing the right thing all along and now have the numbers to back it up. She made additional comments:

- She said parklets are a great idea.
- If parking lot #1 went up a story, it could include housing. We can think bigger than parking spaces and think of a mixed use for an entire living situation.
- Regarding the trolly, she hasn't seen it in ages. We need it and need to improve it. It helps the disabled and slow visitors; it is needed for us and the tourists.
- With respect to the Surfliner project, Commissioner Allen is right that we need a specific survey for that area.
- She said this report can be used as a reference document, and she would like to use it as a guide for any development that comes to them in the Downtown T.

Comments noted.

Commissioner La Fevers said the parking study was a good draft report and he doesn't see anything to challenge regarding the analytics. He agreed with Allen he would like the opportunity to review the plan as it comes forward. About the parklets concept, it is worth exploring. With respect to high DIF fees, he is interested how we might evolve our policies to better support downtown businesses and increase vitality, without taking up prime real estate that are part of businesses. Regarding protected bike lanes, he is not convinced it's a good fit for our downtown. He said we're trying to do too many things and should proceed with caution.

The study includes some recommendations related to adjustments to the DIF to support development as well as support the walkable, mixed-use, environment of downtown.

Community Development Director Steve Goggia suggested they submit their notes to the consultant. He said it will be noted the Planning Commission would like to see the parking plan before it goes to the City

Council. MOTION Commissioner Allen moved and Commissioner Moyer seconded that the Planning Commissioners forward their suggestions, modifications and proposed amendments to staff. Motion passed 5-0 by the following roll call vote: Commissioner Moyer voted yes, Commissioner La Fevers voted yes, Commissioner Callender voted yes, Commissioner Allen voted yes, and Chair Benefield voted yes.	
MATTERS PRESENTED BY COMMISSIONERS Community Development Director Steve Goggia provided information requested at the last meeting: • Information continues to be gathered regarding a tree that was removed north of the Eighth St. pedestrian bridge. • Regarding Tee-Time business activity, he explained property rented by the current owners has been conducting ag operations for years. There had been a rock yard after the debris flow that is finally being cleaned up. Now a nursery has started up on a portion subleased at the rear of the property toward the ocean, and code compliance is checking on the activity. • About campers on public property, he spoke about how COVID opened up a new realm of things you can and cannot do with them. He said the City has spent a fortune cleaning up campsites if they are nuisance/health issues, and Code Compliance has shifted much more from animal to homeless issues this past year. • For unapproved paint colors on projects, unless the City notices one is being used, they respond based on complaints. • With respect to Dario Pini's apartments on Carpinteria Avenue, a second floor was experiencing water damage during the rain. Despite residents indicating there were no issues, the manager has agreed to do a check after the next rain. Commissioner Allen expressed concern this indicates a tenant-property owner relationship where tenants are reluctant to reveal a problem. Mr. Goggia noted the City worked with a rental mediation committee and paid for Spanish-English pamphlets for tenants that he would like to see used. • A parklet planned for the front of Pini's apartments continues to move forward, and he has seen at least one iteration. Chair Benefield asked for an update on 700 Linden Avenue, what was Austin's Hardware. Principal Planner Nick Bobroff said a Development Plan/Coastal Development Permit was submitted earlier this year, ARB	MATTERS PRESENTED

preliminary review is scheduled for April 15 th and the Planning Commission will review it in June or July.	
DIRECTOR'S REPORT 4) City Calendar for the month of April 5) Community Development Planning Activity Report as of March 31, 2021 6) Building Permit Report as of March 31, 2021 Community Development Director Steve Goggia reviewed the distributed information. He noted an important Ad Hoc Review Committee meeting is coming up, with Benefield and Callender appointed to participate. He suggested commissioners utilize his department's Planning Report to obtain information and status of projects.	DIRECTOR'S REPORT
ATTENDANCE OF PLANNING COMMISSIONERS FOR THE NEXT MEETING OF May 3, 2021 - All commissioners indicated they would be present.	ATTENDANCE FOR NEXT MEETING
ADJOURNMENT - Chair Benefield adjourned the Zoom meeting at 7:30 p.m. _____ Secretary, Planning Commission ATTEST: _____ Chair, Planning Commission	ADJOURNMENT

DRAFT

ATTACHMENT B

Planning Commission Meeting Minutes dated July 6, 2021

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DRAFT

July 6, 2021
Regular Meeting
ZOOM
5:30 P.M.

CALL TO ORDER and ROLL CALL The Zoom virtual meeting was called to order at 5:30 p.m. by Chair Benefield. Commissioners Present: Jane L. Benefield, Chair Glenn La Fevers, Vice-Chair John Callender John Moyer David Allen Others Present: Steve Goggia, Community Development Director Nick Bobroff, Principal Planner John Ilasin, Director of Public Works Steffen Turoff, Walker Consultants Michael Stroh, DMHA Architects	CALL TO ORDER & ROLL CALL
INTRODUCTIONS, PRESENTATIONS, ANNOUNCEMENTS - None	ANNOUNCEMENTS
PUBLIC COMMENT - None	PUBLIC COMMENT
CONSENT CALENDAR 1) Minutes of the regular Planning Commission meeting held June 7, 2021 MOTION Commissioner La Fevers moved and Commissioner Moyer seconded to approve the minutes of the regular Planning Commission meeting held June 7, 2021 as presented. Motion passed 4-0-1 by the following roll call vote: Commissioner Callender voted yes, Commissioner Moyer voted yes, Commissioner La Fevers voted yes, Commissioner Allen voted yes, and Chair Benefield recused herself, as she was not at that meeting.	CONSENT CALENDAR
NEW PUBLIC HEARING 2) Project: Draft Downtown Carpinteria Parking Study Applicant: City of Carpinteria Planner: Steve Goggia Hearing on the request of the City of Carpinteria for the Planning Commission to receive the Draft Downtown Carpinteria Parking	NEW PUBLIC HEARING

Study prepared by Walker Consultants for the City, and make recommendations to the City Council for additions, modifications, and/or deletions, as determined appropriate.

DISCLOSURE OF EX PARTE COMMUNICATIONS -

Commissioner Allen heard from a person who had trouble parking downtown because Lot 3 was full.

Public Works Director John Ilasin explained the Planning Commission reviewed the parking study on April 5th and their recommendations were again needed for the latest additions, modifications, and/or deletions. Steffen Turoff of Walker Consultants followed with a refresher Powerpoint presentation on the parking study.

Community Development Director Steve Goggia clarified this study will be going to the City Council and is not the Parking Management Plan that will come at a future date.

Chair Benefield said the study was helpful and took away her inkling there wasn't enough parking. She agreed parking needs to be managed and said she looks forward to a parking management plan. She stressed the importance of preparing for the future.

Commissioner Allen described the study as extremely informative and said he likes evidence beyond his perceptions. He recognizes we are not doing a parking study on the Surfliner Project but would be interested in figures generated for parking demands and income from its various uses other than hotel ones. He added he would like to see 5-minute parking open to the public, as opposed to only curbside pick-up/drop-off for commercial use. Regarding developer costs, he has difficulty evaluating DIFs, leasing land for parking, etc. and would find additional information useful. About visitors to hotels and Airbnbs, he would like information on activities and parking demands. Going forward, he said it doesn't seem necessary to redo the parking study and spot surveys would be enough.

PUBLIC HEARING OPENED

Chair Benefield opened the public hearing.

Community Development Director Steve Goggia read a letter from Amrita Salm in which she disagreed with the Walker Study. Highlights included she surveyed many neighbors in Concha Loma who said parking was difficult, if not impossible, during weekends at the downtown and beach parking lot, especially during the summer. She said downtown/beach residents do nothing but complain about tourists, beachgoers and employees parking in front of their properties, and lack of parking is why

signatures are being gathered to place an initiative on the 2022 ballot to change the downtown/beach parking lot from downtown commercial to open space/recreational. She questioned whether the study's inclusion of three future projects indicates there is already a problem, especially south of the tracks.

PUBLIC HEARING CLOSED

Chair Benefield closed the public hearing.

Commissioner Moyer agreed with the results of the Walker Study and said it bears out his experience as a walker and biker. He commented he would not expect to find parking at the beach on a weekend morning and would park someplace else or ride his bike.

Commissioner La Fevers said he is comfortable with the report and it will be helpful as they evaluate projects going forward. He said it would be nice to identify some locations in our city that would allow additional parking. He is not a fan of building a parking structure but thinks there is opportunity for angled parking.

Commissioner Callender agreed with Allen and La Fevers, particularly about amplifying some parts of the report. About Mr. Turoff describing parking as a system, Callender said our reality is a complex one with moving parts and inputs not reflected in this study. It looked at a single weekend day during the summer and the reality is more complicated. He encouraged city planners and the City Council to think big, go beyond the narrow limits of the study, and address some of the larger concerns around parking and beach development. He said there is going to be a challenging environment in Carpinteria over the next 20 years where parking and beach development will play a big part.

Commissioner Allen spoke about the importance of public trust in the data and said Amrita Salm's comments emphasize the importance of doing a follow-up survey with contact of downtown users. He noted her comment asking why three projects were studied in this parking study and said it should be explained.

Chair Benefield stated she would support any parking structure with housing on top, especially if owned by the City. She looks forward to a parking management plan, because right now we have scattered ideas that don't happen. She recommended advancing the report to the City Council and including comments from the minutes.

MOTION

Commissioner Callender motioned and Commissioner Moyer seconded to

forward the report to the City Council along with the Planning Commission's comments from tonight's meeting. Motion passed 5-0 by the following roll call vote: Commissioner Allen voted yes, Commissioner Moyer voted yes, Commissioner Callender voted yes, Commissioner La Fevers voted yes, and Chair Benefield voted yes.

- 3) Project: 700 Linden Avenue Adaptive Reuse, 21-2090-DP/CDP
Address: 4652 Fourth Street
Applicant: Michael Stroh
Planner: Nick Bobroff

Hearing on the request of Michal Stroh, DMHA Architects, agent/architect for CHT, LLC to consider Project 21-2090-DP/CDP (application filed February 17, 2021) for approval of a Development Plan and a Coastal Development Permit (and a parking modification to zone district requirements) to complete a commercial adaptive reuse project to reconfigure and remodel the existing buildings to create a new multi-tenant retail, restaurant, and office development, including a new 3,176 square foot second floor addition, a new central courtyard, and a new 20-space parking lot, under the provisions of the Central Business (CB) Zone District; and to approve an Exemption pursuant to §15301, 15302, 15303, 15305 and 15332 of the California Environmental Quality Act (CEQA) Guidelines. The application involves APN 003-313-001, addressed as 700 Linden Avenue.

DISCLOSURE OF EX PARTE COMMUNICATIONS

Commissioner Allen said he viewed the site several times.

Principal Planner Nick Bobroff presented the staff report. He said staff is recommending approval of the project as submitted with the Conditions of Approval proposed in the project.

Commissioner Callender noted the hardware building has been vacated for 12-13 years and expressed concern there might be unknowns as they get into the construction. Mr. Bobroff explained that extensive review of the buildings took place with a structural engineer and that the applicants believe they have a good understanding of the buildings' condition.

Chair Benefield asked if the building would be actively managed and expressed concern that loading and delivery would happen on Seventh street which is very congested. She also asked about sidewalk use for restaurant seating.

Mr. Bobroff said Linden Avenue would be primarily used in the early

morning hours for the bulk of deliveries and time limits would be subject to deliberations with the traffic safety committee. Regarding use of the sidewalk, Mr. Bobroff explained a couple locations were identified that could be available for future sidewalk seating but it would need to go through Public Works.

BREAK – Chair Benefield called for a 2-minute break.

Michael Stroh of DMHA Architects commented how it has been a long planning process and they are excited to move forward. He presented a 3D visual of the project. Regarding parking, he said there will be 20 spots along the alley on Cactus Lane and a 40-foot loading zone on Linden. The zone will have early morning set hours for deliveries and can be used later for drop-off by Uber and others. Bike parking was prioritized and 26 spaces were provided as opposed to the required 10. Trash and recycling were pushed as close to Eighth Street as possible, and grease trucks have been given a specific area to serve the property from Seventh Street. He said they aimed to use what was originally there and add to it; glazed walls and plants were used to reduce noise beyond Cactus Lane; and flexibility of business uses were factored into the design. A natural beachy look was wanted, and palm trees at the courtyard entrance blend with the neighborhood palm trees. They were mindful how spaces felt in the evening and added covered areas to protect from weather. He provided more details in response to questions.

Chair Allen asked if there should be a Condition of Approval for a single management company as the business changes hands.

PUBLIC HEARING OPENED

Chair Benefield opened the public hearing.

Principal Planner Nick Bobroff said three public comment letters were received that included letters in support from Santa Barbara South Chamber of Commerce and Terry Hickey Banks.

PUBLIC HEARING CLOSED

Chair Benefield closed the public hearing.

Commissioner Moyer described the project as wonderful and said he is happy to support it. He thinks a majority of Carpinterians are tired of the rundown building and ready for a change.

Commissioner Callender said he liked the project and has no problem making the findings. He said he has been eager to see that area used and would have been happy with any reasonable project, but this goes beyond

that. He likes how the applicant wanted to work with what was there rather than take things away. He would like more of a vision from everyone in trying to figure out how to maintain Carpinteria's small beach town character in the face of the challenges we are facing. Staying the same is not available to us and this project does a wonderful job figuring out how to change while preserving what we value. He said the project is designed to serve people not cars, and it sets the bar high for reimagining Carpinteria in a way that makes sense.

Commissioner La Fevers expressed support for the project as it is. He described it as well thought out, planned and designed. He said he can make the findings, including those related to parking. Regarding the path it has taken to get where it is, he appreciates that the Hickey Banks family shepherded the property to a developer that truly has the best interests of Carpinteria at heart. He also acknowledged the work of all agencies involved.

Commissioner Allen asked for a condition that windows remain visually open and not be blocked in the future. He reiterated his support for single management over long-term use. Regarding parking, he said we want to encourage a walkable downtown and an old-town feeling (he recently visited Anchorage which was not walker friendly). He's okay with the parking modification.

Chair Benefield opposed the project based on the parking situation. She said it is a benefit to some but not all, noting that retail and office uses are not a public benefit. She could only make 2 findings out of 6 and commented we don't let others off the hook with the parking modification. She described the project as the beginning of a slippery slope where we keep modifying developments and then must build a new parking area. She pointed out how ingress and egress into the alley has always been very problematic. She said parking went from 64 to 48 spaces and enough was not provided. Other than that, it will be nice if it looks like the pictures, but commissioners have been fooled before (she cited Lavender Court as an example).

Commissioner Allen asked staff to comment on requiring transparency through windows, noting Rite Aid had nearly a block of blank wall.

Community Development Director Steve Goggia said he was disappointed when Rite Aid put the panel system against the windows. He suggested a condition where partitions and displays should be set 6 feet from windows and no more than 40% of volume should be covered as you look in.

Architect Michael Stroh said they would wholeheartedly support language

along the lines Mr. Goggia suggested. He noted Santa Barbara requires 6-10 feet before signage or a panel can be displayed. MOTION Commissioner Allen moved and Commissioner La Fevers seconded to approve staff's recommendation for approval with the condition about window transparency suggested by Mr. Goggia and accepted by the applicant. Discussion followed about including additional conditions. Regarding extending hours of operation for the rooftop bar, Commissioner Allen said he was not in favor of extending them and pointed out that a new use is being introduced upstairs. Chair Benefield agreed. Regarding a suggestion Allen made about requiring single management over the long-term use of the entire property, Benefield and La Fevers expressed support, and Benefield added it should be clear who is contacted when problems arise. MOTION AMENDED AND APPROVED Chair Allen amended his motion to include a condition that there always be a single manager of the entire property. Motion passed 4-1 by the following roll call vote: Commissioner Allen voted yes, Commissioner Moyer voted yes, Commissioner Callender voted yes, Commissioner La Fevers voted yes, and Chair Benefield voted no.	
OTHER BUSINESS - None	
MATTERS PRESENTED BY COMMISSIONERS – None	OTHER BUSINESS
DIRECTOR'S REPORT 4) Action Minutes of the Architectural Review Board meeting of May 27, 2021 5) City calendar for the month of July 6) Community Development Planning Activity Report as of June 30, 2021 7) Building Permit Report as of June 30, 2021 Community Development Director Steve Goggia reviewed the distributed information.	MATTERS PRESENTED
ATTENDANCE OF PLANNING COMMISSIONERS FOR THE NEXT MEETING OF August 2, 2021 - All commissioners indicated they would be present.	DIRECTOR'S REPORT
ADJOURNMENT - Chair Benefield adjourned the meeting at 8:30 p.m.	ATTENDANCE FOR NEXT MEETING
	ADJOURNMENT

ATTEST: _____ Chair, Planning Commission	_____ Secretary, Planning Commission

ATTACHMENT C

Public Outreach

City of Carpinteria PUBLIC WORKS DEPARTMENT

Public Outreach (October – November 2020)

- Project website and online survey (59 responses)

The screenshot shows the 'Project Portal' for the 'Downtown Carpinteria Parking Study'. At the top, a navigation bar includes links for 'Project Portal Home', 'City of Carpinteria Main Website', 'COVID-19 Hub', and 'Contact Us'. Below this, a dark blue header features the 'CITY OF CARPINTERIA' logo and the text 'PROJECT PORTAL'. The main content area is titled 'Downtown Carpinteria Parking Study' and contains a sidebar with a menu: 'Downtown Carpinteria Parking Study' (selected), 'Existing Conditions', 'Recommendations', and 'Survey'. The main text area is titled 'Introduction & Project Overview' and contains two paragraphs of text.

Project Portal Home City of Carpinteria Main Website COVID-19 Hub Contact Us

CITY OF CARPINTERIA PROJECT PORTAL

Downtown Carpinteria Parking Study

- Downtown Carpinteria Parking Study >
- Existing Conditions
- Recommendations >
- Survey

Introduction & Project Overview

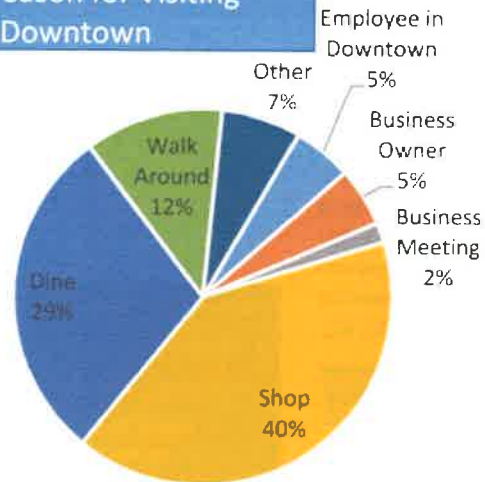
The City of Carpinteria is excited to share some of the findings from the Downtown Carpinteria Parking Study, which provides a comprehensive analysis of the downtown public parking system. The study summarizes existing parking conditions downtown, including parking supply, parking occupancy (how many cars are parked), and existing rules and requirements that influence parking. It also makes recommendations that, implemented over time, will allow the City to ensure that its public parking resources are maximized to the benefit of businesses and visitors to the downtown area.

Finally, the study provides an analysis of parking needs for potential new commercial development in downtown and expanded rail service at the Carpinteria Amtrak station. This analysis will result in a series of recommended strategies to manage and accommodate potential future parking needs downtown.

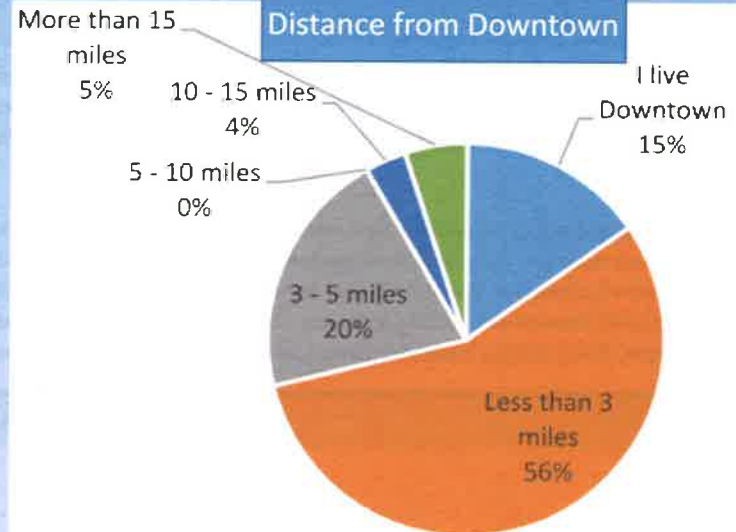
City of Carpinteria

PUBLIC WORKS DEPARTMENT

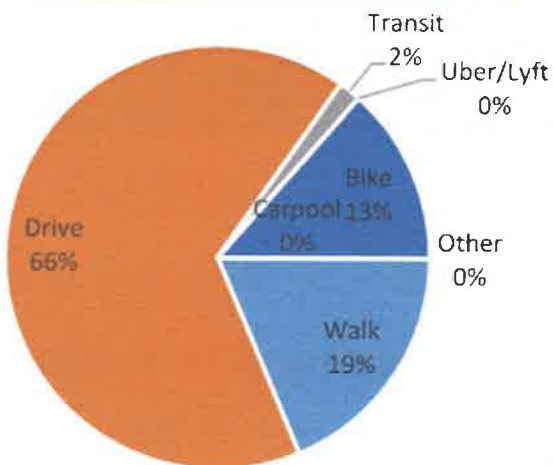
Main reason for Visiting Downtown



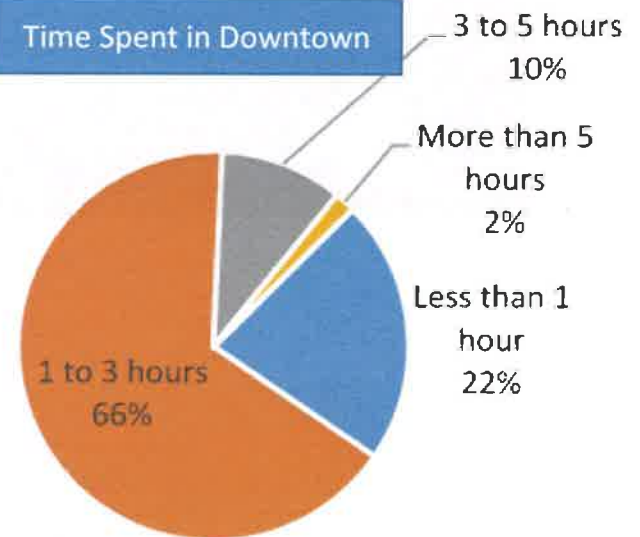
Distance from Downtown



How Respondents Travel to Downtown

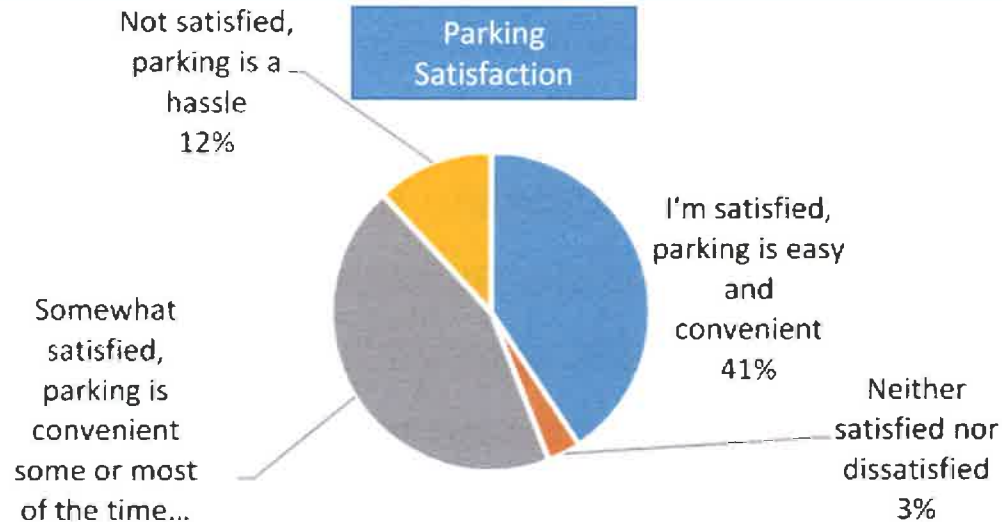


Time Spent in Downtown



City of Carpinteria PUBLIC WORKS DEPARTMENT

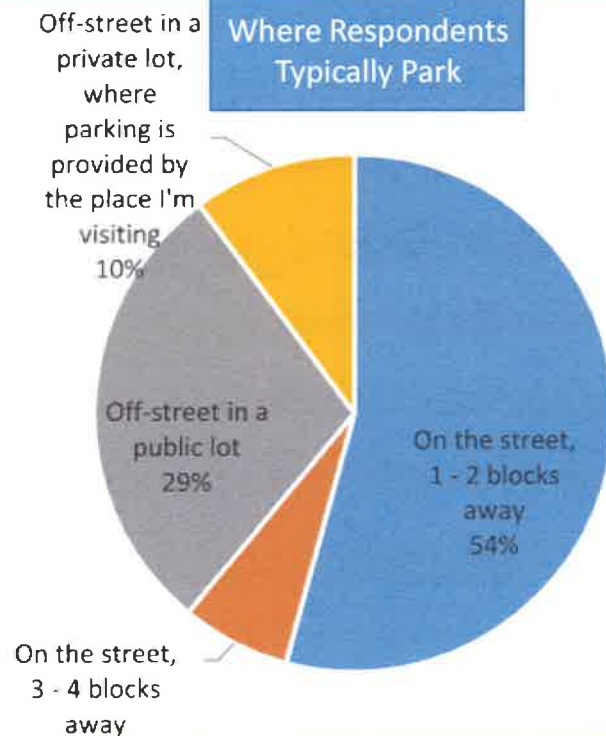
Parking Satisfaction



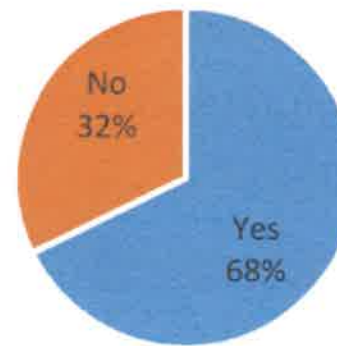
Time it Takes to Find Parking Space



Where Respondents Typically Park



Is there enough parking in Downtown?



2 most important factors when making parking decisions:

- 1) Distance from parking space to their destination
- 2) Ability to quickly and easily find parking

City of Carpinteria
PUBLIC WORKS DEPARTMENT

Public Survey Findings – Support for Proposed Strategies

- Parking management strategies, in order of preference:
 - 1. Maintain existing time-limited spaces (90-min on Linden & Carpinteria)
 - 2. Convert a space or 2 to short-term spaces for pickup/drop-off
 - 3. Reduce development impact fees
 - 4. Implement time-limited parking in unrestricted parking areas
 - 5. Implement policies that would allow new development to not provide all required their parking on-site
- Providing additional parking options, in order of preference
 - 1. Construct new parking on city-owned land
 - 2. Convert parallel spaces to angled spaces
 - 3. Lease private lots for public parking
- Parking demand management, in order of preference:
 - 1. Employee parking management plan to designate where employees park
 - 2. Residential parking permits
 - 3. Valet parking for downtown businesses

City of Carpinteria
PUBLIC WORKS DEPARTMENT

Public Survey Findings – Additional Travel Options

- Respondents indicated that the travel options they would most like to see improved or enhanced in downtown are transit and bicycle facilities
- Support was mixed for parklets in downtown
 - 37% said they would rather maintain the parking space while 34% said yes, they want to see parklets and 29% felt neutral

Public Survey Findings – Written Responses Summary

- Parking is generally available and easy to find, most of the time
- Parking is most challenging during holidays, Avocado festival, and busy summer weekends
- City should provide additional capacity, like a parking structure
- Downtown is an ideal setting for walking and biking, facilities for these modes should be improved. Traffic should be limited on Linden
- Beach traffic is heavy and challenging to deal with, especially on holidays and summer



City of Carpinteria

COUNCIL AGENDA STAFF REPORT November 22, 2021

ITEM FOR COUNCIL CONSIDERATION

Approval and adoption of Urgency Ordinance No. 749, amending Ordinance No. 744 and superseding Ordinance No. 746, extending the Temporary COVID-19 Outdoor Business Permit Program to June 30, 2022.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Approve and adopt urgency Ordinance No. 749, extending the Temporary COVID-19 Outdoor Business Permit in order to allow businesses to operate in the City right-of-way and privately-owned outdoor spaces for supporting social distancing and economic recovery during the COVID-19 pandemic.

Sample Motion: I move to approve and adopt urgency Ordinance No. 749, as read by title only.

BACKGROUND

On May 21, 2020, the COVID-19 Recovery Committee recommended for temporary permit regulations to be enacted in order to allow for essential and lower-risk businesses to use their private property outdoor spaces and City right-of-way for limited business operations in a manner consistent with the health orders of the County of Santa Barbara Health Officer in order to support the businesses during the pandemic. On May 26, 2020, the City Council approved urgency Ordinance No. 744, which established the Temporary COVID-19 Outdoor Business Permit Program for allowing limited business operations including the waiver of City fees. At its meeting of May 10, 2021, the City Council approved urgency Ordinance No. 746 which amended urgency Ordinance No. 744 as the first, time extension for the Temporary COVID-19 Outdoor Business Permit Program.

The purpose of this agenda matter is for the City Council to approve and adopt urgency Ordinance No. 749, amending Ordinance No. 744, and superseding Ordinance No 746, extending the Temporary COVID-19 Outdoor Business Permit in order to allow businesses to operate in the City right-of-way and privately-owned outdoor spaces for supporting social distancing and economic recovery during the COVID-19 pandemic.

DISCUSSION

Under the provisions of Ordinance 744, the COVID-19 Outdoor Business Permit program would sunset pursuant to the following provision:

Section 11. Effective Date and Termination. *This Urgency Ordinance shall become effective immediately and shall continue until the earlier of (1) it is terminated by the City Council or (2) the conclusion of the local emergency or (3) thirty (30) days after the State of California enters Stage Four of the Resilience Roadmap.*

As of October 28, 2021, the community transmission level of COVID-19 in Santa Barbara County is categorized as "Substantial" based on the US Centers for Disease Control and Prevention's (CDC) Indicators. The significantly more transmissible SARS-CoV-2 B.1.617.2 (Delta) variant of COVID-19 is the predominant strain in the US and in Santa Barbara County. To control the spread of COVID-19, the Santa Barbara County Health Officer has issued an Order requiring all individuals in the County of Santa Barbara – whether vaccinated or unvaccinated – to wear a Face Covering at all times in all Indoor Public Settings, and while inside any Business, with limited exemptions, and recommends that Businesses make face coverings available to individuals entering the Business.

Based on current COVID-19 conditions and Health Orders in Santa Barbara County and (a) the expectation that economic recovery needs of local businesses will extend beyond the end of the pandemic related local and state emergency declarations, (b) input from program permit holders, and (c) the standing recommendation of the Downtown Business Advisory Board to explore a permanent program allowing "parklet" style outdoor seating areas, staff is recommending the program be extended to the end of the calendar year. The additional time will allow businesses to continue to utilize outdoor areas pursuant to the program parameters and for staff to continue to work with the Council on consideration of permanent outdoor use programs, i.e., parklet programs.

Ordinance No. 749 as shown in Attachment A, if adopted by the City Council, would amend Section 11 of Ordinance No. 744, to read as follows:

Section 11. Effective Date and Termination. *This Urgency Ordinance shall become effective immediately and shall remain in effect until 11:59 pm on June 30, 2022 or it is terminated by the City Council.*

Ordinance No. 746 would be superseded by Ordinance No. 749, which also includes findings in support of the program extension and the basis for adoption as an urgency matter.

POLICY CONSISTENCY

The establishment of regulations necessary to address risks to public health and safety are an inherent part of the City's police powers as well as a fundamental part of the

City's authority for operating during the current national, state, and local disaster/emergency concerning the COVID-19 pandemic.

FINANCIAL CONSIDERATIONS

The City Council waived the fees of the Temporary COVID- 19 Outdoor Business Permit Program. Should the City Council approve and adopt urgency Ordinance No. 749, the waiver of fees would continue. Staff would also continue to administer the Temporary COVID-19 Outdoor Business Permit Program with no additional cost.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

The City is authorized to adopt rules and regulations to protect public health and safety during a state of emergency, including but not limited to, Government Code Sections 8558 and 8630, et seq., Health and Safety Code Section 101080, and Chapter 2.40 of the Carpinteria Municipal Code.

This Ordinance is proposed to be adopted as an urgency ordinance pursuant to Government Code section 36937. An ordinance adopted under Government Code Section 36837 takes effect immediately when it is related to preservation of public peace, health, safety, or containing a declaration of facts constituting the urgency and is passed by a four-fifth (4/5th) vote of the City Council.

OPTIONS

1. Approve and adopt urgency Ordinance No. 749. (Staff recommendation)
2. Approve with amendment(s) and adopt urgency Ordinance No. 749.
3. The City Council could choose to not approve the recommendation and direct staff as determined appropriate.

PRINCIPAL PARTIES EXPECTED AT MEETING

None.

ATTACHMENTS

Attachment A: Ordinance No. 749

Staff contact:

John L. Ilasin, Public Works Director
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Reviewed by:

Dave Durlinger, City Manager
(805) 755-4400, daved@ci.carpinteria.ca.us


Signature


Signature

ATTACHMENT A

ORDINANCE NO. 749

AN URGENCY ORDINANCE OF THE CITY OF CARPINTERIA AMENDING ORDINANCE NO. 744, AS AMENDED BY ORDINANCE NO. 746, TO EXTEND THE TEMPORARY COVID-19 OUTDOOR BUSINESS PERMIT PROGRAM TO ALLOW BUSINESSES TO OPERATE IN THE CITY RIGHT-OF-WAY AND OTHER PRIVATELY-OWNED OUTDOOR SPACES TO ENCOURAGE SOCIAL DISTANCING AND ECONOMIC RECOVERY FROM THE COVID-19 PANDEMIC AND SETTING FORTH THE FACTS CONSTITUTING SUCH URGENCY

WHEREAS, Government Code Sections 8558 and 8630, *et seq.*, Health and Safety Code Section 101080, and Chapter 2.40 of the Carpinteria Municipal Code ("CMC"), empower the City of Carpinteria ("City") Director of Emergency Services to make and issue rules and regulations on matters reasonably related to the protection of life and property during proclaimed local emergencies; and

WHEREAS, on March 4, 2020, Governor Newsom declared a state of emergency to make additional resources available, to formalize emergency actions already underway, and to help prepare the effects of the Novel Coronavirus ("COVID-19") pandemic; and

WHEREAS, on March 11, 2020, Governor Newsom and California Department of Public Health ("CDPH") officials recommended that non-essential gatherings should be postponed or cancelled statewide until the end of March in order to implement social distancing guidelines intended to protect all individuals, particularly those who are at high risk of severe illness from the COVID-19 virus, and to slow further spread thereof; and

WHEREAS, on March 12, 2020, the County of Santa Barbara ("County") Health Officer declared a local health emergency exists countywide due to an imminent and proximate threat to public health, within the meaning of Health and Safety Code Section 101080, by the introduction of the COVID-19 virus and directed cities countywide to implement Governor Newsom's social distancing guidelines; and

WHEREAS, on March 16, 2020, Governor Newsom declared in Executive Order N-28-20 that the economic impacts of the COVID-19 pandemic have been significant and could threaten to undermine Californians' housing security and the stability of California businesses; and

WHEREAS, on March 17, 2020, the CDPH and County Public Health Department directed all bars, nightclubs, pubs, breweries, and wineries to close immediately as well as restaurants and other food facilities offering onsite dining should immediately transition to only offering delivery or take-out service as part of the public health effort to slow the spread of the COVID-19 virus; and

WHEREAS, on March 17, 2020, the City Director of Emergency Services issued a Proclamation of Local Emergency by the Director of Emergency Services for the COVID-19 pandemic ("Proclamation"); and

WHEREAS, the City's Proclamation was found necessary and ratified by the City Council at its regular meetings on March 23, 2020, via adoption of Resolution No. 5954, and re-ratified by the City Council on April 13, 2020, via adoption of Resolution No. 5954, May 13, 2020, via adoption of Resolution No. 5969, June 8, 2020, via adoption of Resolution No. 5980, June 22, 2020, via adoption of Resolution No. 5985, and July 13, 2020, via adoption of Resolution No. 5989, in order to utilize all resources necessary to respond to the COVID-19 pandemic and receive any state and/or federal funds that may be available; and

WHEREAS, the Proclamation invokes in the City all powers and mechanisms set forth in the California Emergency Services Act (Government Code sections 8550, *et seq.*), City ordinances and resolutions, and all other applicable state and federal laws to be used by authorized City personnel; and

WHEREAS, on March 19, 2020, Governor Newsom issued Executive Order N-33-20 for all individuals living in the State of California ("State") to stay home or at their place of residence, except as needed to maintain continuity of operation of federal critical infrastructure sectors and additional sectors as the State Public Health Officer may designate as critical to protect health and well-being of all Californians (hereinafter called "essential businesses"); and

WHEREAS, many events countywide were and continue to be canceled, postponed, or implement social distancing due to the orders and recommendations at all levels of government to restrict large gatherings amid concerns over the spread of the COVID-19 virus, and these cancellations, postponements and social distancing cause a loss in revenue for the associated vendors, organizations and businesses, loss of income for the people who would have staffed the events, as well as lost revenue for surrounding local businesses that rely on such events to bring patrons to their businesses; and

WHEREAS, many businesses citywide were either not permitted to remain open or remain required to severely restrict activities, causing significant adverse financial impacts. Also, State and County health orders and guidance calling on residents to stay at home and implement social distancing continues to result in a severe decline in consumer spending and tourism, which has had significant negative impacts on revenue for most small businesses in Carpinteria; and

WHEREAS, on May 4, 2020, Governor Newsom issued Executive Order N-60-20, which is incorporated herein by reference, to allow re-opening of lower-risk business and spaces (hereinafter called "lower-risk businesses") in Stage Two of the State's Resilience Roadmap subject to certain limitations. On May 8, 2020, the County Health Officer issued County Health Officer Order 2020-8.1, which further clarified the lower-risk businesses eligible to be open for limited operations countywide; and

WHEREAS, on May 18, 2020, the City Council enacted Resolution No. 5977 establishing requirements for wearing face coverings at certain places and in certain circumstances as an additional health protection measure in response to the COVID-19

pandemic in order to protect the public health and safety of members of the public; and

WHEREAS, on May 21, 2020, the County Health Officer issued County Health Officer Order 2020-8.2, which allowed essential businesses and lower-risk business that may remain open with modified operations and social distancing to open or open more fully with self-certification. Although the State and County entered Stage Two of the State's Resiliency Roadmap, which loosened some public health and safety restrictions and allowed essential and lower-risk businesses to re-open with certain protections in place, these businesses remained severely restricted and experienced corresponding significant adverse financial impacts; and

WHEREAS, on May 26, 2020, the City Council adopted Ordinance No. 744, enacting the Temporary COVID-19 Outdoor Business Permit Program ("Temporary COVID-19 Outdoor Business Permit Program") to allow business to operate in the City's right-of-way and in other privately-owned outdoor spaces to encourage social distancing and economic activity during the COVID-19 pandemic; and

WHEREAS, on August 28, 2020, Governor Newsom announced the Blueprint for a Safer Economy Plan, which replaced the State's Resilience Roadmap and established new guidelines for business operations to encourage social distancing and economic activity during the COVID-19 pandemic; and

WHEREAS, the City Council recognizes that the Temporary COVID-19 Outdoor Business Permit Program, adopted via Ordinance No. 744, has assisted businesses to continue economic activity during the COVID-19 pandemic; and

WHEREAS, on May 10, 2021, the City Council approved and adopted urgency Ordinance No. 746, amending Ordinance No. 744, extending the Temporary COVID-19 Outdoor Business Permit to remain in effect until 11:59 pm on December 31, 2021; and

WHEREAS, as of October 28, 2021, the community transmission level of COVID-19, including the significantly more transmissible "Delta" variant of COVID-19, in Santa Barbara County was categorized as "Substantial" based on the U.S. Centers for Disease Control and Prevention's ("CDC") indicators; and

WHEREAS, to control the spread of COVID-19 and its variants, the County Health Officer issued Order No. 2021-10.6, Superseding and Replacing Health Officer Order No. 2021-10.5, ordering all individuals in the County of Santa Barbara – whether vaccinated or unvaccinated – to wear a Face Covering at all times in all Indoor Public Settings, and while inside any Business, with limited exemptions, and recommends that Businesses make face coverings available to individuals entering the Business; and

WHEREAS, the continuation of the Temporary COVID-19 Outdoor Business Permit Program remains necessary to provide businesses with opportunities to encourage social distancing and economic recovery from the negative impacts resulting from the COVID-19 pandemic and its variants; and

WHEREAS, the City Council recognizes that the Temporary COVID-19 Outdoor Business Permit Program must be flexible and responsive to changing conditions associated with the COVID-19 pandemic, the state of emergency, or governmental response, including modifications to public health and safety directives, social distancing guidance, and business operation conditions, in order to effectively achieve the dual public health and safety and economic goals of the City during the COVID-19 pandemic.

THE CITY COUNCIL OF THE CITY OF CARPINTERIA DOES ORDAIN AS FOLLOWS:

Section 1. Incorporation of Recitals. All the recitals set forth above are true, correct, and valid, and are hereby incorporated and adopted as findings of the City Council as though fully set forth herein.

Section 2. Findings. The Council hereby finds, determines and declares that this Urgency Ordinance adoption pursuant to Government Code Section 36937 is necessary because:

A. Commercial activity and businesses are essential to a vibrant and healthy community, and this Temporary COVID-19 Outdoor Business Permit Program provides flexibility to local businesses to re-open while protecting the health, safety, and welfare of members of the public during the ongoing COVID-19 pandemic; and

B. Without the amendment and extension of the Urgency Ordinance, there is an increased risk of a substantial impact to local businesses, causing further disruption by delaying local economic recovery, and imperiling the lives or property of inhabitants of the City; and

C. The Downtown "T" Encroachment Permit Program was established for local businesses within the Downtown "T" in order to apply for a permit to conduct certain business operations within the City right-of-way, which provided a framework for the portion of the Temporary COVID-19 Outdoor Business Permit Program applicable to the City right-of-way and other privately-owned property, but requires certain modifications to streamline the approval and implementation of permits with all due speed during the COVID-19 pandemic; and

D. CMC Chapter 14.64 establishes a temporary use permit to allow businesses to engage in temporary uses on privately-owned property that provides a framework for the Temporary COVID-19 Outdoor Business Permit Program applicable to privately-owned property, but requires certain modifications to streamline the approval and implementation of permits with all due speed during the COVID-19 pandemic; and

E. The City Council recognizes the Temporary COVID-19 Outdoor Business Permit Program may continue to require that certain temporary exceptions to the requirements of CMC Chapter 12.02, the Downtown "T" Encroachment Permit Program,

and CMC Chapter 14.64 may be necessary, as determined by the Director of Emergency Services through, additional rules and regulations, as described in Section 6 herein; and

F. For the immediate preservation of the public peace, health, and safety, the Council finds that it is necessary to adopt this Urgency Ordinance amending Ordinance No. 744, as amended by Ordinance No. 746, that established the Temporary COVID-19 Outdoor Business Permit Program, for all of the reasons set forth in the recitals above, which and are incorporated herein by reference.

Section 3. Urgency Need. Based on the foregoing recitals and findings, all of which are deemed true and correct, this Urgency Ordinance is needed for the immediate preservation of the public peace, health, and safety. This Urgency Ordinance shall take effect immediately upon adoption in accordance with the provisions set forth in Government Code Section 36937.

Section 4. Amendment. This Urgency Ordinance hereby amends and supersedes Section 11 of Ordinance No. 744 to read as follows:

“Section 11. Effective Date and Termination. This Urgency Ordinance shall become effective immediately and shall remain in effect until 11:59 pm on June 30, 2022, or it is terminated by the City Council.”

This Urgency Ordinance hereby also supersedes and replaces urgency Ordinance No. 746.

Section 5. Scope. Except as expressly amendment and superseded by this Urgency Ordinance, all other sections, subsections, sentences, clauses, phrases or words of Ordinance No. 744 remain in full force and effect.

Section 6. Severability. If any section, subsection, sentence, clause, phrase or word of this Urgency Ordinance is for any reason held to be invalid and/or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Urgency Ordinance or Ordinance No. 744.

Section 7. Effective Date. This Urgency Ordinance shall become effective immediately.

Section 8. Environmental Determination. The City Council finds that the adoption and implementation of this Urgency Ordinance are exempt from the provisions of the California Environmental Quality Act (“CEQA”) under CEQA Guideline Section 15061(b)(3) in that the City Council finds there is no possibility that the implementation of this resolution may have significant effects on the environment. The Urgency Ordinance would amend Ordinance No. 744, that established a Temporary COVID-19 Outdoor Business Permit Program, similar to existing permit processes, which is solely an administrative process resulting in no change to the environment.

SECTION 9. Publication. The City Clerk is directed to cause this Urgency Ordinance to be published in the manner required by law.

PASSED, APPROVED AND ADOPTED on November 22, 2021, by the following vote:

AYES: COUNCILMEMBER(S):

NOES: COUNCILMEMBER(S):

ABSENT: COUNCILMEMBER(S):

ABSTAIN: COUNCILMEMBER(S):

Mayor, City of Carpinteria

ATTEST:

Acting City Clerk, City of Carpinteria

I hereby certify that the foregoing Ordinance was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held on November 22, 2021.

Acting City Clerk, City of Carpinteria

APPROVED AS TO FORM:

Jena S. Acos, on behalf of Brownstein
Hyatt Farber Schreck, LLP acting as
City Attorney of the City of Carpinteria



City of Carpinteria

COUNCIL AGENDA STAFF REPORT November 22, 2021

ITEM FOR COUNCIL CONSIDERATION

Consideration of initiating the ordinance process concerning Downtown “T” Parklet regulations.

STAFF RECOMMENDATION

Action Item X ; Non-Action Item

Initiate the ordinance process concerning Downtown “T” Parklet regulations.

Sample Motion

I move to direct staff to initiate the drafting of an ordinance concerning a permanent Downtown “T” Parklet program, as discussed

BACKGROUND

On May 21, 2020, the COVID-19 Recovery Committee recommended for temporary permit regulations to be enacted in order to allow for essential and lower-risk businesses to use their private property outdoor spaces and City right-of-way for limited business operations in a manner consistent with the health orders of the County of Santa Barbara Health Officer in order to support the businesses during the pandemic. On May 26, 2020, the City Council approved urgency Ordinance No. 744, which established the Temporary COVID-19 Outdoor Business Permit Program (Temporary COVID-19 Permit Program). The Temporary COVID-19 Permit Program, in part, allows for business activities and improvement encroachments in the City street right-of-way.

The Public Works Department currently administers the Temporary COVID-19 Permit Program. During 2020, the City issued permits to a few businesses on Linden Avenue. In some of those permits, the City also allowed the use of on-street parking in the City right-of-way as a “parklet” in order to allow more social distancing for compliance with the health orders at the time. Attachment A is a parklet map that shows the current parklet locations within City limits.

In September 2021, staff conducted a public survey of the Downtown “T” businesses for a parklet permit program. The public survey results as well as research findings from

the City's own experiences through the Temporary COVID-19 Outdoor Business Permit Encroachment Program were presented to the Traffic Safety Committee at its meeting of September 29, 2021. A sample of the public survey form is shown as Attachment C, and the results of the public survey to date are shown in Attachment D. In brief, those responders with existing permitted parklets are interested in making these permanent. Among the responders without parklets, half are not interested in parklets. Staff issued a letter of invitation to the Downtown "T" businesses for attending this City Council Meeting.

The City Council has since extended the Temporary COVID-19 Permit Program to the end of this calendar year in light of current pandemic conditions health orders. The City Council has also received public comments on the Temporary COVID-19 Permit Program expressing interest in a permanent parklet permit program. The City Council had requested for research from staff and return with a report of a Downtown "T" Parklet Permit Program.

The purpose of this agenda matter is for the City Council to discuss, receive public comment, and direct staff, as determined appropriate, concerning initiation of the ordinance process concerning Downtown "T" Parklet regulations.

DISCUSSION

Staff hired the consulting traffic engineering services of Mr. Thomas Mericle of TKM Engineering to conduct the research of parklets. The findings of the research are in a memorandum which a copy is shown as Attachment B. The attached parklet map also shows the potential areas for parklets.

At its meeting of September 29, 2021, the Traffic Safety Committee discussed the following concerns about parklets:

1. Sidewalk accessibility or path of travel obstruction.
2. Bicycle lane obstruction.
3. Underside debris accumulation and stormwater quality.
4. Firefighting access obstruction to building.

In staff's research, the concerns of the Traffic Safety Committee are common to that of other jurisdictions. However, staff believes that a permit program would be able to address these concerns by regulating the location (e.g., City-operated or City-sponsored special events, specific speed zones, setbacks, etc.), amount allowed on any one street, and design features (e.g., size and safe construction materials) through standardization and regular inspection. In addition to seeking public input through the survey of the Downtown "T" businesses and the Traffic Safety Committee Meeting forum, research was conducted on existing permit programs from other jurisdictions, Downtown Carpinteria Parking Study recommendations, and parklet design.

Existing Permit Programs from Other Jurisdictions

This research focused on California local jurisdictions. For comparison purposes, Attachment E lists local jurisdictions that were found to have some type of permit program for parklets. The information gathered from these jurisdictions include any required permit and fees, business types, business time restrictions, business support, design standard, speed zones, and public or private use.

Downtown Carpinteria Parking Study Recommendations

A permanent Downtown "T" Parklet Permit Program may be implemented consistent with recommendations of the Downtown Carpinteria Parking Study. While the Downtown Carpinteria Parking Study also finds that parklets could provide additional space for pedestrians, seating, and/or bicycle parking, it also advises that reduction in the available inventory of on-street parking spaces should be taken into consideration by the City as a part of determining where and how parklets are established.

Parklet Design

In regards to design features, there are no current industry-type standards for parklets. For those existing parklets on Linden Avenue as an example, designs range from wooden platforms to the use of the asphalt concrete on-street parking space itself with temporary railings. For testing purposes in order to standardize the construction of parklets, staff anticipates the purchase of prefabricated modular parklets which are commercially available. Staff will seek input from the Downtown "T" businesses as a part of the public outreach effort in the design and selection of a standard prefabricated modular parklet.

POLICY CONSISTENCY

Parklets are one of the recommendations of the Downtown Carpinteria Parking Study. As this study points out, there are many cities nationwide that allow parklets in varying capacities in order to generate community and economic development. While this study finds that parklets could provide additional space for pedestrians, seating, and/or bicycle parking, the study also advises on the impacts to existing on-street parking spaces and how considerations should be taken in regard to how and where this parking would be displaced. Further, parklets should remain publicly available and not for the exclusive private use.

FINANCIAL CONSIDERATIONS

There is no cost in the staff recommendation. Should the City Council authorize the development and implementation of a permanent Downtown "T" Parklet Permit Program, costs of administration and parklet material purchases are anticipated to be incurred.

Administration costs are indeterminate at this time, but a time period of one year for testing and monitoring should be sufficient in order to seed costs for quantification. However, staff does estimate the costs as well as the development and implementation

activities to be similar to that of the City's existing Downtown "T" Outdoor Encroachment Permit Program, an annual fee program, which is for only allowing outdoor tables, chairs, and/or signs on sidewalks within the City right-of-way. That permit program's permit fees are currently set at \$195 for a new permit application and \$120 for the annual renewal in accordance with the City's current master fee schedule. Permit fees would help in the cost recovery of administering the Downtown "T" Parklet Permit Program.

The estimated cost of a custom parklet that is built on site ranges between \$25,000 and \$100,000 depending on the design features (e.g., size and aesthetics). The estimated cost of a prefabricated modular parklet ranges between \$5,000 and \$25,000 which also depends on the design features. Should the City Council authorize the development and implementation of the Downtown "T" Parklet Permit Program, staff anticipates the purchase of prefabricated modular parklets for testing purposes in order to standardize parklet construction.

LEGAL AND RISK MANAGEMENT CONSIDERATIONS

Should the City Council authorize the development and implementation of the Downtown "T" Parklet Permit Program, it would be not at the recommendation of the Traffic Safety Committee. If the Downtown "T" Parklet Permit Program is authorized, permit regulations would be consistent with Carpinteria Municipal Code Chapter 12.08 (Street and Sidewalk Encroachments).

This staff report does not provide information of other permits such as land use, food health, and the sale of alcohol. However, any and/or all of these types of permits would be considered as contingent to any parklet permit.

OPTIONS

1. Consider staff recommendation.
2. The City Council could choose to not approve the recommendation and direct staff as determined appropriate.

PRINCIPAL PARTIES EXPECTED AT MEETING

Downtown "T" businesses.

ATTACHMENTS

Attachment A:	Parklet Map
Attachment B:	Memorandum by Thomas Mericle of TKM Engineering dated September 1, 2021
Attachment C:	Sample Public Survey Form
Attachment D:	Public Survey Results to Date
Attachment E:	Other Jurisdiction Permit Programs

Staff contact:

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Signature

Reviewed by:

Dave Durlinger, City Manager
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Signature

ATTACHMENT A



SOURCE: GOOGLE MAPS. 2021

PARKLET MAP

ATTACHMENT B

MEMORANDUM



DATE: September 1, 2021

TO: John Ilasin, Public Works Director/City Engineer
City of Carpinteria

FROM: Thomas Mericle, Principal
TKM Engineering

SUBJECT: PARKLETS

The City of Carpinteria has asked TKM Engineering to prepare an informational document about parklets. This memo provides a parklet history, summary of other agency programs, and recommendations for a program in the City.

During 2020 during the global COVID-19 pandemic a few downtown businesses were issued a permit or permits for business activity to take place within City right-of-way and/or private outdoor areas in an effort to allow for safer commercial activity through a Temporary COVID-19 Outdoor Business Permit Program. One of the things that came out of this permit program was the installation of a few parklets that were placed within areas previously used by on-street parking. In May 2021, the City Council extended the program until the end of December 31, 2021. The City as well as those businesses are now interested in creating a permanent "Parklet Permit Program" to allow for the temporary ones to transition to permanency and allow for additional permanent parklets within the downtown, and maybe elsewhere where appropriate.

GENERAL

Parklets are public-private spaces within the roadway right-of-way for use as public seating, private seating and dining, bike parking, and other sidewalk type uses. Parklets are typically created for passive or active enjoyment. Parklets are constructed within

existing on-street parking space areas using semi-permanent materials and are designed to meet accessibility and safety needs. Parklets can add an enhancement to the public streetscape realm and support local business growth.

HISTORY

The concept of parklets were originally started in San Francisco in 2005 when a metered parking space was used as temporary public “park” space through the use of grass sod, a park bench and a boxed tree. The space was paid for the maximum two hours limit. At the end of the period, the “park” improvements were removed, and the spaces were reverted back to parking. This was then turned into an annual event, called “PARK(ing)” in many Cities around the world.

In 2010, the City of San Francisco adopted a program to allow semi-permanent use of parking spaces for public use and coined the term “parklet.” Since then, several other agencies have implemented parklet programs such as Oakland, New York, Los Angeles, Long Beach, Philadelphia, Vancouver, Mountain View, Montréal, and Santa Monica. Other cities are looking into starting pilot programs; particularly as local agencies and local businesses come into the post-pandemic environment.

Several years ago, through a similar project, TKM Engineering staff reviewed available documents and had discussions with representatives from several public agencies regarding their existing or proposed parklet programs. Although some of these programs have changed slightly over the years. A general summary of the programs are as follows:

- Almost all programs require that the parklet space have some public use. The public use is usually the provision of bike racks, seating areas, or dockless micromobility parking areas.
- Initially, about half of the cities that created programs were installing public parklets through city projects. However, that trend has shifted toward more private projects to support businesses (mostly restaurants).
- The parklet requires a design that allows for existing drainage patterns along the curb face be maintained and readily accessible.
- A permit is issued by either Public Works/Transportation or Community Development/Planning and is renewed annually.

- The fees for private projects range from hundreds to several thousand dollars and are typically both one time for initial approval as well as annual for ongoing use of the public right-of-way.
- The parklet areas are generally not allowed near intersections or alleys
- Parklet areas are protected with wheel stops, reflective flexible bollards, semi-permanent structures, traffic markings, and reflective markers.
- Several of the programs require that the speed limit on the street be 25 mph or less (one allows up to 35 mph).

In the past year and a half many agencies have converted their parklet programs to be part of an “Open Streets” program that provides for expanding pedestrian and bicycle use of public streets during the pandemic. What is unknown at this time is if the programs will remain in their current form or be revised again as the rules around use of outdoor and indoor spaces settle down. Even so, the core aspects of the parklet remains the same.

DOWNTOWN PARKING PLAN

The Downtown Parking Plan, currently draft form but not yet approved by the City Council, provides some language about parklets. It discusses parklets in general and about potential impacts to parking. The plan appears to support parklets as not having a significant impact on overall parking supply and that the City may want to consider limiting the number of parklets allowed.

POTENTIAL IMPACTS

Although the placement of parklets will enhance the pedestrian experience and business environment, it may potentially have some impacts to parking, emergency access, bicycle safety, and staff workload.

Parking Impacts: There is a concern that a proliferation of parklets will erode the on-street parking availability to a point that many businesses are underserved. This issue is important to consider and evaluate. Even though the Downtown Parking Plan indicated that there would not likely be a significant impact, a pilot program would allow for evaluation of these potential impacts.

Some things to consider include if there should be a cap at how many parking spaces could be removed per block, without unduly impacting downtown parking supply. The side streets and parking lots may be able to handle the diverted parking. Allowing too many parking spaces to be removed along Linden Drive may require the addition of more off-street parking being provided for downtown customers.

Access Impacts: Placement of a parklet in front of a business will create a potential barrier for emergency vehicle and fire access. Some programs have policies in place to require openings in long stretches of parklets and most of the programs have been through Fire Department review and concurrence.

Bicycle Safety: A parklet will place a semi-permanent vertical barrier between moving traffic and the parklet use. This is the space that bicyclist will be using to travel down the street. The Placement of a long parklet or several parklets in a row will make a bike rider uncomfortable when placed in a position where they could be trapped between a vehicle and the parklet. Placement of a protected bike lane on the curb side of the parklet would address this safety concern.



Staff Impacts: Approval of a Pilot Parklet Program will require staff time to implement. Initially the work will consist of holding meetings with downtown businesses, preparing the final pilot program, preparing a public notice requesting parklet proposals, reviewing and approving proposals, issuing license agreements, inspecting the installation, monitoring the installed parklet, and preparing a report for review at the end of the pilot program.

PUBLIC ENGAGEMENT

If parklets are a viable option, there should be outreach to local businesses to determine the level of support for both the existing temporary program as well as a future permanent program. This outreach can also determine if the program needs to include other improvements provided by the City to offset the potential impacts such as expanding or reallocating parking spaces, placement of bike facilities, or improvements to other pedestrian spaces.

PARKLET PROGRAM GUIDELINES

Based on what other agencies have implemented, and the discussion above about potential impacts, the following are recommendations for what the City should consider in a parklet program:

1. Approve a Pilot Parklet Program first. Pilot programs typically allowed up to a small number of locations on different blocks through a request for proposal process to select ones that are most likely to be successful. The proposals are generally reviewed and ranked by a cross-department team and approved by a Commission or City Council.
2. Include verification of notification to the adjacent businesses as a part of program proposals and permanent program requirements
3. If affecting a yellow "loading" parking space, the parklet shall include a recommendation for an alternative location and support from the adjacent businesses who currently use the loading zone.
4. The parklet shall be a maximum of 6' in width for parallel parking locations and 14' in width for angled parking locations, and a minimum of 20' in length, but no longer than 60'. Where longer than 20-feet an emergency access gap should be included.

5. Barricade between parklet and vehicle should be 36" to 42" in height.
6. Allow for drainage along the curb line with easy access for routine cleaning.
7. Parklets should be placed:
 - a. At least 5 ft from a fire hydrant
 - b. At least 8 ft from a crosswalk
 - c. Without blocking an access ramp, accessible parking space, or bus stop.
8. Tables and Chairs that are not permanently fixed to the parklet shall be removed or secured in place when not in use. Umbrellas must be at least 7 ft tall and cannot extend into pedestrian or vehicle path of travel
9. The designs need to be designed and approved by a licensed engineer and/or architect include a non-enclosed design along the street side as well as meet all ADA requirements for access. Must be made from high-quality materials and follow the aesthetic design of the business.
10. The business shall provide, indemnification, general liability insurance, and sign a maintenance agreement (as a part of the permit or license agreement).
11. The permit shall be evaluated and considered for renewed annually. However, may consider a longer period of time initially so business can recoup their start up construction costs.
12. The parklet space shall be at least partially public use for general sitting, bike racks, scooters, etc. This is a requirement in several agencies based on either political desire or City Attorney requirement for use of public space.
13. Only businesses that are open at least 5 days a week and for lunch and dinner are typically eligible. However, adjacent businesses can share a parklet to meet the requirement.
14. The parklet permitted business must be on the ground floor of the building.
15. Maintenance requirement such as the following will be needed as a part of the permit:
 - a. Graffiti shall be removed within 48 hours.

- b. Keep any plants healthy and alive.
- c. Daily cleaning and emptying of trash receptacles.
- d. Power wash under the parklet at least once annually.
- e. Repair or replace worn out or damaged materials.
- f. City will have the ability to perform routine site visits to evaluate condition of parklet.

16. Fees should include an initial permitting and plan checking fees as well as an annual inspection/renewal.

ATTACHMENT C



DOWNTOWN "T" PILOT PARKLET PERMIT PROGRAM SURVEY

During 2020, the City of Carpinteria (City) issued a Temporary COVID-19 Outdoor Business Encroachment Permit to a few businesses within the Downtown "T" area in order to support businesses during the pandemic. The City also allowed some parklets to be installed in front of the businesses within on-street parking spaces of the City right-of-way on a temporary basis. In May 2021, the City Council extended the Temporary COVID-19 Outdoor Business Encroachment Permit until the end of December 31, 2021.

The City is now exploring the development of a Downtown "T" Pilot Parklet Permit Program for testing parklets within on-street parking spaces of the City right-of-way in the Downtown "T" area. The City is conducting a survey for input from the Downtown "T" businesses. If you are interested in providing input, please complete the survey below.

Business Name: _____
Business Address: _____
Contact Name: _____
Phone Number: _____
Email: _____

Survey Questions

1. What type of business do you operate? ☐ Commercial/Retail ☐ Food/Drink Service ☐ Other
2. What days are you are open (check all that apply)? ☐ Mon ☐ Tues ☐ Wed ☐ Thurs ☐ Fri ☐ Sat ☐ Sun
3. What hours are you open? _____ Weekdays _____ Weekends
4. Is there a temporary parklet near you? ☐ Yes ☐ No In front of me (my use) ☐ Yes ☐ No Next to me (others use) ☐ Yes ☐ No
5. If the parklet is being used by your business, are you interested in making it permanent? ☐ Yes ☐ No
6. If you answered "No," please state why _____
7. If the parklet is being used by others, are you supportive of it becoming permanent? ☐ Yes ☐ No
8. If you answered "No," please state why _____
9. If you do not have a temporary parklet, are you interested in installing one? ☐ Yes ☐ No
10. If you answered "No," please state why _____
11. If there is not a temporary parklet near your business and you do not need one, would you support others installing one? ☐ Yes ☐ No
12. If you answered "No," please state why _____
13. Other comments: _____

Return completed forms to: City of Carpinteria Public Works Department, Attention Public Works Director, 5775 Carpinteria Avenue, Carpinteria, CA 93013 or e-mail to johni@ci.carpinteria.ca.us

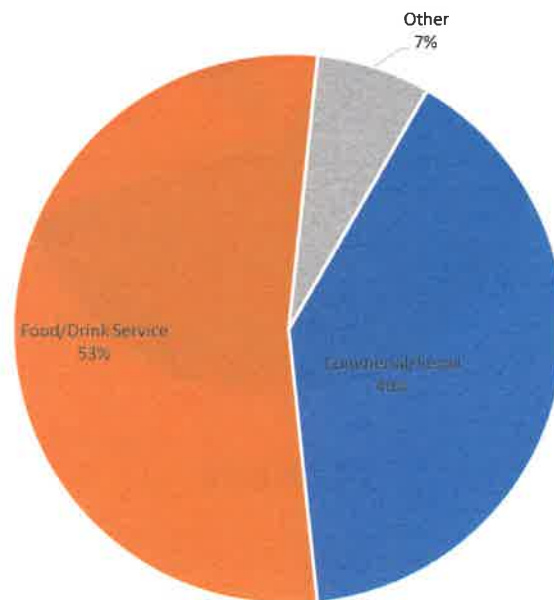
ATTACHMENT D

Question #

1 What type of business do you operate?

Response	Count	Percentage
Commercial/Retail	6	40.00%
Food/Drink Service	8	53.33%
Other	1	6.67%
Total	15	100.00%

Question # 1



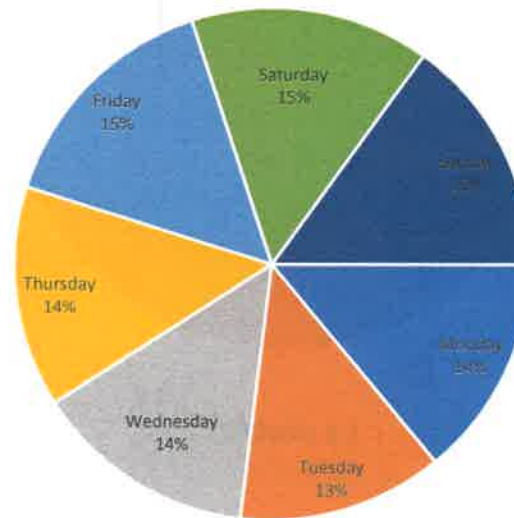
Question #

2

What days are you open (check all that apply)?

Response	Count	Percentage
Monday	13	13.98%
Tuesday	12	12.90%
Wednesday	13	13.98%
Thursday	13	13.98%
Friday	14	15.05%
Saturday	14	15.05%
Sunday	14	15.05%
Total	93	100.00%

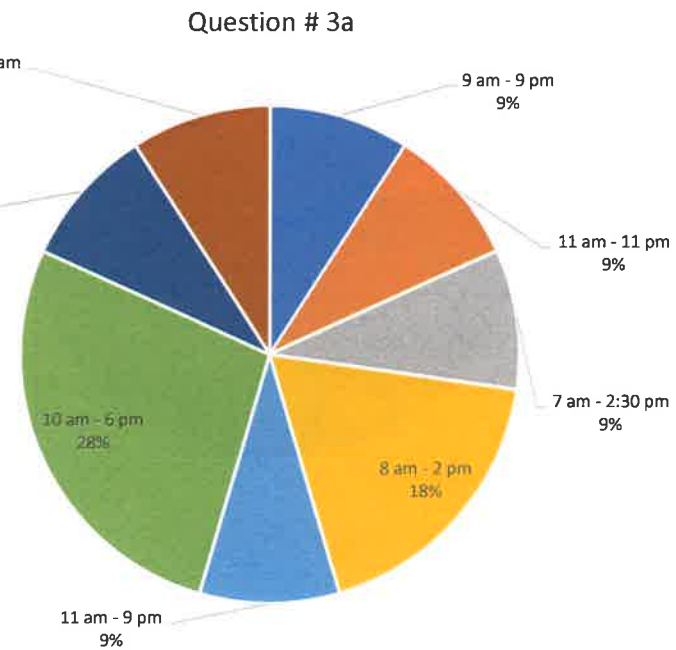
Question # 2



Question #

3a What hours are you open during weekdays?

Response	Count	Percentage
9 am - 9 pm	1	7.14%
11 am - 11 pm	1	7.14%
7 am - 2:30 pm	1	7.14%
8 am - 2 pm	2	14.29%
11 am - 9 pm	1	7.14%
10 am - 6 pm	3	21.43%
10 am - 5 pm	1	7.14%
11 am - 12 am	1	7.14%
11 am - 4 pm	1	7.14%
10 am - 4 pm	1	7.14%
No Response	1	7.14%
Total	14	100.00%



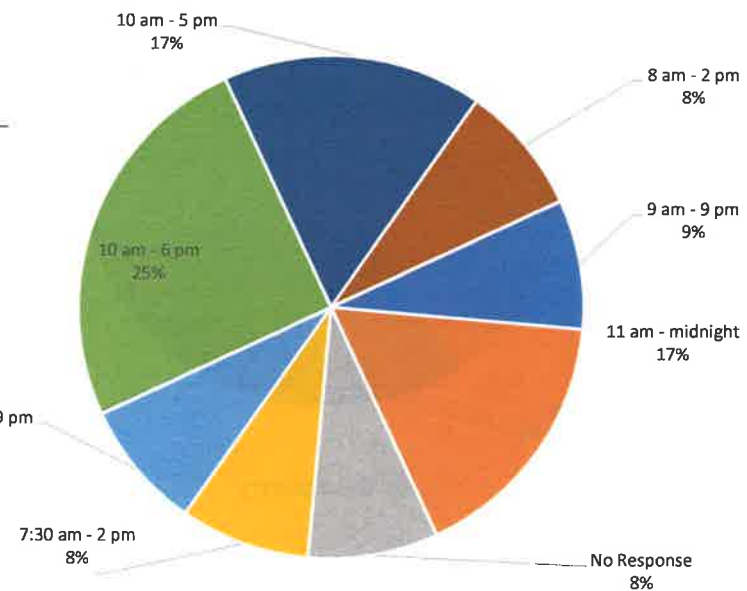
Question #

3b

What hours are you open during weekends?

Response	Count	Percentage
9 am - 9 pm	1	7.14%
11 am - midnight	2	14.29%
No Response	1	7.14%
7:30 am - 2 pm	1	7.14%
11 am - 9 pm	1	7.14%
10 am - 6 pm	3	21.43%
10 am - 5 pm	2	14.29%
8 am - 2 pm	1	7.14%
No Response	2	14.29%
Total	14	100.00%

Question # 3b

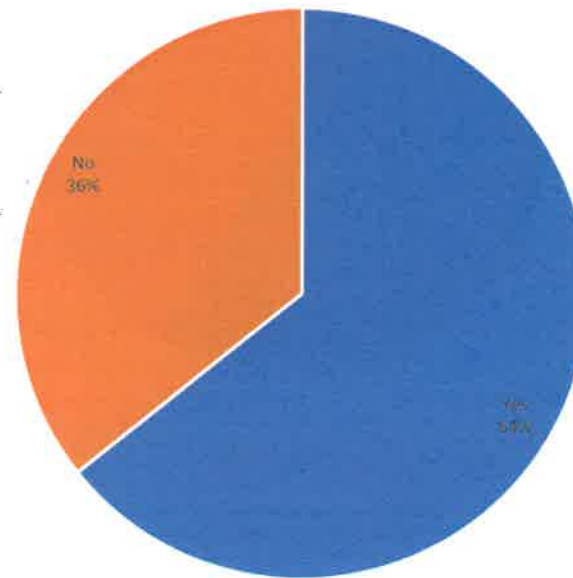


Question #

4a Is there a temporary parklet near you?

Response	Count	Percentage
Yes	9	64.29%
No	5	35.71%
Total	14	100.00%

Question # 4a

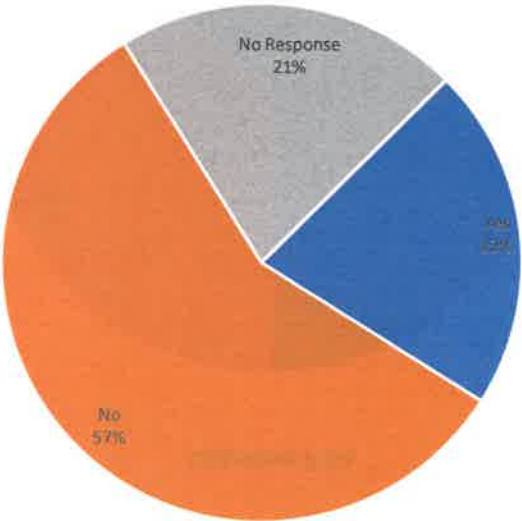


Question #

4b Is there a temporary parklet in front of me (my use)?

Response	Count	Percentage
Yes	3	21.43%
No	8	57.14%
No Response	3	21.43%
Total	14	100.00%

Question # 4b



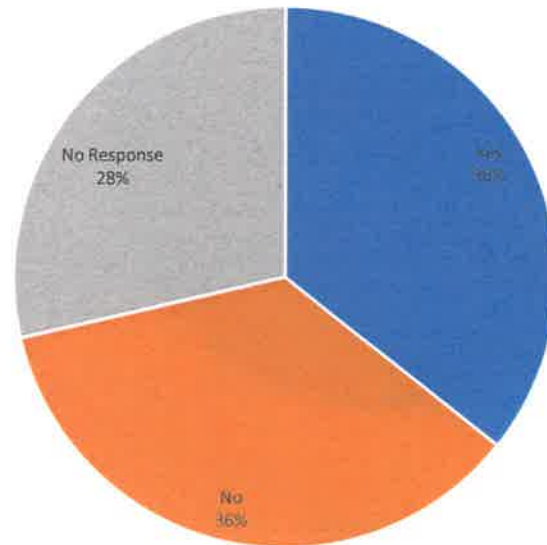
Question #

4c

Is there a temporary parklet next to me
(others use)?

Response	Count	Percentage
Yes	5	35.71%
No	5	35.71%
No Response	4	28.57%
Total	14	100.00%

Question # 4c



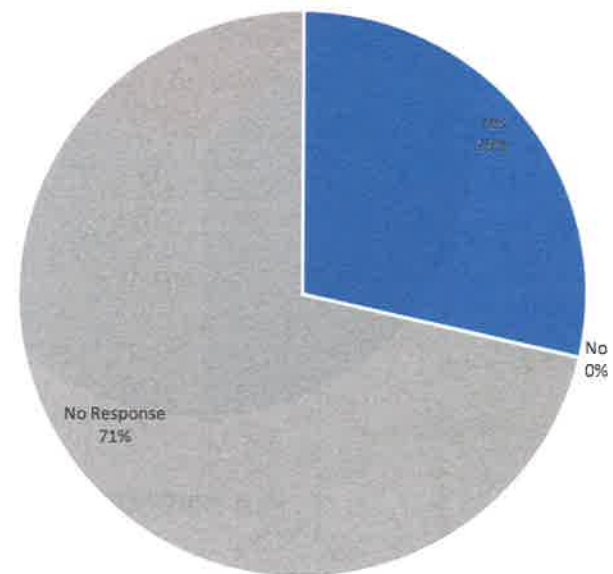
Question #

5

If the parklet is being used by your business, are you interested in making it permanent?

Response	Count	Percentage
Yes	4	28.57%
No	0	0.00%
No Response	10	71.43%
Total	14	100.00%

Question # 5

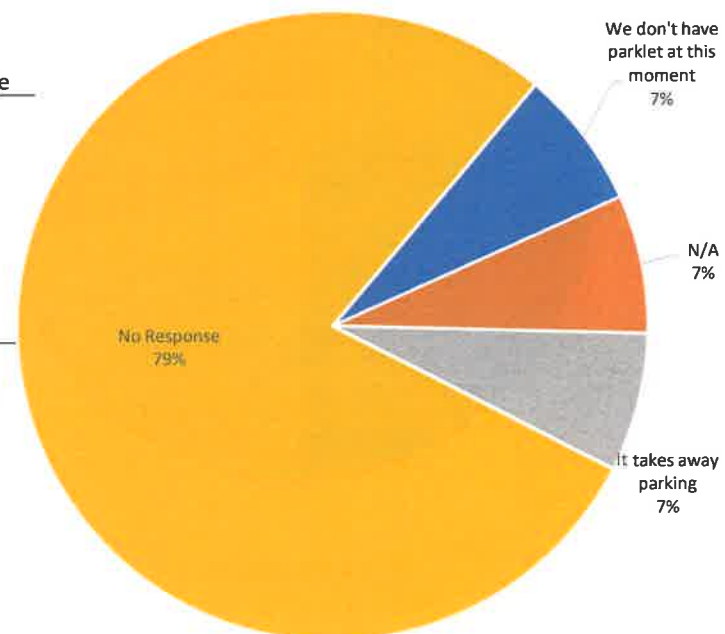


Question #

6 If you answered "No", please state why

Response	Count	Percentage
We don't have parklet at this moment	1	7.14%
N/A	1	7.14%
It takes away parking	1	7.14%
No Response	11	78.57%
Total	14	100.00%

Question # 6



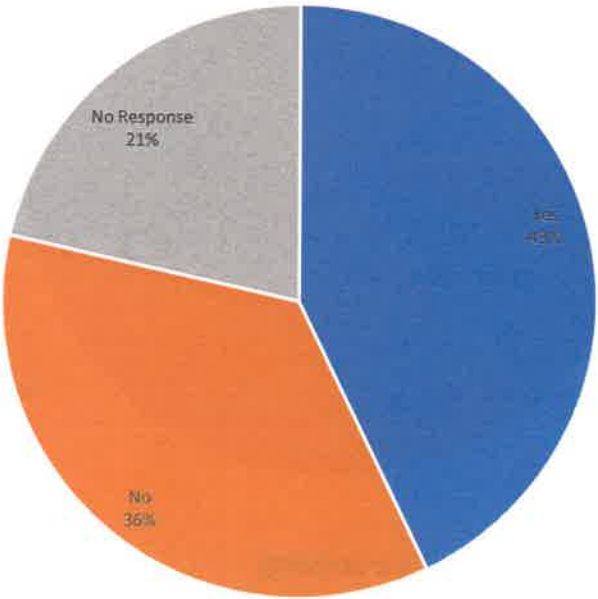
Question #

7

If the parklet is being used by others, are you supportive of it becoming permanent?

Response	Count	Percentage
Yes	6	42.86%
No	5	35.71%
No Response	3	21.43%
Total	14	100.00%

Question # 7

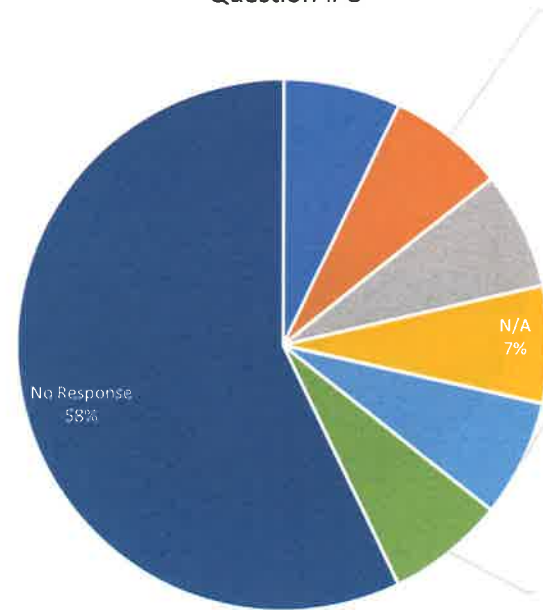


Question #

8 If you answered "No", please state why

Response	Count	Percentage
Takes away from precious and necessary parking for customers.	1	7.14%
We need parking.	1	7.14%
No to "being used by others" Yes to "permanent"	1	7.14%
N/A	1	7.14%
Read comments	1	7.14%
Takes up parking, it's hard to park for customers	1	7.14%
No Response	8	57.14%
Total	14	100.00%

Question # 8



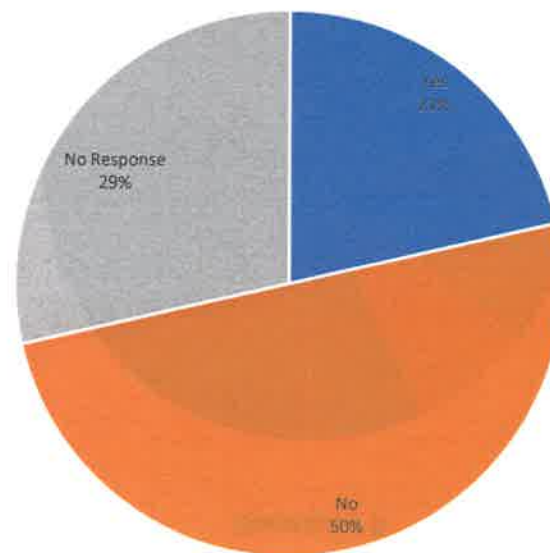
Question #

9

If you do not have a temporary parklet, are you interested in installing one?

Response	Count	Percentage
Yes	3	21.43%
No	7	50.00%
No Response	4	28.57%
Total	14	100.00%

Question # 9

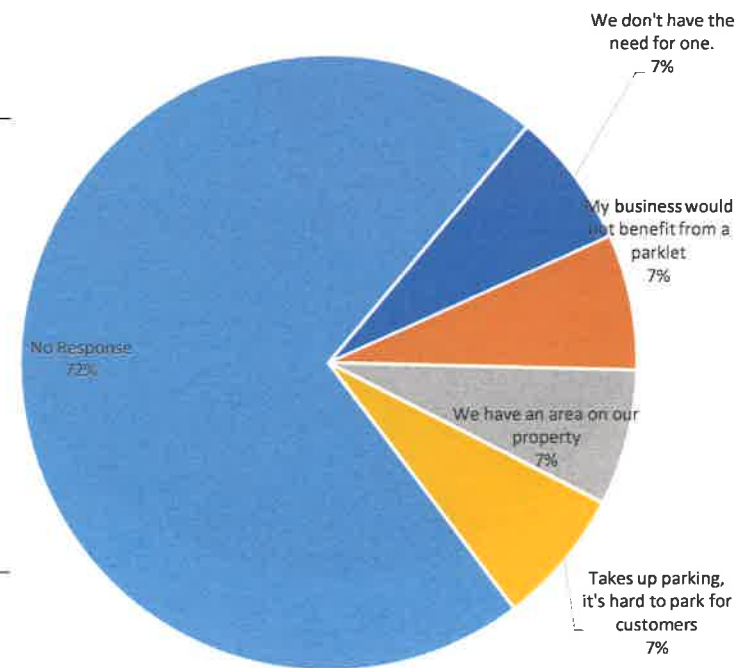


Question #

10 If you answered "No", please state why

Response	Count	Percentage
We don't have the need for one.	1	7.14%
My business would not benefit from a parklet	1	7.14%
We have an area on our property	1	7.14%
Takes up parking, it's hard to park for customers	1	7.14%
No Response	10	71.43%
Total	14	100.00%

Question # 10



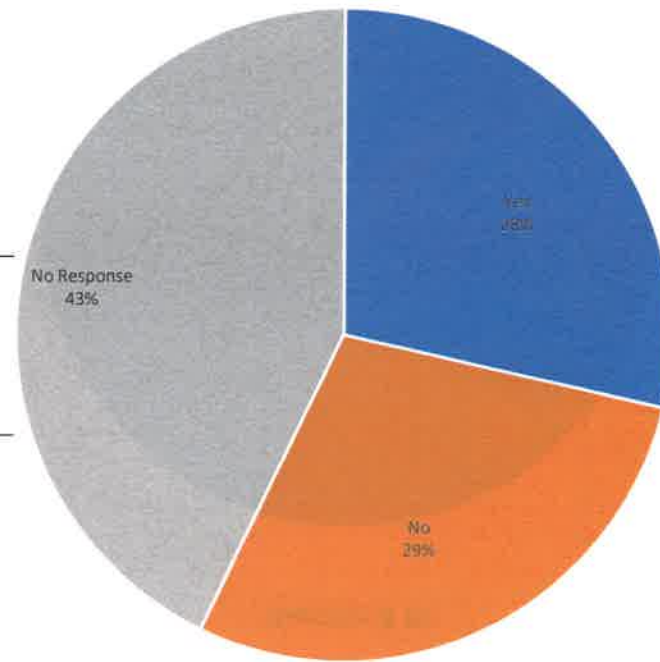
Question #

11

If there is not a temporary parklet near your business and you do not need one, would you support others installing one?

Response	Count	Percentage
Yes	4	28.57%
No	4	
No Response	6	42.86%
Total	14	71.43%

Question # 11

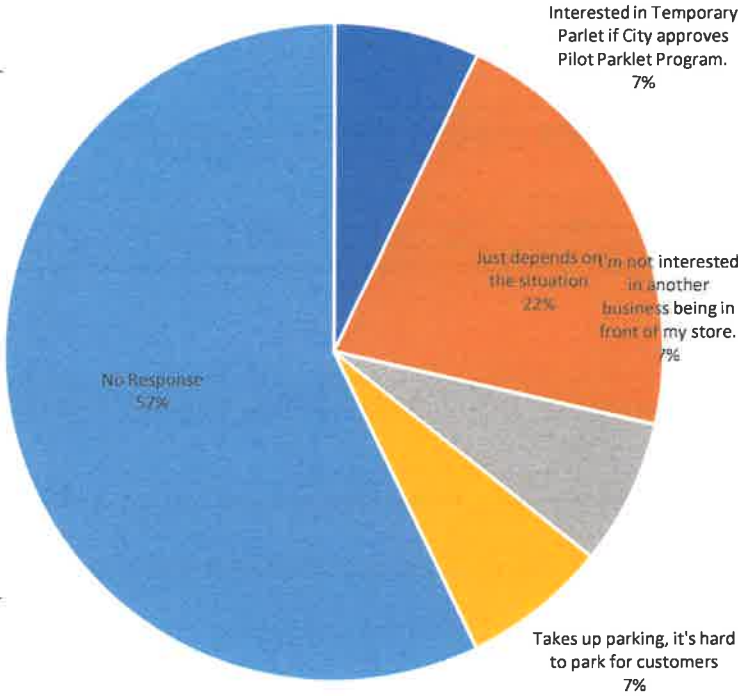


Question #

12 If you answered "No", please state why

Response	Count	Percentage
Interested in Temporary Parlet if City approves Pilot Parklet Program.	1	7.14%
Just depends on the situation	3	21.43%
I'm not interested in another business being in front of my store.	1	7.14%
Takes up parking, it's hard to park for customers	1	7.14%
No Response	8	57.14%
Total	14	100.00%

Question # 12



Question #

13

Other comments:

Response	Count
Having the parklets combined with outdoor sidewalk seating is the only thing that allowed my business to survive. Currently the demand to sit outside is higher than any other time due to the rise in the Covid variant.	1
More outdoor seating accommodations in the Downtown is better or the vibrancy of the Downtown regardless of COVID. Having people sitting outside is better for attracting more patrons to your business, then stuffing everyone indoors and having the sidewalks quiet.	1
The addition of "street service" has changed the nature of our business and the nature of dining in Carpinteria. Through our town into a true tourist and local friendly beach town, al fresco dining gives our town personality and is the future in post pandemic business. Please don't take it away.	1
Although Parklets have helped businesses during the most sever COVID indoor dining restrictions, they have also taken much needed Parking Spaces in small cities like our Beautiful Carpinteria where Parking has always been an issue, especially in the busy times when Tourists come to the Beach escaping High Temperatures. Another big issue is that restaurants with Parklets crowd the sidewalks with bicycles and electric bikes preventing a normal traffic flow on sidewalks for wheelchairs and mothers with baby strollers. At times seen stepping down to the street flow or traffic where mothers put themselves and the babies in danger. The last thing we should like to see as part of the community is pedestrians getting hurt.	1
I totally understand that restaurants needed these to stay afloat during the restrictions of the pandemic. Now that they are lifted I think they should be able to use the space they leased for service. Again my main concern is lack of parking. I hear complaints from customers a lot.	1
Our parklet is located behind us. As discussed during phone call, we (the Worker Bee Café) repurposed our private parking spaces to extend our back patio during and after indoor restrictions were imposed. We continue to follow (7) seven foot distances between seats and tables severely limiting the amount of patrons we can accommodate. Making this "parklet" permanent will provide much needed financial stability, local employment and a piece of mind our patrons have come to expect and enjoy at our restaurant.	1
We're interested in finding out more.	1
Though parklets were good during COVID for restaurants - once COVID wanes they should be eliminated - dangerous, unsightly, remove parking	1
People say there's never any where to park so they don't stop and shop	1
No Response	5

Total 14

ATTACHMENT E

OTHER JURISDICTION PERMIT PROGRAMS

Agency	Permit	Fees	Business Type	Restrictions	Support	Design	Speed Limit	Public or Private	Size
Berkeley	Yes	\$340 initial; \$221 monthly.	"To-Go" food consumption, fitness classes, order pickup queuing.			Must follow outdoor commerce guide.		Public space	
Culver City	Yes	\$750 permit, \$500 deposit, \$600/chair sewer fee, and \$13/sf dining fee (currently waived).	Restaurant only.						
Long Beach	Yes. Temporary permits until June 2022		Not restricted.					Public space	In front of business.
Los Altos	Yes	Cost recovery of staff time.	Restaurant only.		Surrounding businesses must support	Natural materials only, contain landscaping, and match design of business.		Public space	
Palo Alto	Separate permits for public and private property.	\$1,509 or 100% recovery for Encroachment Permit. \$1,111 Architectural Review.	Eating and drinking establishments only.	Business must be open 5 days per week minimum for lunch and dinner.		Custom design approved by City or use of pre-approved standard designs.	25 mph or less		Cannot extend beyond business frontage.
Redwood City	Yes	Free during Covid-19.	Outdoor dining only.						
Santa Rosa	Initially temporary for 12 months. If allowed to continue, has to have permanent improvements and additional fees.	\$128. Pay for parking in paid parking areas. No water fees for temporary.	Eating establishment only.				25 mph or less		
Santa Monica	Yes. Temporary program during pandemic.	Free for now.	Not restricted.		Consent if parklet extends beyond business frontage.	Recommended kit of parts. Temporary in nature.	25 mph or less; With bike lane, 30 mph or less		
West Hollywood	Yes	Standard encroachment permit fee.	Ground floor business, non-profit, or community organization.		Community support and adjacent business notification.	Must have budget and maintenance plan. Encourage prefabricating off site.	35 mph or less	Public space (must be signed)	1-3 parking spaces