



**Planning Commission
Meeting Agenda**
Monday, April 5, 2021 at 5:30 pm
City of Carpinteria

Virtual Meeting

THE CITY OF CARPINTERIA HAS DETERMINED THIS MEETING TO BE AN ESSENTIAL PUBLIC MEETING THAT WILL BE CONDUCTED PURSUANT TO THE PROVISIONS OF THE GOVERNOR'S EXECUTIVE ORDERS N-29-20 AND N-33-20 AND SANTA BARBARA COUNTY HEALTH OFFICER'S ORDER

In response to the spread of the COVID-19 virus, Governor Newsom has temporarily suspended the requirement for local agencies to provide a physical location from which members of the public can observe and offer public comment, and has ordered all Californians to stay home except as needed to maintain continuity of operations of certain critical infrastructure.

In compliance with these orders, and to minimize the potential spread of the COVID-19 virus, the City of Carpinteria is not permitting public access to the City Council Chambers for this meeting. Instead, you are strongly encouraged to participate in the alternative methods explained below.

VIRTUAL VIEWING OF PUBLIC MEETINGS

This meeting is available to view live on the City of Carpinteria's website at <https://carpinteria.ca.us/city-hall/agendas-meetings>, on Zoom Webinar (information provided below), or on Government Access Television Channel 21 (broadcast live and rebroadcast on Wednesday after the meeting at 8:00 P.M. and on Saturday at 5:00 P.M.).

View the meeting live on Zoom Webinar. You can join in by following one of these methods: (1) log on to www.zoom.us, download the application, select "Join Meeting", and enter Webinar ID 844 1990 8880; OR (2) call +1 (669) 900-9128 and enter Webinar ID 894 9267 8935.

PUBLIC COMMENTS

If you wish to make a general public comment or to make a comment on a specific agenda item, the following methods are available:

- **Distribution to Board Members.** If you wish to submit a hard copy of written comments to be distributed to board members (as either general public comment or on a specific agenda item), please submit your comment via email to PublicComment@ci.carpinteria.ca.us by **12:00 P.M. (noon) on the day of the meeting.** Please note that these comments will not be read into the record during the meeting unless you include this request with your comments.
- **Read Into the Record During Meeting.** If you would like your comment read into the record during the meeting (as either general public comment or on a specific agenda item), please include this request with your comments and provide your comments (of no more than 250 words) in one of the following ways:
 - o Via email to PublicComment@ci.carpinteria.ca.us by **12:00 P.M. (noon) on the day of the meeting.** In your email, please specify (1) the meeting date and agenda item (number and title) on which you are providing a comment and (2) that you would like your comment read into the record during the meeting.
 - o Via the **eComment** link on the City's agenda website (<https://carpinteria.ca.us/city-hall/agendas-meetings>) by **12:00 P.M. (noon) on the day of the meeting.** Please note that this link does not become active until an agenda is posted. If you would like your comment read into the record during the meeting, please specify this in your comment.

Every effort will be made to read your comment into the record, but some comments may not be read due to time limitations. Please also note that if you submit a written comment *and do not specify that you would like this comment read into the record* during the meeting, consistent with the City's practice when it receives written public comments on agenda items, your comment will be forwarded to board members for their consideration.

- **Public Comment by Phone.** If you wish to make a verbal public comment as a specific item is being heard (as either general public comment or on a specific agenda item), please send an email to PublicComment@ci.carpinteria.ca.us by **12:00 P.M. (noon) on the day of the meeting** and include 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 electronically. Please note the City has the discretion to limit the speaker's time for any meeting or agenda matter. Typically, the practice has been up to 3 minutes per speaker on each item.
- **Real-Time Public Comment through Zoom Webinar.** Members of the public attending the public meeting through the City's Zoom Webinar platform (through

the link provided by the City) have the option of providing real-time public comments on agenda matters. 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.

The situation with COVID-19 is constantly evolving and the City will provide updates to 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.

Planning Commissioners:

David Allen, Chair

Jane L. Benefield, Vice-Chair

John Callender

Glenn La Fevers

John Moyer

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

INTRODUCTIONS, PRESENTATIONS, ANNOUNCEMENTS

PUBLIC COMMENT

This time on the agenda provides an opportunity for the public to address the Planning Commission on items within the jurisdiction of the Commission and not listed on other sections of the agenda. Please limit comments to no more than five minutes.

Depending on the number of speakers wishing to make comments, the Chair may further limit the time available to each speaker to control the amount of time spent on this part of the agenda. If you wish to speak on a CONSENT CALENDAR item, please do so during this part of the meeting.

Please be advised that California law does not allow the Planning Commission to discuss or take action on any issue presented by the public during this portion of the meeting. The Commission may ask a question for clarification, provide a brief response

to public comment, refer the matter to staff for review and a later report or direct staff to place an item on a future agenda.

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

CONSENT CALENDAR

Items on the Consent Calendar are considered to be routine and are normally enacted by one unanimous vote of the Commission. Individual items may be removed and considered separately at the request of a Commissioner. Any item removed from the Consent Calendar will be added to another section of the agenda.

- 1) Minutes of the regular Planning Commission meeting held March 1, 2021

NEW PUBLIC HEARING - None

OTHER BUSINESS

- 2) 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.
- 3) 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 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

MATTERS PRESENTED BY COMMISSIONERS

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

**ATTENDANCE OF PLANNING COMMISSIONERS FOR THE NEXT MEETING of
MAY 3, 2021**

ADJOURNMENT

NOTES

All actions of the Planning Commission may be appealed to the City Council. Appeals must be filed with the City Clerk within 10 calendar days of the Commission's action.

If you challenge any of the Planning Commission's decisions related to the agenda items above in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence to the Planning Commission prior to the public hearing.

In compliance with the Americans with Disabilities Act, if you need assistance to participate in this meeting, please contact Lorena Esparza in the Community Development Department at (805) 755-4410 (LorenaE@ci.carpinteria.ca.us) or the California Relay Service at (866) 735-2929. Notification 2 business days prior to the meeting will enable the City to make reasonable arrangements for accessibility to this meeting.

This agenda was posted on Thursday, April 1, 2021 in the Community Development Department, on the City Hall Public Notices Board, and on the Internet.

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 Syndi Souter, Associate Planner	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 December 7, 2020 MOTION Commissioner Benefield moved and Commissioner Callender seconded to approve the minutes of the regular Planning Commission meeting held December 7, 2020 as presented. Motion passed 4-0-1 (La Fevers abstained) by the following roll call vote: Chair Allen voted yes, Commissioner Callender voted yes, Commissioner Moyer voted yes, and Commissioner Benefield voted yes.	CONSENT CALENDAR
NEW PUBLIC HEARING 2) Project: Chaney Avenue GC§65402, 21-2089-GC Address: Western end of Chaney Avenue Applicant: County of Santa Barbara Planner: Steve Goggia Hearing on the request of the County of Santa Barbara to consider Project 21-2089-GC for a determination that Caltrans' acquisition of a nonexclusive drainage easement totaling approximately 2,760 square feet for maintenance purposes on property identified as APN 003-552-043,	NEW PUBLIC HEARING

owned by the County of Santa Barbara and zoned Single Family Residential, is consistent with the General Plan/Coastal Land Use Plan of the City of Carpinteria, pursuant to Government Code §65402.

DISCLOSURE OF EX PARTE COMMUNICATIONS - None

Community Development Director Steve Goggia presented the staff report. He noted it is consistent with policy related to flooding and said staff was recommending approval.

PUBLIC HEARING OPENED & CLOSED

Chair Allen opened and closed the public hearing. No members of the public requested to speak.

MOTION

Upon a motion by Commissioner Benefield, seconded by Commissioner Moyer, the Planning Commission voted 5-0 that the determination was consistent with the General Plan. Chair Allen voted yes, Commissioner Callender voted yes, Commissioner La Fevers voted yes, Commissioner Moyer voted yes, and Commissioner Benefield voted yes.

- 3) **Project:** Zuvella Residence Remodel & Addition, 20-2041-CUP/CDP
 Address: 4756 Fifth Street
 Applicant: Kyle and Andrea Zuvella
 Planner: Syndi Souter

Hearing on the request of Kyle and Andrea Zuvella to consider project 20-2041-CUP/CDP (application filed March 4, 2020) for a Conditional Use Permit and Coastal Development Permit to remodel a legal nonconforming 904 square-foot single-family residence and construct a 448 square-foot addition to the rear of the residence for a resultant size of 1,352 square feet under the provisions of Carpinteria Municipal Code ("CMC") §14.14 – Planned Residential Development District Zone, CMC §14.62 – Conditional Use Permit and CMC §14.82 – Nonconforming Uses; and to approve an Exemption pursuant to §15301(a), §15301(e), and §15332 of the California Environmental Quality Act ("CEQA") Guidelines. The application involves APN 003-303-014, addressed as 4756 Fifth Street.

DISCLOSURE OF EX PARTE COMMUNICATIONS – None

Associate Planner Syndi Souter presented the staff report. She said Staff was recommending approval as presented. She provided additional project details upon questioning.

Commissioner La Fevers noted the new addition was described as the “owner’s suite” on the plan set. He said it is really a master bedroom and owner’s suite may imply some other use. Associate Planner Souter explained there is a condition (#13) stating it can’t be used as a separate dwelling unit without approval.

Commissioner Moyer questioned why the front door could not be centered in the entry way and said it would look a lot better if centered.

Commissioner Benefield agreed with La Fevers’ concerns that there is a possibility of two units there. She asked that it be made clear that it is one unit in the Conditions of Approval.

Chair Allen agreed with Benefield that limiting it to one unit be made clear.

There was discussion and concern about the doorways not being sheltered. Associate Planner Souter explained there will be trellises above the doorways according to the latest plans, and she thinks ARB will be happy with those improvements.

PUBLIC HEARING OPENED

Chair Allen opened the public hearing.

Applicant Kyle Zuvella thanked them for reviewing the project and said he is excited about living in Carpinteria.

PUBLIC HEARING CLOSED

Chair Allen closed the public hearing.

Commissioner La Fevers said he liked the project, and it is consistent with our policies and General Plan. He is comfortable with extending the home’s useful life and its existing encroachments. He asked for clarity on its use as a single dwelling, but otherwise said he supports it as proposed.

Commissioner Moyer expressed support. He said it is a nice improvement and furthers improvement of Fifth Street, which has seen number of projects upgraded and is continuing the beach town charm.

Commissioner Callender also expressed support for reasons stated by other commissioners. He said he appreciates the analysis on sea level rise and the Safety Element, and inclusion of the Vulnerability Assessment map in reviews would be helpful. He added it would also be helpful to have a range of scenarios that include higher probabilities for sea level rise, although it was not necessary in this case.

Commissioner Benefield said it is a good project and the home was built in a good year (her birth year!). She said the setback is acceptable because it has been that way so long. She expressed support.

Chair Allen asked if the picket fence would be set back for plantings as the ARB suggested, and Associate Planner Souter explained it would be set behind some existing daisies. She added the fence will require an encroachment permit from Public Works to be in the right-of-way. Allen expressed his support for the project.

MOTION

Commission La Fevers moved, and Commissioner Benefield seconded, that they adopt Resolution No. PC-21-001, thereby approving the CUP and CDP for Project 20-2041 to allow an addition and remodel to a legal non-conforming single-family residence at 4756 Fifth Street. Motion includes a Notice to the property owner about the project remaining a single-family home. Motion passed 5-0 by roll call vote: Commissioner Callender voted yes, Commissioner La Fevers voted yes, Commissioner Moyer voted yes, and Commissioner Benefield voted yes, and Chair Allen voted yes.

- 4) Project: Prins Mixed-Use Concept Review
Address: 4209 Carpinteria Avenue
Applicant: LLC/Tobias and Christina Prins
Planner: Syndi Souter

Hearing on the request of 4209 Carpinteria Avenue, LLC/Tobias and Christina Prins to consider Project 20-2069-CON (application filed on October 9, 2020) for concept review of a proposal to construct a new 3,236 square-foot two-story commercial office/warehouse building and a new 2,364 square-foot two story four-unit residential office building with an attached 720 square-foot four-car carport. The application involves APN 003-212-025, addressed as 4209 Carpinteria Avenue.

DISCLOSURE OF EX PARTE COMMUNICATIONS – None

Community Development Director Steve Goggia said the review is conceptual and to obtain feedback from commissioners and the public. Associate Planner Syndi Souter followed with the staff report. She provided additional project details in response to questions.

Applicant Tobias Prins said they have been in town since 2007 and have grown. He explained they don't have a concept down as far as actual design but are an Apple company, which might influence it. He said they are big believers in sustainability.

Ted Meeder, project architect, described the project as a boxy kind of development. He said it is parking driven and there are 6 full-time employees, including the owner. The project is driven by the need for a larger warehouse space that they cannot seem to find, and the owner is a Carpinteria resident and wants to work close to home. He noted the building height was driven by a warehouse that needs to accommodate 14-foot shelving racks and forklifts. He explained the building style will focus on materials such as glass, wood and concrete and hopefully create interest. With respect to parking, he pointed out much of it around the area is not used, including along Estero Way. About the modification request, he clarified they did not come in asking for it.

Discussion followed about how the project could meet the parking requirement (it is short 3 spaces and requiring a modification). A suggestion was made by Commissioner Callender to work with re-orienting spaces or steal space from drive aisles to increase parking. Architect Ted Meeder clarified the narrow lot does not allow other options, and the site plan is driven by the parking lot.

Commissioner Benefield asked if affordable by design units could reduce parking requirements. Ms. Souter explained there are options available to the applicant. Architect Ted Meeder said that as soon as a unit is lost or the 2-bedroom unit goes to one, they will no longer require a modification.

Chair Allen asked if having 4 units was RHNA- or City-driven and for feedback from staff about how badly another unit of housing is needed. Associate Planner Syndi Souter stressed there is urgent need for more housing in Carpinteria but noted these units are market rate.

Community Development Director Steve Goggia provided information about the affordable by design concept, explaining that it has been used in the past years by providing smaller units. He said these units are affordable by design in that they are only one bedroom, and one parking space is needed per bedroom. The number of units also affects the amount of guest parking; 1 space for 3 units and 2 spaces for 4 units (it rounds up).

Discussion followed how a building's use can limit the number of employees occupying a commercial building. Architect Ted Meeder explained most of the buildings nearby are non-retail, warehouse-type, which is what they are also proposing.

Principal Planner Nick Bobroff explained that the adjacent "The Row" business park included a Condition of Approval related to its use in exchange for a parking reduction. It limits the mix of tenants to warehouse use and some uses having a higher employee density. Community

Development Director Steve Goggia noted they are monitoring the uses going forward to ensure adequate parking remains.

PUBLIC HEARING OPENED & CLOSED

Chair Allen open and closed the public hearing. No members of the public requested to speak.

Commissioner La Fevers said the usage at the location makes sense to be mixed use, and residential units make sense toward the rear of the site. He warned that a boxy commercial building so close to Carpinteria Ave could be problematic during the review process. He encouraged the applicant to explore design alternatives, such as offsetting the second story and using overhangs, because mass, bulk and scale will come up. With respect to the exterior stairway on the eastern line, he suggested using interior access for the upstairs. He said the number of units can be adjusted along the way, and these units are more suitable for apartment rather than condominium use. He commented that 1-bedroom apartments are highly desirable in our community, so they are a good fit.

Commissioner Moyer said he agreed with La Fevers' comments. He noted the applicant is going to pay for all street improvements, which should count for something. He described the project as a huge improvement for Carpinteria. He believes the commercial building on the front property line can be made more attractive (a green wall, a step back, etc.). He has no problems with the parking modifications. He said the residential units are affordable by design next to a railroad track, with one of the best views in Carpinteria. He added the company's business is all online which should be of significance, and it's the perfect business for Carpinteria as offices are emptying out.

Commissioner Benefield stated because it is a new development, we should try to work out the parking. She feels housing units are needed. She is fine with the commercial part except for the exterior look; the east elevation is unattractive with its massive concrete wall. She likes the project in terms of land uses and wants to figure out how to make the parking numbers work. She described the total package as terrific but is not inclined to waiver on the parking.

Commissioner Callender said he echoes most of the others' thoughts, and he is as bendable as Benefield on the parking. Regarding the comment that Estero Way parking goes unused, he visits the area a few times a month and finds parking, but the street is always used. He agrees that improvements are needed on the east side of the building. With respect to sea level rise, he spoke about how concerns here are not the same as in the Beach

Neighborhood, but the design should consider accommodating flood risk. He is inclined to make findings in terms of the General Plan.

Chair Allen said he agrees with La Fevers' comments. He believes the project's proximity to Carpinteria Avenue will be a major issue and moving it back might get it more community support. He noted the project's height was driven by use, so perhaps a condition is needed to limit the use due to parking demands or we need to design for the long term.

Architect Ted Meeder thanked them for their comments. He said he would look into everything, especially the treatment along Carpinteria Avenue.

BREAK – Chair Allen called for a 5-minute break.

- 5) Project: Carpinteria Unified School District, 21-2088-TUP
Address: 5201 Eighth Street
Applicant: Diana Rigby for CUSD
Planner: Nick Bobroff

Hearing on the request of Diana Rigby, Carpinteria Unified School District, to consider Project 21-2088-TUP (application filed on February 9, 2021) for a Temporary Use Permit to allow the 45 students and 8.5 staff from the Summerland School campus to be temporarily relocated to the Carpinteria Main School campus for the 2021-2022 school year in order to allow for the demolition and reconstruction of the Summerland School campus, under the provisions of Carpinteria Municipal Code §14.64, Temporary Use Permit; and to approve an Exemption pursuant to §15301, 15323, and 15282(i) of the California Environmental Quality Act (CEQA) Guidelines.

DISCLOSURE OF EX PARTE COMMUNICATIONS - None

Principal Planner Nick Bobroff presented the staff report. He said staff was recommending approval as proposed. He provided additional details upon questioning.

PUBLIC HEARING OPENED

Chair Allen opened the public hearing.

CUSD Superintendent Diana Rigby said they appreciate consideration of their use as Main School as swing space, as they are very excited about rebuilding Summerland School.

PUBLIC HEARING CLOSED

Chair Allen closed the public hearing.

MOTION Commissioner Benefield moved and Commissioner Callender seconded to approve the Summerland School Relocation Temporary Use Permit, No. 21-2088-TUP. Motion passed 5-0 by the following roll call vote: Commissioner Callender voted yes, Commissioner La Fevers voted yes, Commissioner Moyer voted yes, and Commissioner Benefield voted yes, and Chair Allen voted yes.	
OTHER BUSINESS - None	OTHER BUSINESS
MATTERS PRESENTED BY COMMISSIONERS 6) Report on the stop sign at Dorrance Way and Linden Ave as a follow-up from the December 8, 2020 meeting: <i>The present temporary stop signs are planned to remain until The Spot no longer needs its temporary COVID-19 encroachment. Public Works is intending to order a stop sign warrant study for this intersection in late spring in order to observe pre-pandemic conditions (e.g., pedestrian and vehicular traffic). In the meantime, the intersection will be soon improved with concrete curb bulbouts with the intent to calm traffic and reduce the pedestrian crossing distance. The improvement is anticipated to be a part of the upcoming Pedestrian Crossing Safety Improvements Project, which is estimated to start this early spring.</i> Commissioner Callender asked about a large tree that had been trimmed to the point of being removed north of the 8th Street pedestrian bridge and asked if the Tree Advisory Board had been involved. Principal Planner Bobroff reported he was aware of an owner upstream from the 8th Street bridge who had a large Cottonwood tree trimmed that was subject to rot. He had to explain to the homeowner that an arborist should have been involved. He said they do allow trimming of trees in the creek corridor when it is needed for safety concerns, but it requires supervision under a City biologist. He said he would look into it. Chair Allen requested an update on business activity at Tee Time Bluffs 1 site, noting there is agricultural and rock work going on. He also asked for an articulation from the Sheriff's department about standard policies for people camping on public property. He has noticed a lot of re-painting of buildings going on around town and asked for enforcement of color palettes that were approved long ago for certain properties, such as Motel 6. He	MATTERS PRESENTED

PLANNING COMMISSION STAFF REPORT

MEETING DATE: April 5, 2021

ITEM FOR CONSIDERATION

Draft Downtown Carpinteria Parking Study

Request for the Planning Commission to receive the Draft Downtown Carpinteria Parking Study and make recommendations for additions, modifications, and/or deletions, as determined appropriate.

Report prepared by: John L. Ilasin, Director
Public Works Department

 SIGNATURE

Reviewed by: Steve Goggia, Director
Community Development Department

 SIGNATURE

Owner: City of Carpinteria

Applicant: City of Carpinteria

Project Location: Downtown "T" area
(Carpinteria Avenue, Eighth Street, Elm Avenue, Fifth Street, Linden Avenue, Maple Avenue, Ninth Street, Seventh Street, Sixth Street, and Walnut Avenue)



I. RECOMMENDATION

Staff recommends that the Planning Commission receive the Draft Downtown Carpinteria Parking Study and make recommendations for additions, modifications, and/or deletions, as determined appropriate.

II. PROPOSED PROJECT DESCRIPTION

The Downtown Carpinteria Parking Study will provide information sufficient for the City to:

1. Understand the existing downtown public parking demand in relation to available inventory;
2. Identify potential new public parking opportunities that would serve to increase the public parking inventory;
3. Consider new demands placed on the public parking inventory due to future development in the downtown;
4. Reevaluate existing parking management strategies, e.g. timed parking spaces and make recommendations for changes; and
5. Reevaluate the City's existing parking regulations and mitigation fee program.

The Draft Downtown Carpinteria Parking Study (Draft Study) is included as Attachment A.

A final Downtown Carpinteria Parking Study is expected to provide the basis for the creation of a parking management plan for the Downtown "T" area. A 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. A parking management plan is not a part of the Downtown Carpinteria Parking Study.

III. BACKGROUND

In 2001, the City procured the consulting services of Walker Consultants to conduct a parking demand analysis of the Downtown "T" area. The purpose of the analysis was to obtain an understanding of the parking and circulation characteristics including current and future parking supply and demand. In 2009, the City procured again the consulting services of Walker Consultants to update the parking demand analysis with a study of any changes to such characteristics including estimating future build-out projections.

In December 2017, the City Council approved a letter of support to a state grant proposal for the Los Angeles-San Diego-San Luis Obispo (LOSSAN) North Improvement Program. The proposed improvements are at Amtrak Station which would include a second passenger platform, rail siding, parking lot, and pedestrian facilities such as a pedestrian undercrossing and "safe routes to school" improvements. The expanded rail platform project and related increase in rail transit service could be expected to result in additional parking demand and spaces for rail commuters. In June 2018, the City Council entered into an Exclusive Negotiation Agreement with Theimer Group, LLC, as a part of its interest in exploring a ground lease inn development on a portion of City Parking Lot #3 (hereinafter

called Surfliner Inn Project). In 2019, another private development project was proposed at 700 Linden Avenue (hereinafter called 700 Linden Avenue Project). This project proposes office, retail, bar, and restaurant uses. On October 28, 2019, the City Council approved a consulting agreement with Walker Consultants to update the parking demand analysis to include the aforementioned development proposals from the LOSSAN North Improvement Program, Surfliner Inn Project, and 700 Linden Avenue Project, respectively.

For the Draft Study, Walker Consultants analyzed conceptual information that was directly obtained from the project owners of said development proposals for the purposes of estimating an order of magnitude for the amount of parking demand under various policy scenarios such as a range of potential parking impacts in order to understand the public parking inventory should these projects be developed. The Draft Study does not determine conclusions of a specific parking requirement for any of these development proposals. The City will require each of these development proposals to provide independent traffic impact and parking analyses with their respective project applications at the time of a formal submittal thereof.

DRAFT STUDY SUMMARY

Walker Consultants performed a comprehensive analysis of the public parking system in the Downtown “T” area. As presented therein, the Draft Study discusses the existing public parking conditions including parking supply (i.e. number of spaces) and parking occupancy (i.e. how many cars are parked, and existing rules and requirements that influence parking). The Draft Study also provides recommendations that, implemented over time, would guide the City in efficiently providing public parking maximized to the benefit of 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.

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. Evaluating parking needs based on a large annual community event leads to a parking supply with many parking spaces that would sit empty in the remaining three hundred or more days of the year. Further, there would be the accompanying negative environmental impacts such as urban heat island effects from empty parking spaces, the unwanted behavior and/or uses that empty parking spaces could attract, and the opportunity cost of empty land. 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.

While there is no doubt that there would be extreme parking demand on one to three days of Carpinteria's large annual community events, the Draft Study provides a series of parking management and operational recommendations that would guide the City in managing this demand and use its existing downtown parking supply more efficiently without adding parking spaces for just a few days a year. While adding additional parking capacity may be an option, the Draft Study advises to reasonably expect additional capital and maintenance costs. Looking at how the existing parking supply can be managed to gain capacity and efficiencies should be the first step before considering additional capacity.

For the evaluation of future parking demand, Walker Consultants analyzed the potential public parking needs of the Downtown "T" area as well as considering the three aforementioned development proposals. 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 Downtown Carpinteria may experience additional growth over time beyond the three aforementioned development proposals, there were no other specific projects slated for development or redevelopment in the Downtown "T" area that could be evaluated at this time. Future parking needs were evaluated based on the conceptual information that was provided directly by the project owners. The parking management recommendations in the Draft Study are intended to guide the City in planning for future public parking demands. While it can be more challenging to regulate customer and visitor parking behavior, the City could more easily manage the behavior of long-term parkers such as employees. Developing employee parking plans to ensure they do not use all the customer parking spaces should ensure the most prime and convenient spaces are left available for customers and visitors while also utilizing farther, less-desirable parking spaces for employee parking that may otherwise go unused. The parking management recommendations in the Draft Study were also intended to strike a balance of parking needs in the Downtown "T" area. Parking is generally well utilized, and a surplus of parking spaces is not sitting empty most of the year, while also ensuring that those who wish to park do not have to search long for an available space. Further, it is the City's General Plan goals and policies to plan for and promote alternative transportation. Ensuring that parking is not over-supplied could help encourage more visitors, residents, and employees to utilize alternative transportation options.

In October 2020, the Draft 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 (e.g. What works? What are the challenges? What should the future of parking in Carpinteria look like?). The public survey was conducted for 60 days, and results are summarized and reported in Attachment B.

In accordance with Carpinteria Municipal Code Section 2.32.070(F), the Planning Commission is responsible for making recommendations concerning public parking. The purpose of this agenda matter is for the Planning Commission to receive the Draft Downtown Carpinteria Parking Study and make recommendations for additions, modifications, and/or deletions, as determined appropriate. Any recommendations by the Planning Commission as well as public comments will be recorded in this meeting's minutes in order for Walker Consultants to use as a part of the process of preparing the final Downtown Carpinteria Parking Study for consideration by the City Council.

IV. ENVIRONMENTAL

Pursuant to the California Environmental Quality Act (Public Resources Code §21000 et seq., "CEQA"), the Downtown Carpinteria Parking Study is not subject to CEQA pursuant to Title 14 of the California Code of Regulations, CEQA Guidelines Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378) 15061(b)(3) (no significant effect on the environment).

V. POLICY ANALYSIS

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. A final Downtown Carpinteria Parking Study is intended to assist the City in completing a parking management plan. A parking management plan would be a separate, future document in which it would be considered by the Downtown "T" Business Advisory Board, Planning Commission, and City Council.

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

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, 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.

Carpinteria Municipal Code Chapter 14.54 (Parking Regulations) requires one parking space per five hundred square feet of gross floor area for general commercial uses in the Central Business District (CB) Zone. Parking for a restaurant in the CB Zone is calculated at one space for each four fixed seats or one space per fifty square feet of seating area in addition to the one space per five hundred square feet of gross floor area.

VI. ACTION OPTIONS

1. Receive the Draft Downtown Carpinteria Parking Study and make recommendations for additions, modifications, and/or deletions, as determined appropriate. Any recommendations by the Planning Commission as well as public comments will be recorded in this meeting's minutes in order for Walker Consultants to use as a part of the process of preparing a final Downtown Carpinteria Parking Study for consideration by the City Council.
2. The Planning Commission could choose to not consider the recommendation and direct staff as determined appropriate.

VII. ATTACHMENTS

Attachment A – Draft Downtown Carpinteria Parking Study
Attachment B – Public Survey Results

ATTACHMENT A

Draft Downtown Carpinteria Parking Study



October 30, 2020

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

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

Dear Mr. Ilasin

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

Sincerely,

WALKER CONSULTANTS

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

Steffen Turoff, AICP
Director of Studies

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

Shannon Edwin
Analyst



Downtown Carpinteria Parking Study

Carpinteria, CA

DRAFT

October 30, 2020

Prepared for:

The City of Carpinteria



WALKER
CONSULTANTS

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Executive Summary

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

The downtown study area consisted of all on- and off-street public parking within the “Downtown T”, which includes Carpinteria Avenue and Linden Avenue, as well as parking within a few blocks east and west of Linden Avenue. Since some downtown demand might occur beyond the T, parking within a few blocks of the T, including Elm Avenue, Maple Avenue, Walnut Avenue, and the numbered side streets (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.

Future Parking Conditions

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

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

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

Recommendations

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

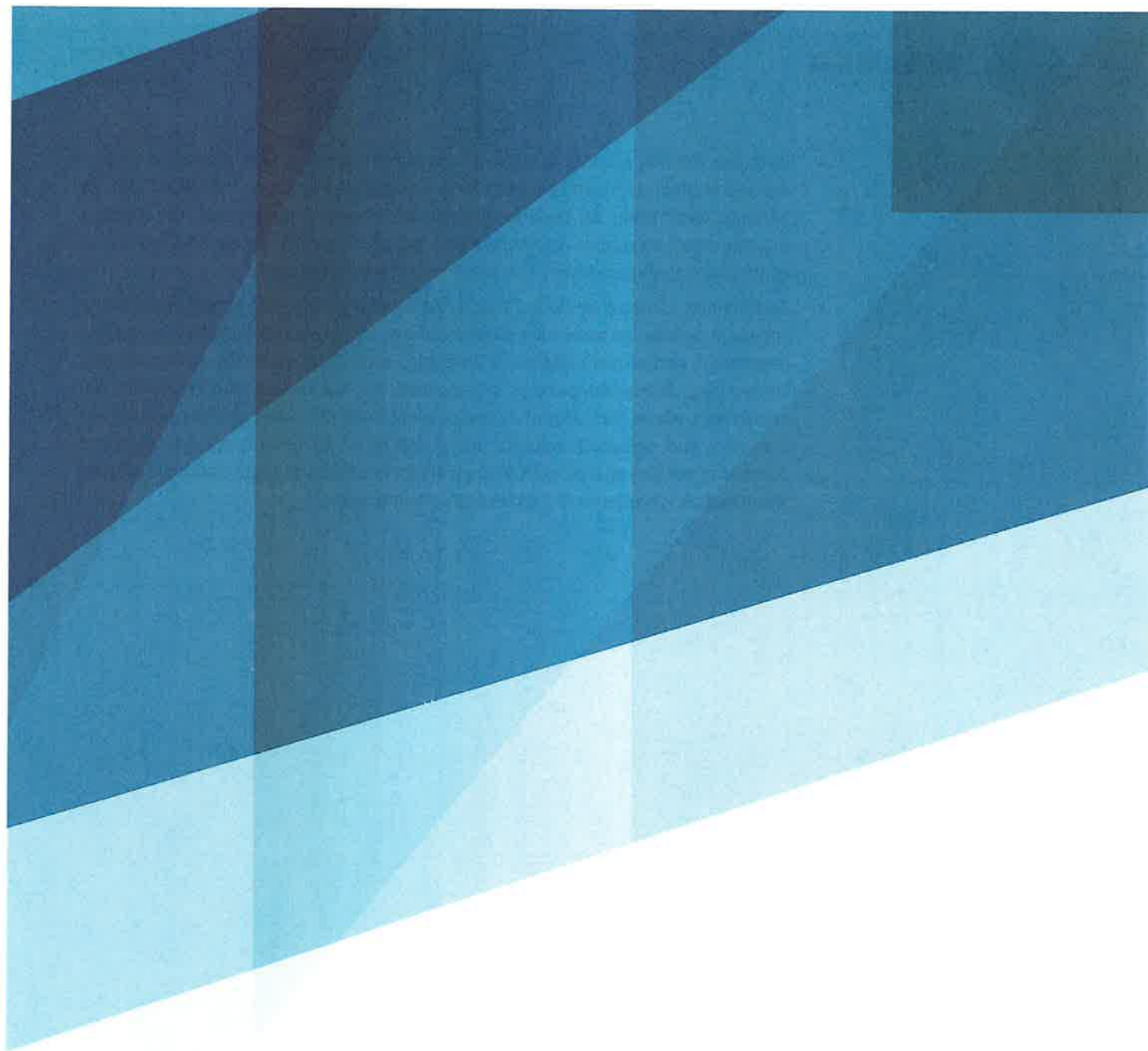
Parking Requirements and Restrictions in Downtown

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

Planning for Future Parking Demand

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

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



01 Introduction

1. Introduction

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

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

Setting

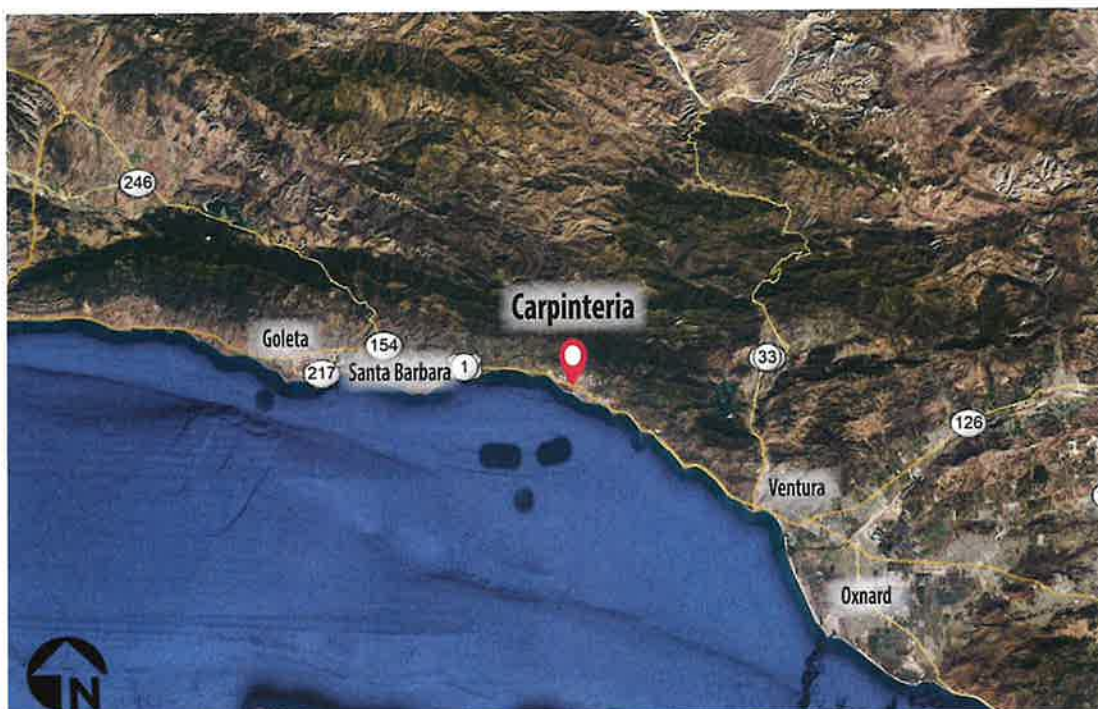
Carpinteria is a coastal city located in Santa Barbara County on the Central Coast of California. The City borders the Carpinteria State Beach and the Pacific Ocean, providing scenic ocean views along the coastal downtown. According to the U.S. Census American Community Survey, the City of Carpinteria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

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

Figure 1: Report Outline



Figure 2: Carpinteria Proximity Map



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

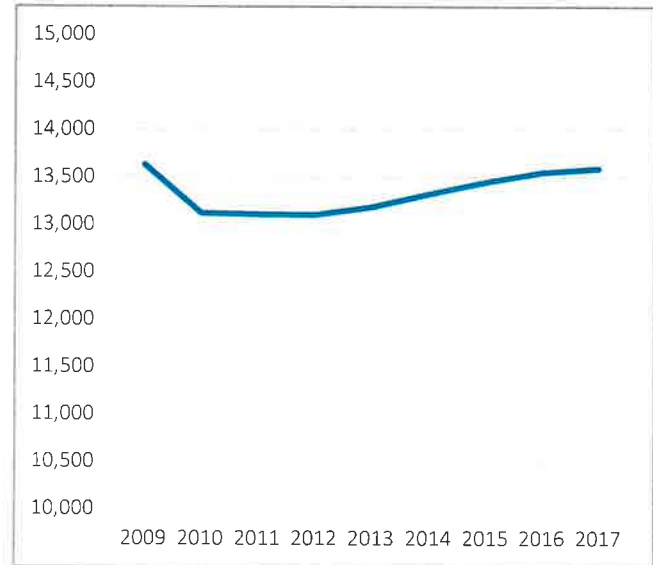
Downtown Carpinteria is located just north of Carpinteria State Beach and the Carpinteria State Beach Campground and is the commercial and civic core of the City. Downtown hosts several ongoing and annual special events, including “First Fridays”, a community event the first Friday of every month which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

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

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

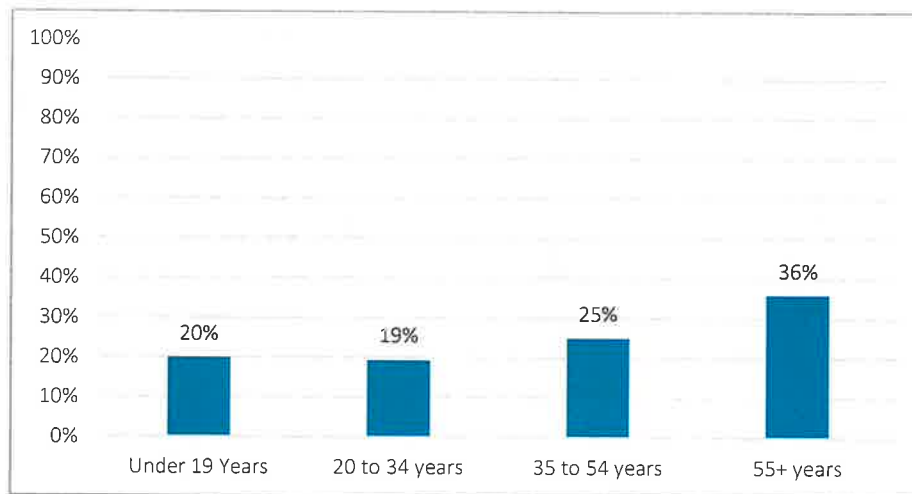
In Carpinteria, 36% of the population is over the age of 55, indicating a relatively older population in relation to the other populations of age ranges within the City. Figure 4 shows a breakdown of the age distribution in Carpinteria.

Figure 3: Carpinteria Population 2009 - 2017



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

Figure 4: City of Carpinteria Population Age Distribution

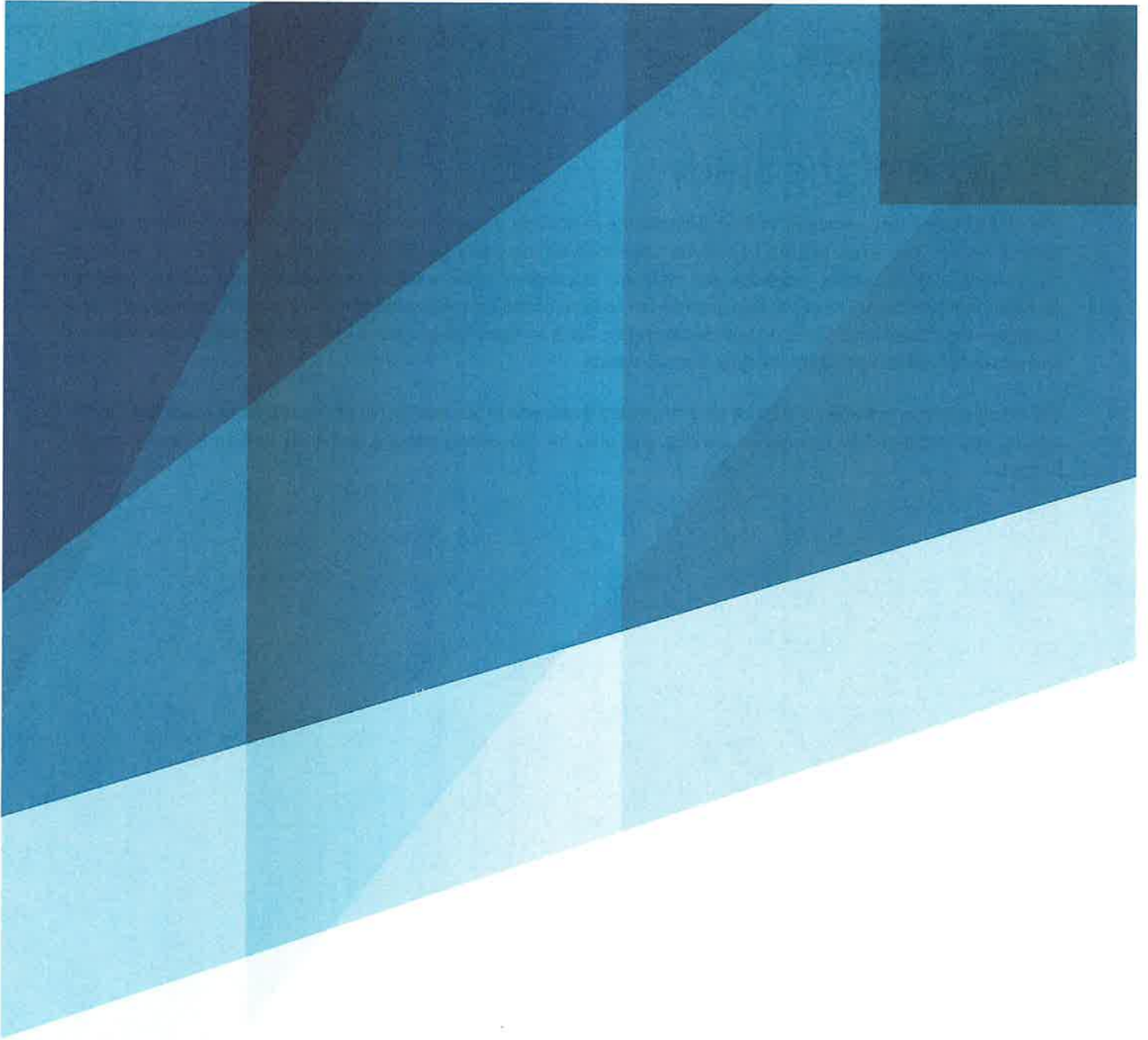


Source: U.S. Census American Community Survey, 2009-2017

Purpose of the Study

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

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

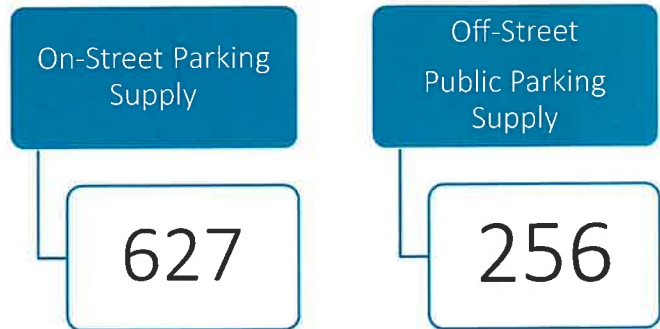


02 Existing Conditions

2. Existing Conditions

Downtown Parking Supply

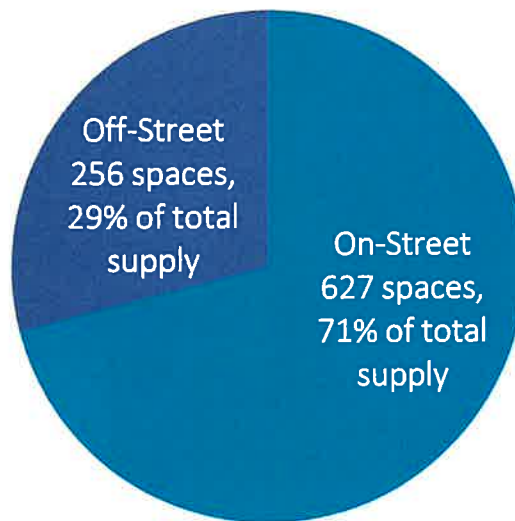
Walker conducted a parking inventory (the supply of parking spaces) count on August 14, 2019. Based on the results of this count, Walker identified a supply of 883± public parking spaces available in Downtown Carpinteria. This includes 627± on-street spaces and 256± off-street spaces. It is noted that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



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

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

Figure 5: Distribution of Downtown Parking Supply



Source: *Walker Consultants*, 2019

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

Figure 6: Downtown Carpinteria Study Area



Note: Parking spaces on 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



Pavement Markings



Source: Walker Consultants, 2019

Existing Parking Demand

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

Overall, peak parking demand was observed on a weekday, between 11:00

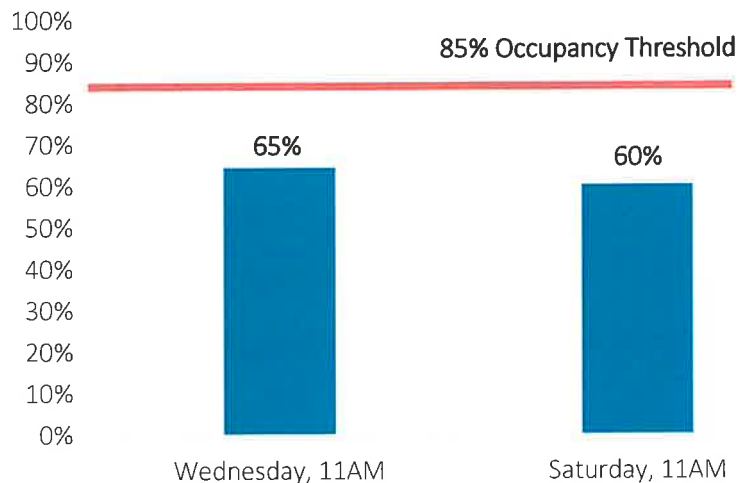
a.m. and 1:00 p.m., during which time approximately 65% of spaces were occupied. Weekend peak occupancy was observed on Saturday from 11:00 a.m. to 1:00 p.m., with approximately 60% of spaces occupied. The complete set of counts are provided in Appendix A and peak parking demand for the weekday and weekend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

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

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

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

Figure 7: Overall Downtown Peak Parking Demand



Existing Parking Demand Key Findings

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

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

Table 3: Downtown Parking Supply and Demand Summary

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

Source: Walker Consultants, 2019

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

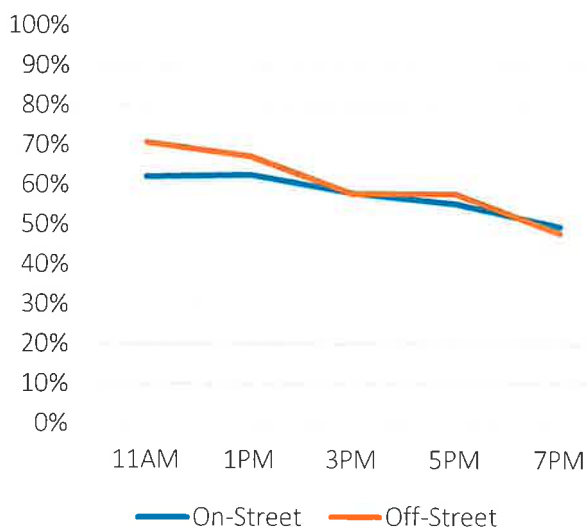
Weekday Parking Occupancy

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

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

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

Figure 8: Weekday Parking Occupancy Over Time



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

Weekday parking occupancy during the peak hour is also shown graphically by facility in Figure 9 and summarized in Table 4 on the following pages. During the peak, Lot 1, 1A, 1, and 2A were all over 85% utilized. Select on-street blocks in Downtown Carpinteria were also highly utilized, including 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.

**DOWNTOWN CARPINTERIA
WEEKDAY PARKING OCCUPANCY
PERCENTAGE FOR 11AM - 1PM**

Occupancy %	Off-Street	On-Street
0-49%	Dark Green	Light Green
50-69%	Yellow	Light Yellow
70-84%	Orange	Light Orange
>85%	Red	Light Red

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

On-Street	Supply	Wednesday, 11:00 AM	
	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%.

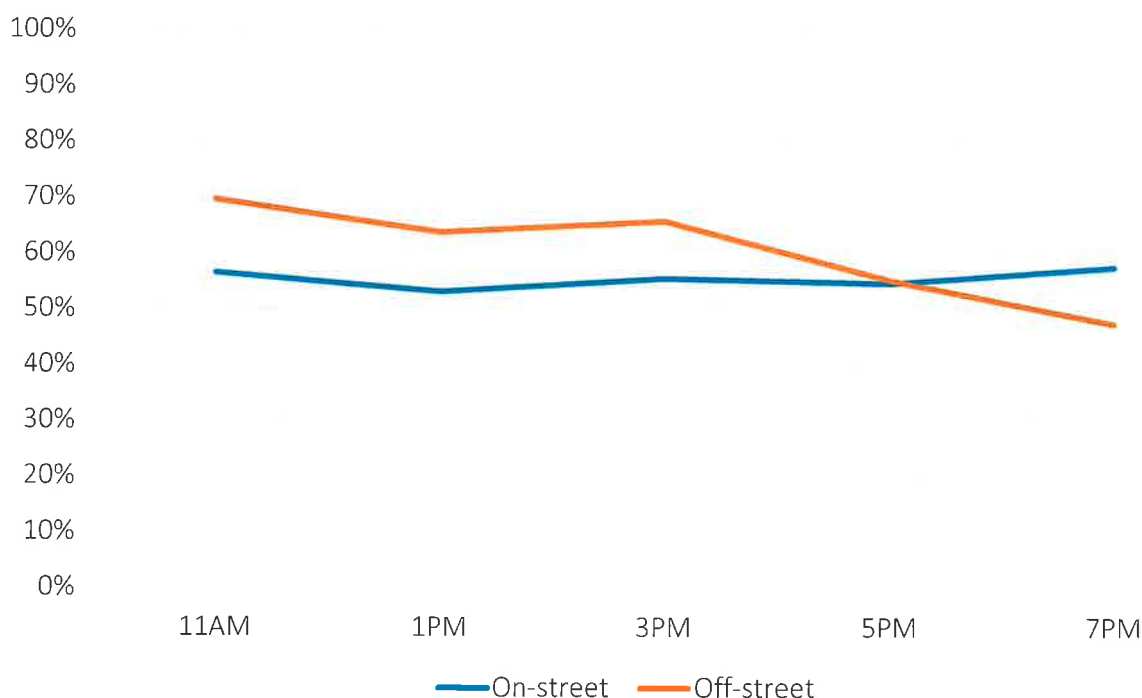
Weekend Parking Occupancy

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

On-Street	Supply	Wednesday, 11:00 AM	
	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.

¹Occupancies on 6th 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 $\pm$ vehicles parked, 350 $\pm$ 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.

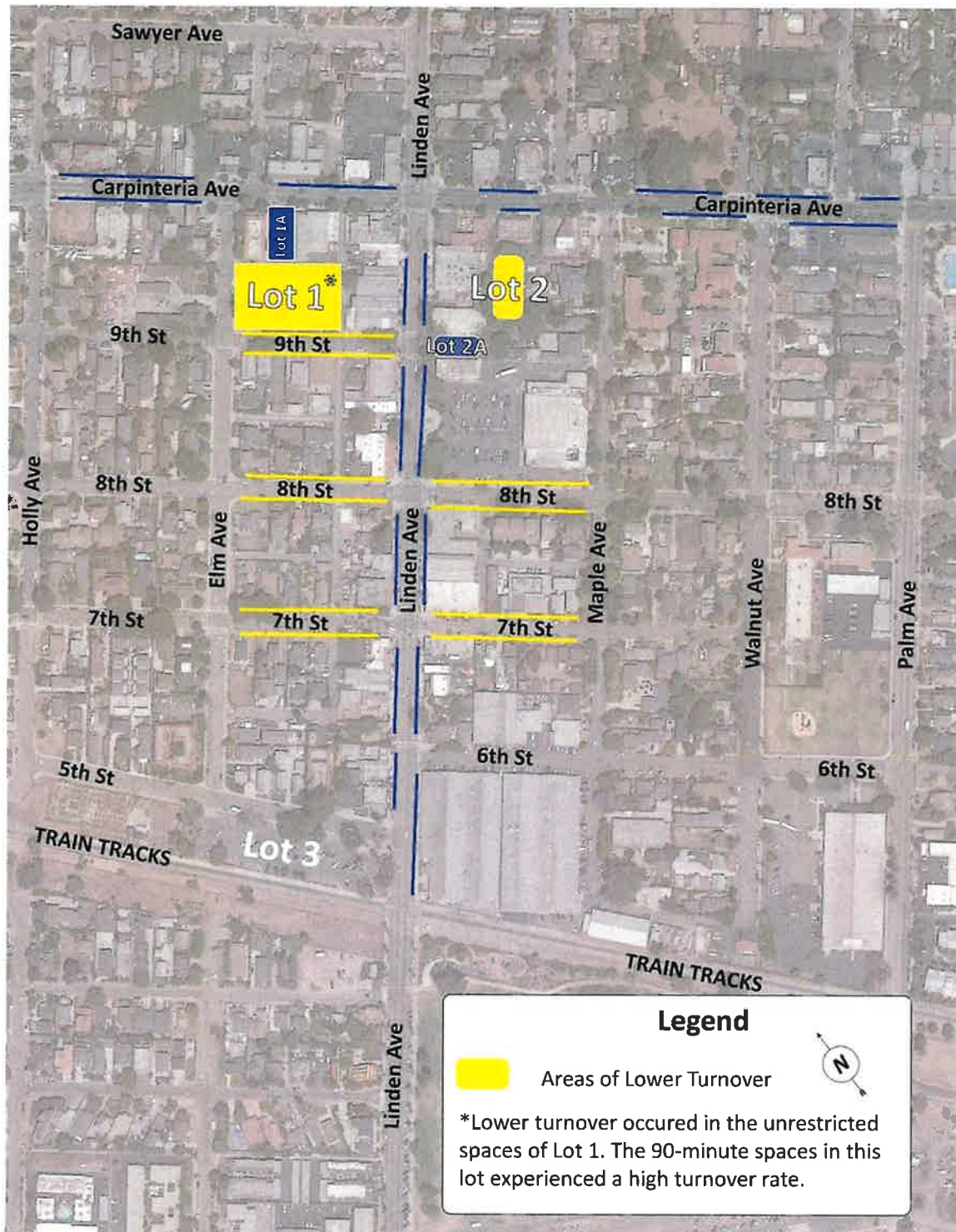
Parking Turnover Key Findings

- 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.

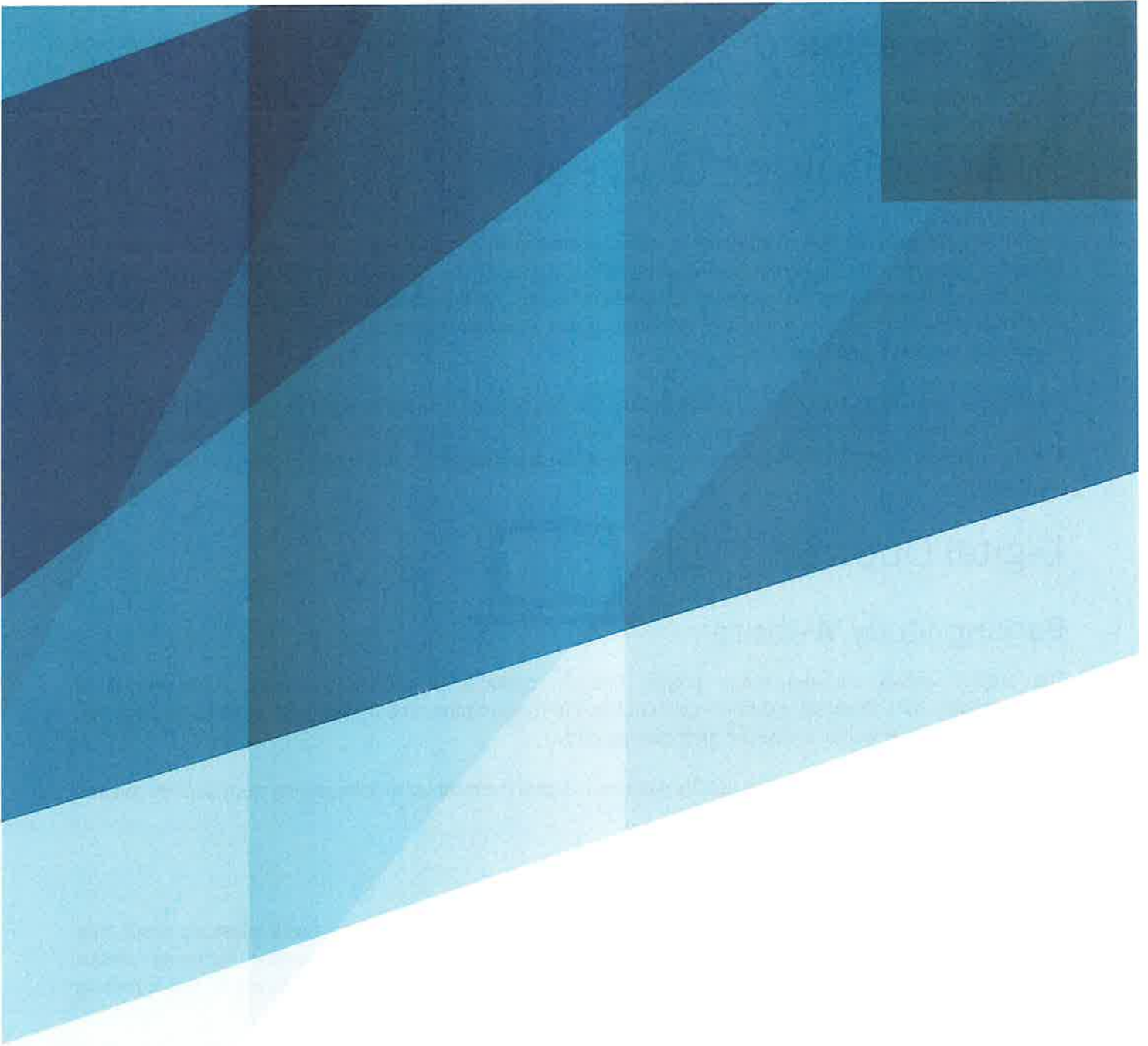
Conclusion

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

Digital Outreach Plan



Parking Study Website

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

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

Online Survey

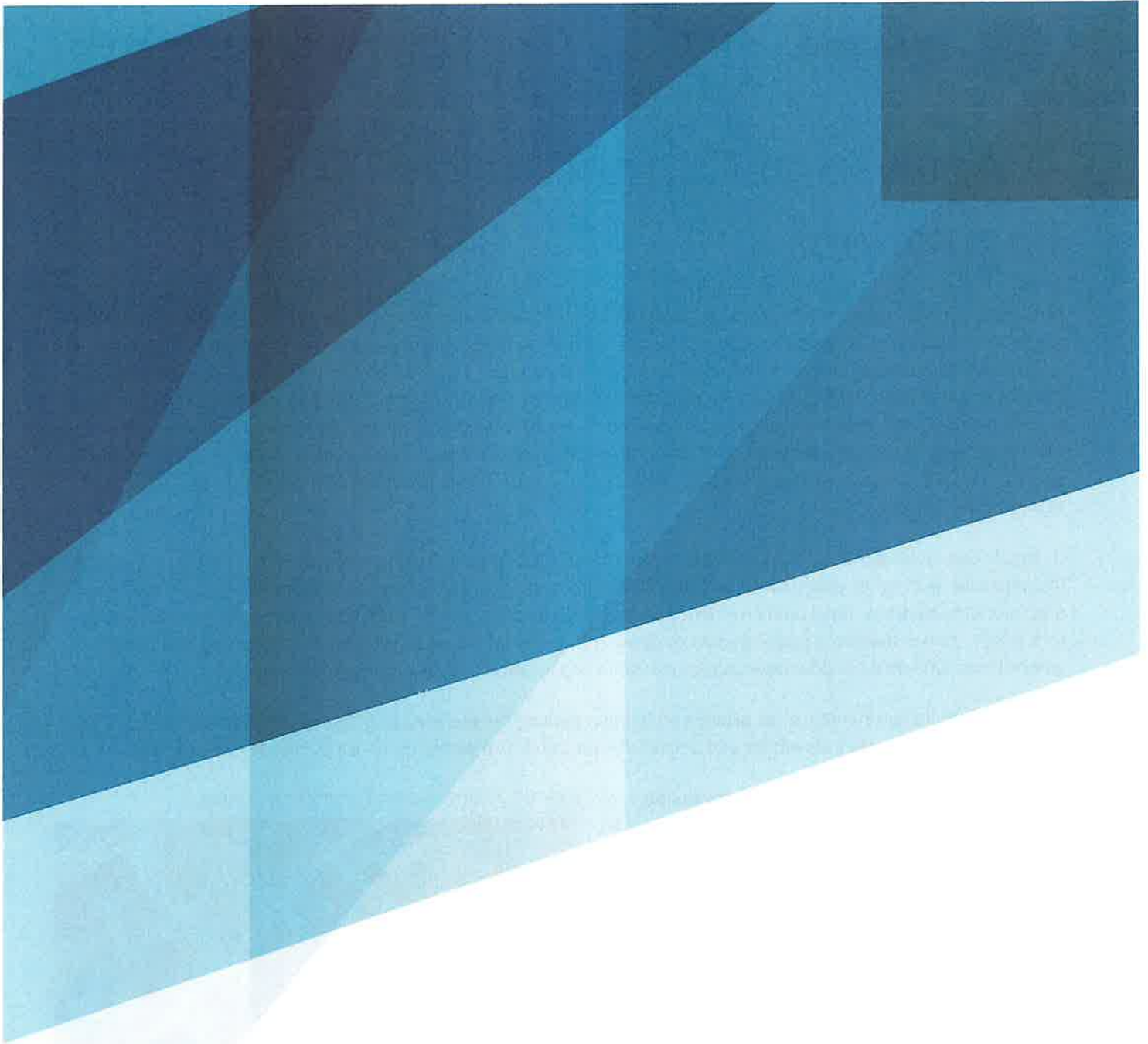
The website also hosts an online survey. This survey will engage community members with questions about their experiences and challenges with parking downtown. This survey also has questions regarding various recommendations and strategies to allow members of the public to weigh in on various options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

Digital Public Meetings

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

Outreach Results

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



04 Analysis of Current Policies & Regulations

4. Analysis of Current Policies & Regulations

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

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

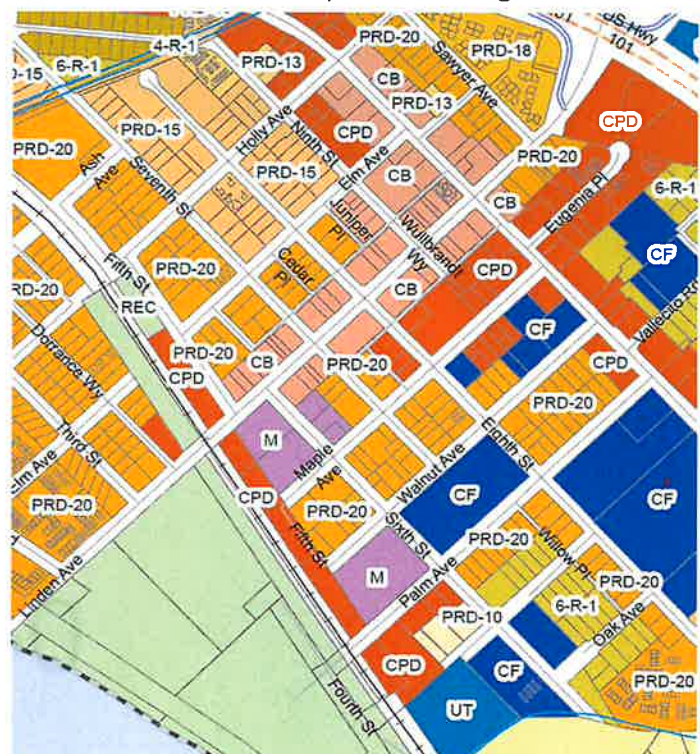
Requiring a building or land use to provide all its own parking on-site may also lead to an oversupply of private parking in Downtown that sits empty and unavailable for public use when not in use by the private business.

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

Existing Parking Regulations

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

Figure 13: Downtown Carpinteria Zoning



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

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

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

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

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

Table 9: Zoning Code Parking Requirements & 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				
Single Family	2.0 per unit	-	N/A, the Shared Parking Model does not include base ratios for Single Family Housing	
Multi-Family		-		
1-bdr	1.0 per unit	-	Studio: 0.85 per unit 1-bdr: 0.90 per unit	
2+-bdr	2.0 per unit	-	2-bdr: 1.65 per unit 3+ bdr: 2.5 per unit	
Visitor	1.0 per 3 units		Visitor: Weekday – 0.10; Weekend – 0.15 per unit	
Commercial				
Hotel/Motel	1.0 per room + 1.0 per employee 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	Guest – 1.0 per room Employee – 0.15 per room	
Restaurant/café/tavern			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	<400 ksf: 4.0 400-600 ksf: 3.0 600-1,000 ksf: 4.5 1,000-2,000 ksf: 5.0
General Commercial – CB Zone	1.0 per 500 sf	2.0	2,000ksf+: 3.6	2,000ksf+: 4.0

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

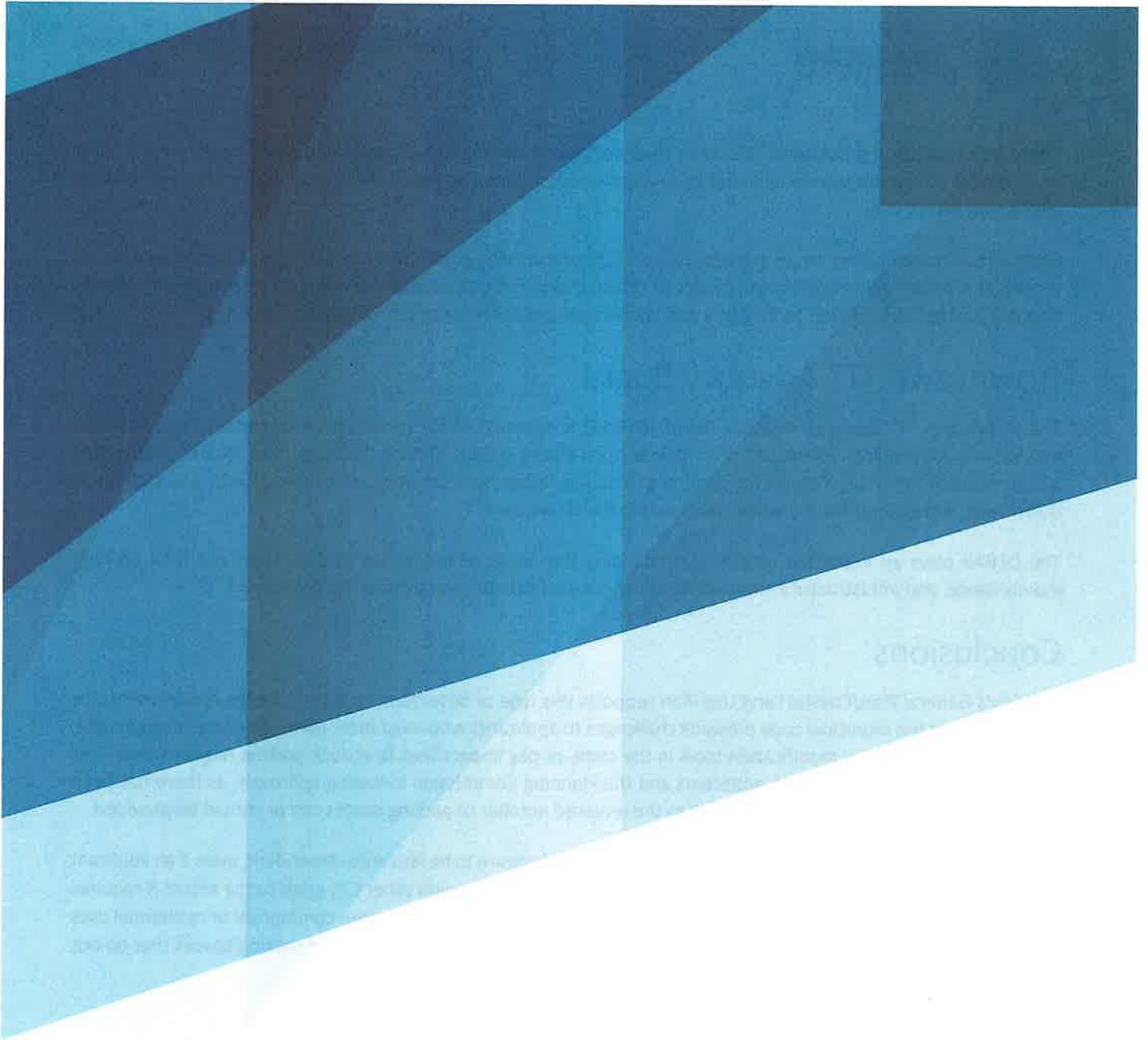
The Downtown “T” Business Advisory Board (DTBAB) is responsible for providing an operational and financial mechanism to acquire, construct, and maintain off-street public parking facilities. The Board also makes recommendations to City Council for general promotion of business activities, economic growth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

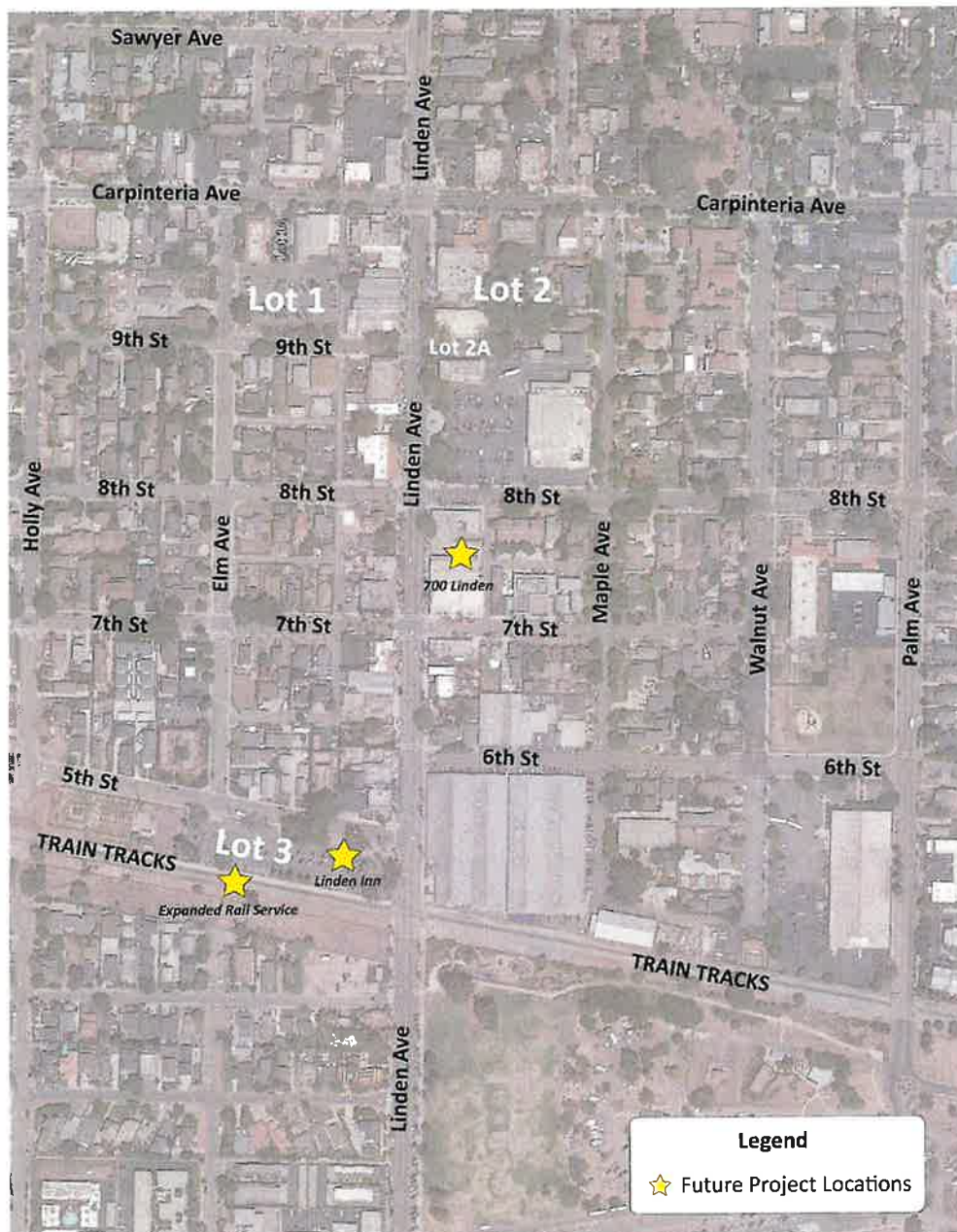


05 Future Parking Conditions

5. Future Parking Conditions

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

Figure 14: Future Project Locations



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

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

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

Shared Parking Model

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

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

Shared parking is defined as the ability to use the same parking resource by multiple, nearby or adjacent land uses, without conflicts between these varying uses. Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market 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,

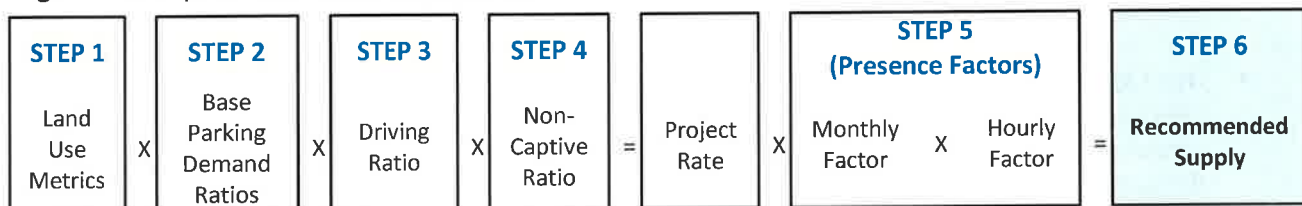
¹ Recognition of a user group already on site for another primary purpose and not generating incremental parking demand for an accessory use. For example, a sandwich shop located in an office tower generates very little, if any, outside parking demand. Since the parking demand for the office tower tenants 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.

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

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

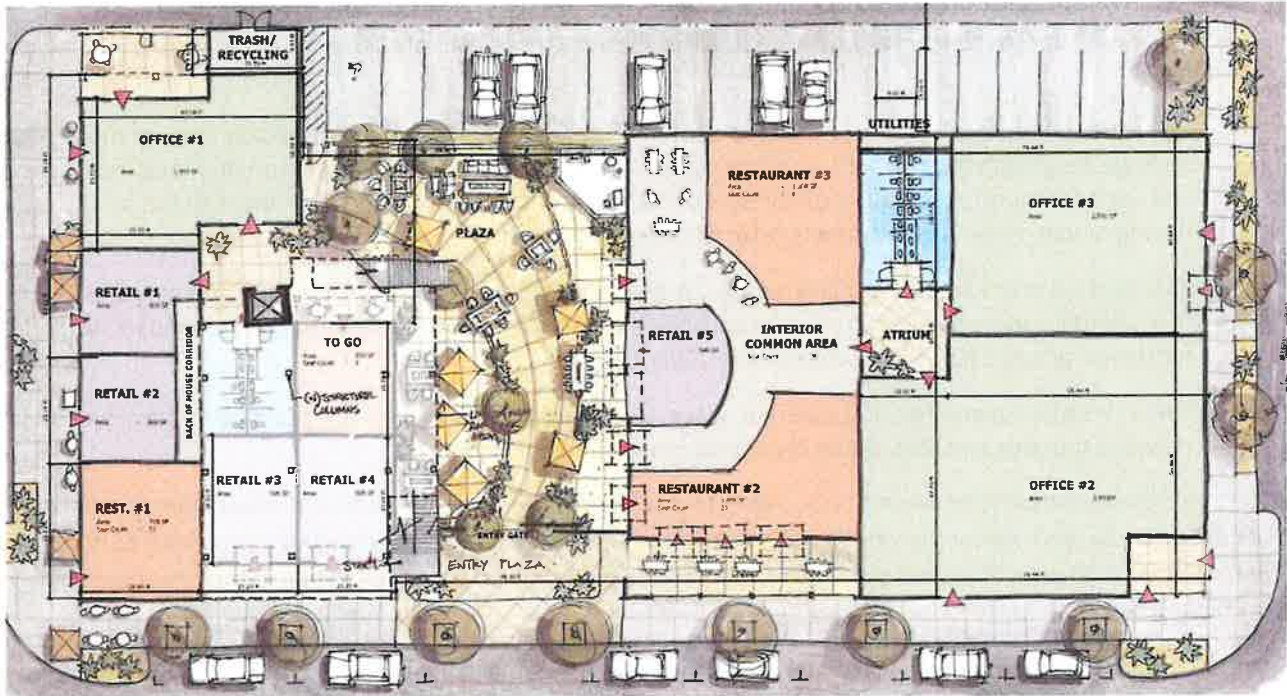
Source: Walker Consultants, 2020

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

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

Table 13: 700 Linden Land Use Program

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

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

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

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

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

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

700 Linden Parking Demand Key Findings

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



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

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

Source: Walker Consultants, 2020



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

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

Total Guests/Customers

35

Total Employees

9

Total

44

Shared Parking Reduction

48%

Source: Walker Consultants, 2020

Code Required Parking Spaces

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

Table 16: 700 Linden Zoning Ordinance Parking Requirements

Date: 29 October, 2020

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

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
<i>Net New Demand</i>	4	4	4	4	3	3	2	2	2	2
19% increase	20	20	20	20	14	14	10	10	11	11
<i>Net New Demand</i>	3	3	3	3	2	2	2	2	2	2
12% increase	19	19	19	19	13	13	9	9	10	10
<i>Net New Demand</i>	2	2	2	2	1	1	1	1	1	1
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
<i>Net New Demand</i>	7	7	7	7	5	5	3	3	4	4
19% increase	33	33	33	33	24	24	17	17	19	19
<i>Net New Demand</i>	5	5	5	5	4	4	3	3	3	3
12% increase	31	31	31	31	22	22	16	16	18	18
<i>Net New Demand</i>	3	3	3	3	2	2	2	2	2	2

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

Source: Walker Consultants, 2020

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

Table 20: Future Amtrak Weekend Parking Demand Calculation by Hour

	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
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
<i>Net New Demand</i>	6	6	6	6	8	8	6	6	6	6
19% increase	17	17	18	18	24	24	19	19	18	18
<i>Net New Demand</i>	3	3	3	3	4	4	3	3	3	3
12% increase	16	16	17	17	22	22	18	18	17	17
<i>Net New Demand</i>	2	2	2	2	2	2	2	2	2	2
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
<i>Net New Demand</i>	6	6	6	6	8	8	6	6	6	6
19% increase	29	29	30	30	40	40	32	32	30	30
<i>Net New Demand</i>	5	5	5	5	6	6	5	5	5	5
12% increase	27	27	28	28	38	38	30	30	28	28
<i>Net New Demand</i>	3	3	4	4	5	5	4	4	4	4

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

Rail Expansion Parking Demand Key Findings

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

Potential New Public Lot

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

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

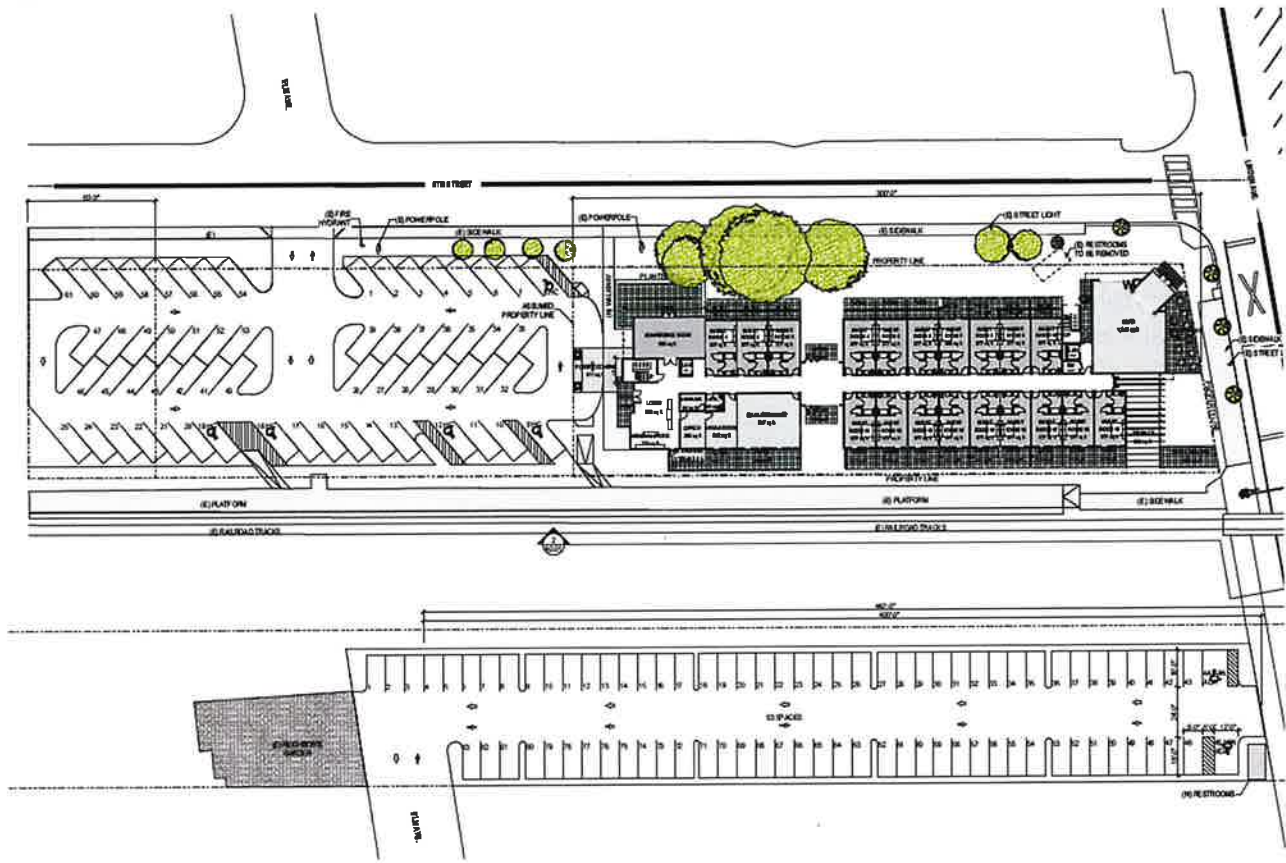


*Boundaries do not indicate the size of a potential new lot, but rather the area that was evaluated in terms of the number of spaces that could be potentially be accommodated within the space. As of the publishing of this report, no official plans are in place for a lot in this location.

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

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

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



Source: *AB Design Studio*, Preliminary Design, 2020

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

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

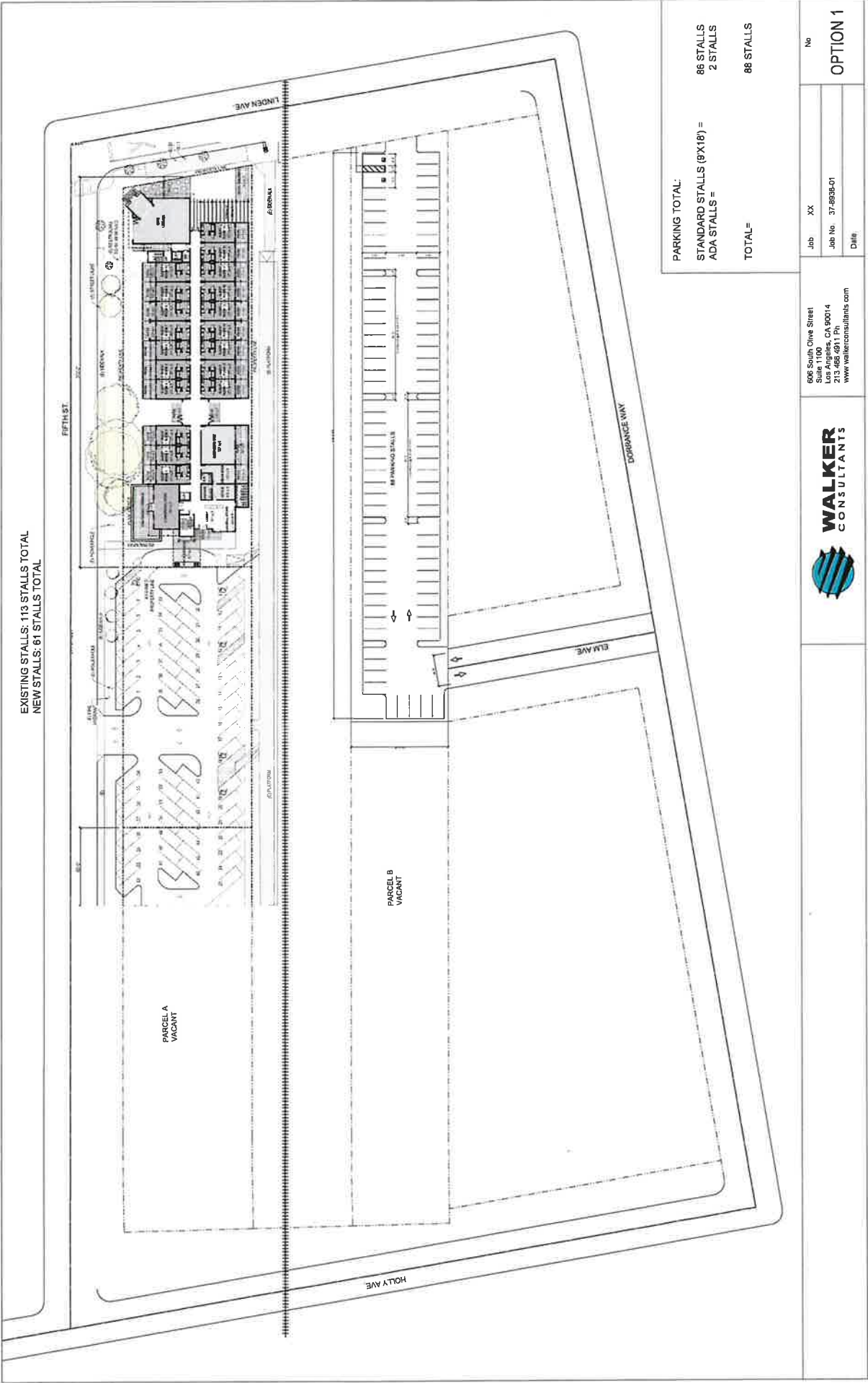
- Option 1: 88 spaces – The lot’s footprint extends from Linden Avenue to Elm Avenue, the same footprint presented in the architect’s drawings for the Inn, with two rows of parking and 90-degree parking stalls.
- Option 2: 98 spaces – Same footprint as Layout 1 with angled parking stalls and parallel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

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

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

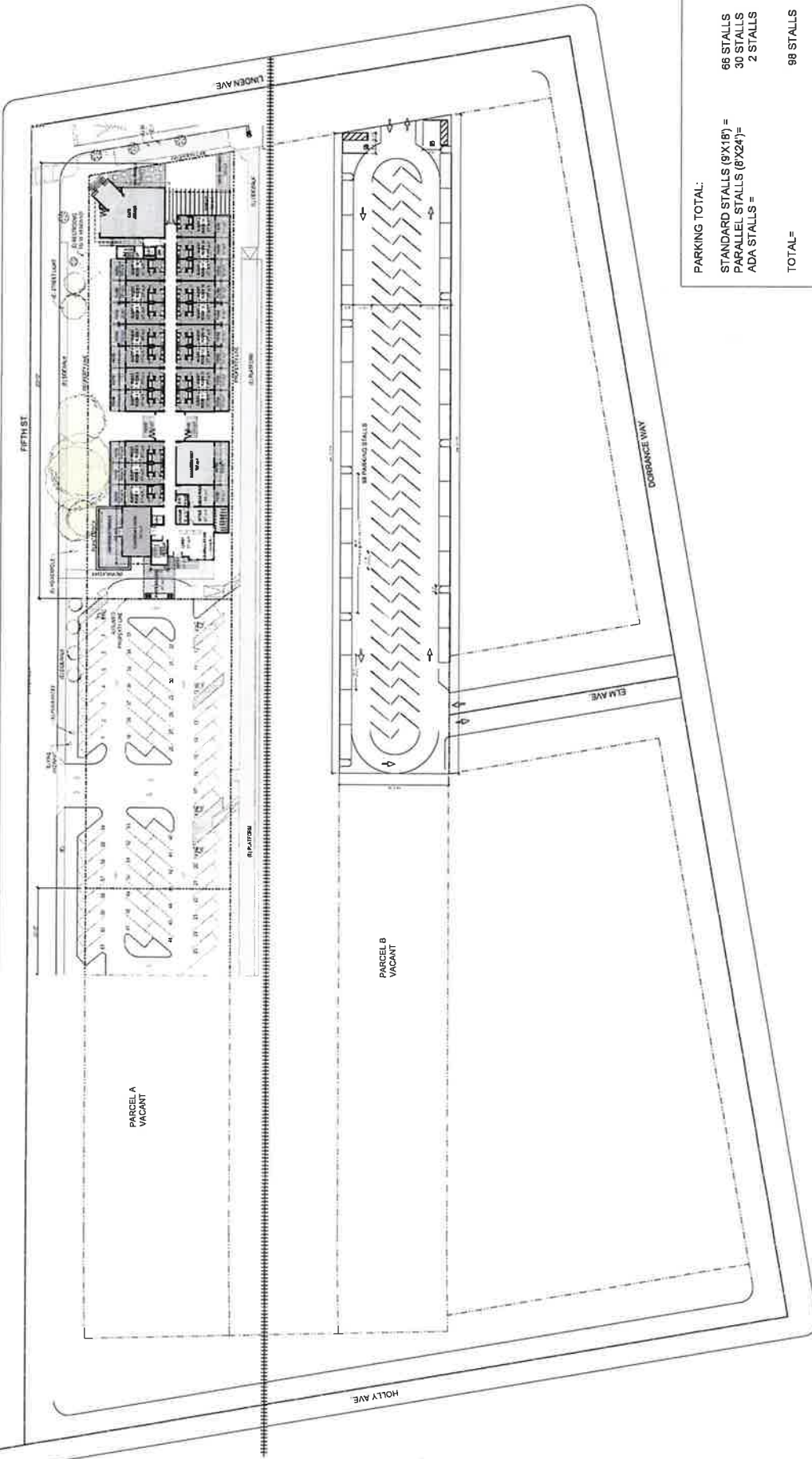
Additionally, some of these layouts show an entry/exit from Elm Street. This entry/exit would be optional and if not provided, an additional four spaces could be gained in these layout options.

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



606 South Olive Street Los Angeles, CA 90014 213.486.4911 Ph www.walkerconsultants.com		Job No. 37-8936-01	No
		Date:	OPTION 1

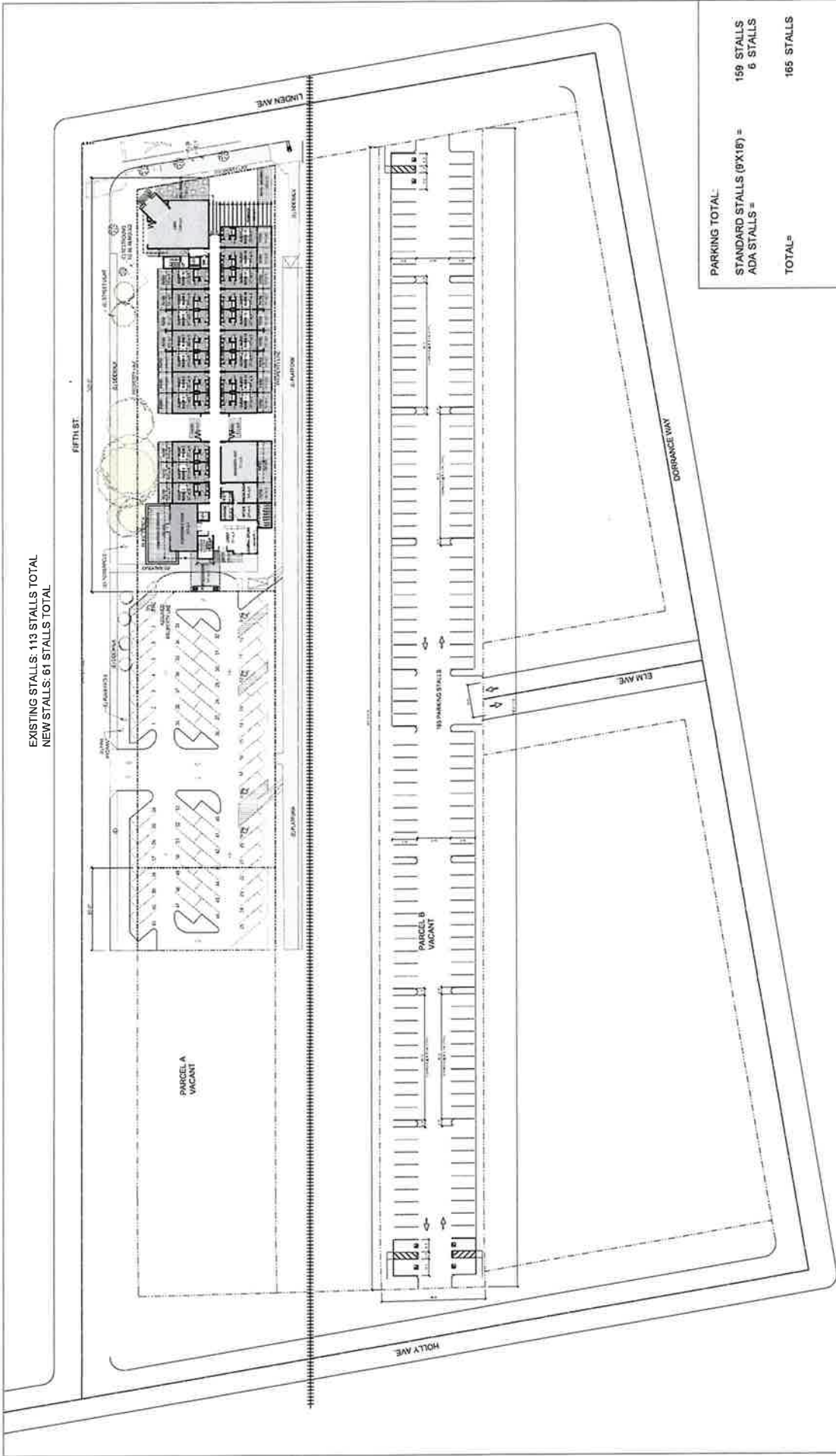
EXISTING STALLS: 113 STALLS TOTAL
NEW STALLS: 81 STALLS TOTAL



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

 WALKER CONSULTANTS	606 South Olive Street Suite 1100 Los Angeles, CA 90014 213 488 4811 Ph www.walkerconsultants.com		Job XX Job No 37-5838-01 Date#	No OPTION 2

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



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

 WALKER CONSULTANTS	606 South Olive Street Los Angeles, CA 90014 213.488.4811 Ph www.walkerconsultants.com	Job XX Job No 37-8936-01 Date	No OPTION 3

EXISTING STALLS: 113 STALLS TOTAL
NEW STALLS 61 STALLS TOTAL

PARCEL A VACANT

PARCEL B VACANT

STANDARD STALLS (8'X18') = 58 STALLS
PARALLEL STALLS (8'X24') = 5 STALLS
ADA STALLS = 187 STALLS

TOTAL =

606 South Olive Street
Suite 1100
Los Angeles, CA 90014
213.498.4811 Ph.
www.walkerconsultants.com

WALKER
CONSULTANTS

Job XX
Job No 37-4938-01
Date

No
OPTION 4

STANDARD STALLS (9'X18') = 124 STALLS
PARALLEL STALLS (8'X24') = 58 STALLS
ADA STALLS = 5 STALLS

TOTAL= 187 STALLS

606 South Olive Street
Suite 1100
Los Angeles, CA 90014
213 488 4911 Ph
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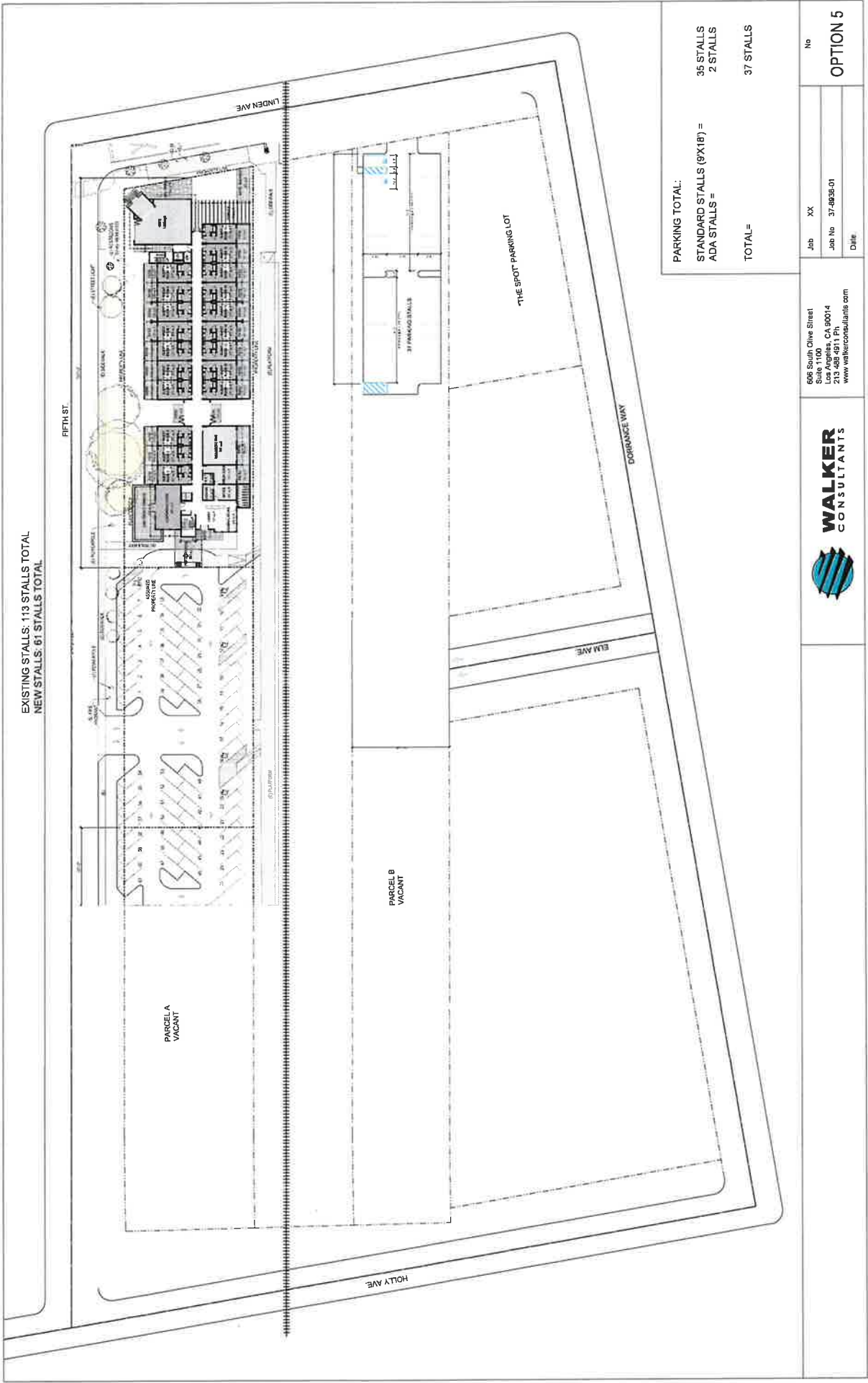
WALKER
CONSULTANTS

No	XX	qof

Job No 37-8938-01

Date _____

OPTION 4



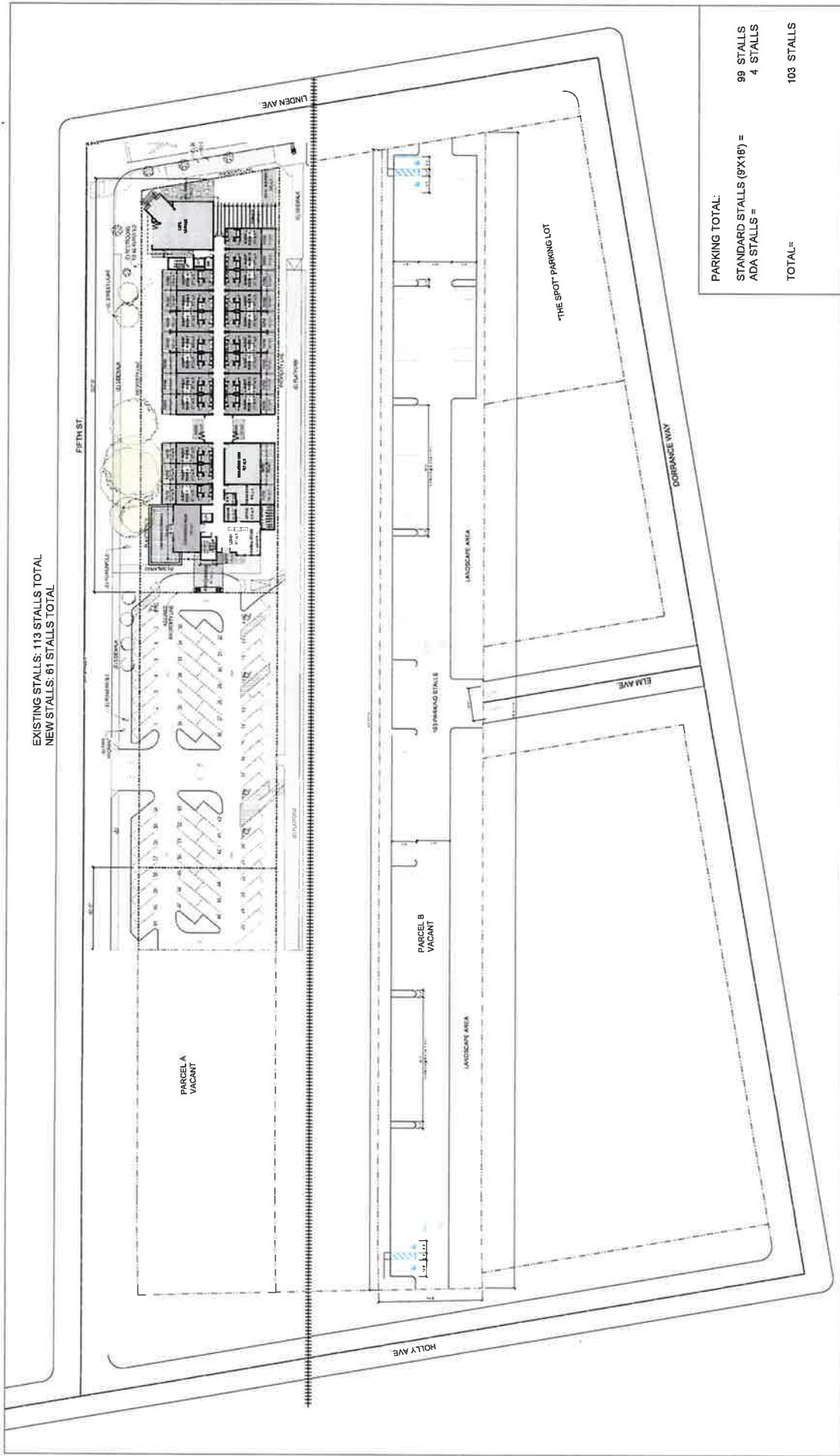
PARKING TOTAL:	
STANDARD STALLS (9'X18') =	35 STALLS
ADA STALLS =	2 STALLS
TOTAL =	37 STALLS

Job	XX	No	OPTION 5
Job No	37-9838-01		
Date			



608 South Olive Street
Suite 200
Los Angeles, CA 90014
213 488 4911 Ph
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EXISTING STALLS: 113 STALLS TOTAL
NEW STALLS: 61 STALLS TOTAL



PARKING TOTAL:
STANDARD STALLS (9'X18') = 98 STALLS
ADA STALLS = 4 STALLS
TOTAL = 103 STALLS

 WALKER CONSULTANTS		Job	XX	No
		Job No.	37-8998-01	OPTION 6
698 South Olive Street Suite 1100 Los Angeles, CA 90014 213 488 4911 Ph www.walkerconsultants.com		Date		

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 just 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.

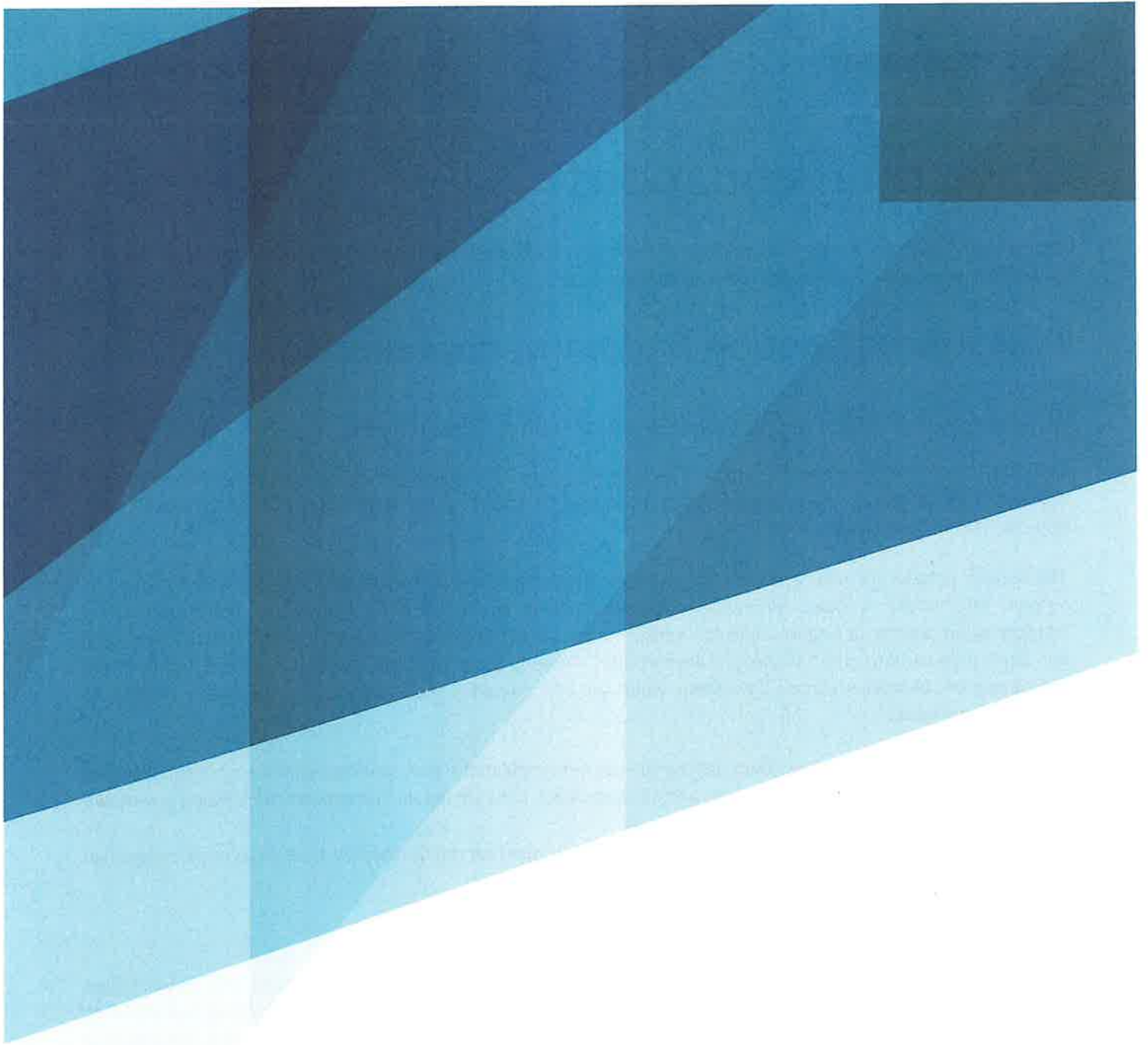
Future Impacts - Overall Impacts to Downtown

- 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 spaces; -52 spaces	934	71%	75%	75%	74%	66%	66%	64%	64%	57%	56%

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



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' 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 primarily 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 constructing a new public lot south of Lot 3 and the train tracks, presented in Section 5, Future Parking Conditions, page 56

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

Recommendations Summary - Constructing New Parking

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

When to build a parking structure?

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

1. **Walking distances:** A public parking structure typically only serves the area immediately around the structure. Once drivers need to walk a significant distance, they tend to park simply closest to their destination. To remedy this, time limits and paid parking may be implemented in the area. However, if these parking management measures are to be implemented, typically the parking program should do this prior to constructing a parking garage to remedy parking issues.
2. **Cost:** Public parking spaces generate construction, operations and maintenance costs, which can easily exceed \$200 per space per month for every space constructed, but can be far more.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 disincentive 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.

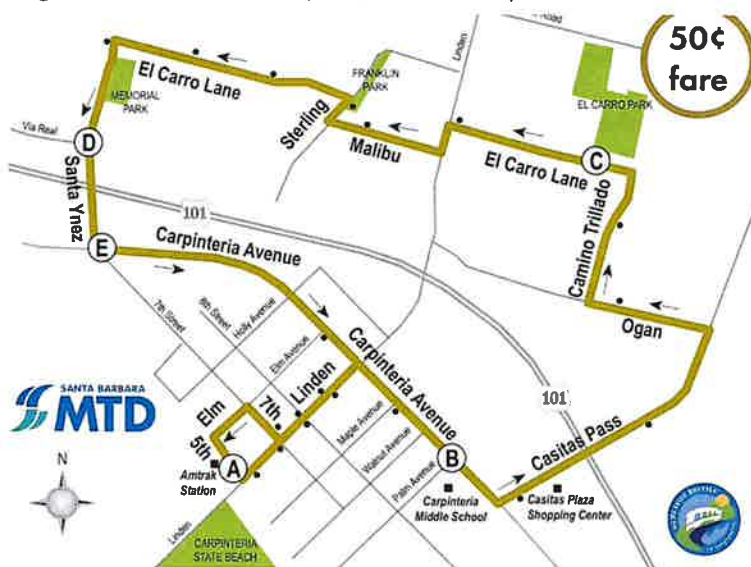
The City should evaluate existing ridership numbers and consider opportunities to increase service. Programs can also be developed by employers and businesses that would reward employees or customers who arrive by bus or shuttle. This may include discounts, gift cards, or other benefits.

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

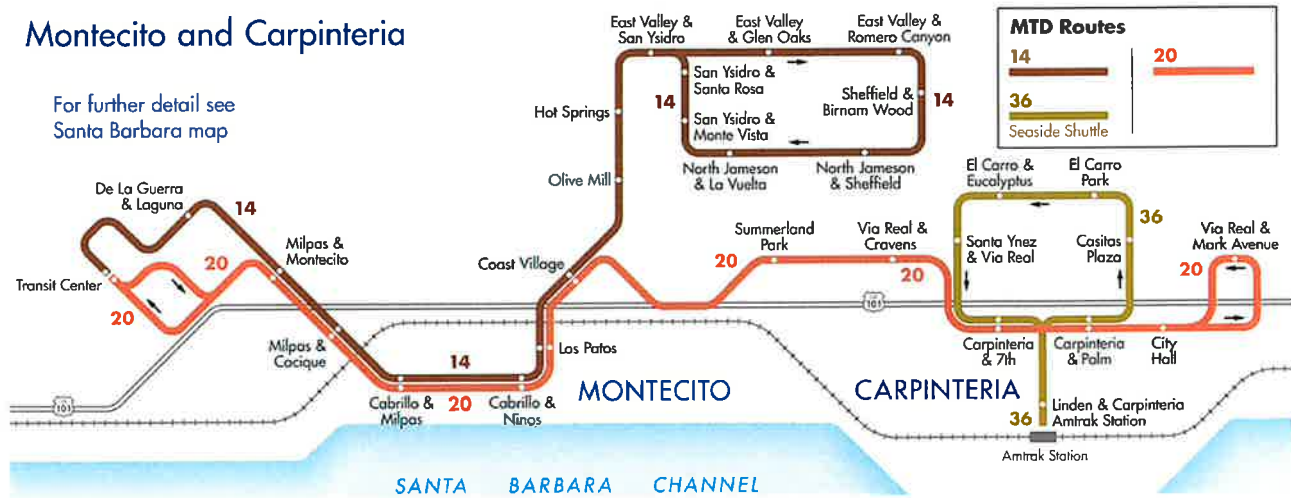


Source: Santa Barbara MTD, 2020

Figure 30: Line 20 Route Map

Montecito and Carpinteria

For further detail see
Santa Barbara map



Source: Santa Barbara MTD, 2020

Recommendation Summary - Transit

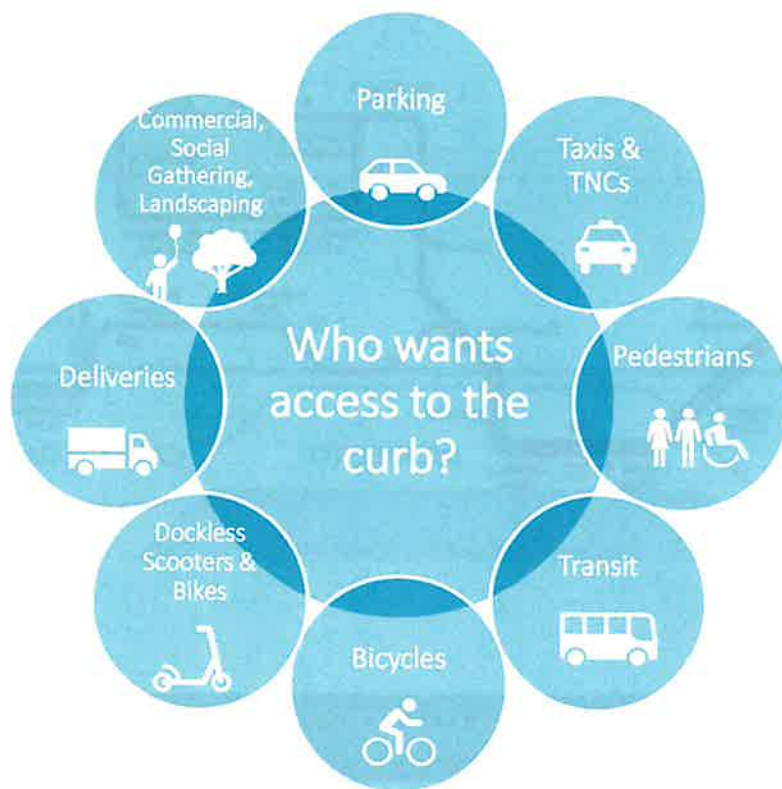
- Increase transit service and develop programs that encourage arriving to downtown by transit.

Curb Management

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

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

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



Transportation Network Companies

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

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

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

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



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

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

Recommendation Summary - Transportation Network Companies

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

Parklets

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

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

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

Many cities across the country have implemented parklets in varying capacities with great success in generating community and economic development by attracting more people to retail corridors where they are shopping, people watching or just plain having fun. Businesses have reported a 10% to 20% increase in sales when parklets were built.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

Parking Occupancy Counts, Wednesday, August 14, 2019

Street	Boundaries	Side	Unimp.		2-Hr	90-Min	1-Hr	Supply	HV	AQIA	12	Total	11AM-2PM		1-Hr	34-Min	EV	1:45PM-2:45PM		Total Utilization	
			Unimp.	2-Hr									AQIA	12				AQIA	12		Unimp.
Capistrano Ave	High Ave & Elm Ave	North	0	0	0	6	0	3	0	0	0	9	5	350k	5	3	0	0	5	535k	
		South	0	0	0	5	0	0	0	0	0	0	5	4	80k	5	3	0	0	102k	
		North	0	0	0	0	0	1	0	0	0	0	1	3	71k	3	2	0	0	83k	
		South	0	0	0	0	0	0	0	0	0	0	0	2	25k	2	1	0	0	30k	
		North	0	0	0	2	0	0	0	0	0	0	2	1	52k	2	1	0	0	60k	
		South	0	0	0	0	0	0	0	0	0	0	0	4	80k	4	4	0	0	80k	
		North	0	0	0	0	0	0	0	0	0	0	0	3	60k	3	3	0	0	60k	
		South	0	0	0	5	0	0	0	0	0	0	5	2	40k	2	2	0	0	60k	
		North	0	0	0	5	0	0	0	0	0	0	5	4	40k	3	3	0	0	60k	
		South	0	0	0	4	0	0	0	0	0	0	4	0	20k	2	2	0	0	40k	
Capistrano Ave Total			0	0	0	42	0	4	0	0	42	27	570k	0	0	0	0	0	570k		
Linden Ave	Capistrano Ave & 9th St	West	0	0	0	0	0	0	0	0	0	6	4	1100k	6	6	0	0	0	1100k	
		East	0	0	0	0	0	0	0	0	0	4	67k	5	5	0	0	0	83k		
		West	0	0	0	9	0	0	0	0	0	0	9	5	55k	5	5	0	0	55k	
		East	0	0	0	7	0	0	0	0	0	0	7	3	71k	3	3	0	0	71k	
		West	0	0	0	10	0	0	0	0	0	0	10	3	320k	3	3	0	0	320k	
		East	0	0	0	7	0	0	0	0	0	0	7	6	86k	2	2	0	0	86k	
		West	0	0	0	0	0	0	0	0	0	0	0	3	83k	3	3	0	0	83k	
		East	0	0	0	6	0	0	0	0	0	0	6	3	50k	3	3	0	0	50k	
		West	0	0	0	5	0	0	0	0	0	0	5	5	100k	5	5	0	0	100k	
		East	0	0	0	1	0	0	0	0	0	0	1	4	29k	4	4	0	0	29k	
Linden Ave Total			0	0	0	24	0	2	0	1	78	31	635k	0	0	0	0	0	635k		
9th St	Elm Ave & Linden Ave	North	3	0	0	0	0	0	0	0	0	3	0	100k	3	3	0	0	0	100k	
		South	5	0	0	0	0	2	0	0	0	7	0	160k	5	5	0	0	0	160k	
		North	9	0	0	0	0	1	0	0	0	0	10	7	80k	6	6	0	0	80k	
		South	11	0	0	0	0	0	0	0	0	0	12	5	42k	9	9	0	0	42k	
		North	11	0	0	0	0	0	0	0	0	0	13	9	68k	3	3	0	0	68k	
		South	13	0	0	0	0	0	0	0	0	0	15	2	20k	2	2	0	0	20k	
		North	1	0	0	0	0	0	0	0	0	0	1	4	44k	4	4	0	0	44k	
		South	9	0	0	0	0	0	0	0	0	0	9	5	50k	5	5	0	0	50k	
		North	22	0	0	0	0	0	0	0	0	0	23	18	82k	21	15	0	0	97k	
		South	66	0	0	0	0	0	0	0	0	0	67	37	40k	2	2	0	0	40k	
7th St	Linden Ave & Maple Ave	North	5	0	0	0	0	0	0	0	0	5	4	100k	5	4	0	0	0	100k	
		South	10	0	0	0	0	0	0	0	0	0	10	6	78k	6	6	0	0	78k	
		North	7	0	0	0	0	0	0	0	0	0	7	4	57k	4	4	0	0	57k	
		South	9	0	0	0	0	0	0	0	0	0	9	5	50k	5	5	0	0	50k	
		North	22	0	0	0	0	0	0	0	0	0	23	18	82k	21	15	0	0	97k	
		South	66	0	0	0	0	0	0	0	0	0	67	37	40k	2	2	0	0	40k	
		North	5	0	0	0	0	0	0	0	0	0	5	4	100k	5	4	0	0	100k	
		South	10	0	0	0	0	0	0	0	0	0	10	6	78k	6	6	0	0	78k	
		North	7	0	0	0	0	0	0	0	0	0	7	4	57k	4	4	0	0	57k	
		South	9	0	0	0	0	0	0	0	0	0	9	5	50k	5	5	0	0	50k	
6th St	Elm Ave & Tuxia Ln	North	5	0	0	0	0	0	0	0	0	5	4	100k	5	4	0	0	0	100k	
		South	10	0	0	0	0	0	0	0	0	0	10	6	78k	6	6	0	0	78k	
		North	7	0	0	0	0	0	0	0	0	0	7	4	57k	4	4	0	0	57k	
		South	9	0	0	0	0	0	0	0	0	0	9	5	50k	5	5	0	0	50k	
		North	22	0	0	0	0	0	0	0	0	0	23	18	82k	21	15	0	0	97k	
		South	66	0	0	0	0	0	0	0	0	0	67	37	40k	2	2	0	0	40k	
		North	5	0	0	0	0	0	0	0	0	0	5	4	100k	5	4	0	0	100k	
		South	10	0	0	0	0	0	0	0	0	0	10	6	78k	6	6	0	0	78k	
		North	7	0	0	0	0	0	0	0	0	0	7	4	57k	4	4	0	0	57k	
		South	9	0	0	0	0	0	0	0	0	0	9	5	50k	5	5	0	0	50k	
5th St	Capistrano Ave & 9th St	West	6	0	0	0	0	0	0	0	0	7	7	1100k	7	7	0	0	0	1100k	
		East	7	0	0	0	0	0	0	0	0	6	7	220k	3	3	0	0	0	220k	
		West	6	0	0	0	0	0	0	0	0	6	4	67k	3	3	0	0	0	67k	
		East	7	0	0	0	0	0	0	0	0	6	7	220k	3	3	0	0	0	220k	
		West	5	0	0	0	0	0	0	0	0	0	5	0	0k	2	2	0	0	0k	
		East	7	0	0	0	0	0	0	0	0	6	7	220k	3	3	0	0	0	220k	
		West	13	0	0	0	0	0	0	0	0	0	13	3	38k	4	3	0	0	38k	
		East	66	0	0	0	0	0	0	0	0	0	66	32	40k	2	2	0	0	40k	
		West	17	0	0	0	0	0	0	0	0	0	17	12	71k	15	15	0	0	86k	
		East	6	0	0	0	0	0	0	0	0	0	6	1	17k	1	1	0	0	17k	
4th St	Capistrano Ave & 9th St	West	6	0	0	0	0	0	0	0	0	7	7	1100k	7	7	0	0	0	1100k	
		East	7	0	0	0	0	0	0	0	0	6	7	220k	3	3	0	0	0	220k	
		West	6	0	0	0	0	0	0	0	0	6	4	67k	3	3	0	0	0	67k	
		East	7	0	0	0	0	0	0	0	0	6	7	220k	3	3	0	0	0	220k	
		West	5	0	0	0	0	0	0	0	0	0	5	0	0k	2	2	0	0	0k	
		East	7	0	0	0	0	0	0	0	0	6	7	220k	3	3	0	0	0	220k	
		West	13	0	0	0	0	0	0	0	0	0	13	3	38k	4	3	0	0	38k	
		East	66	0	0	0	0	0	0	0	0	0	66	32	40k	2	2	0	0	40k	
		West	17	0	0	0	0	0	0	0	0	0	17	12	71k	15	15	0	0	86k	
		East	6	0	0	0	0	0	0	0	0	0	6	1	17k	1	1	0	0	17k	
3rd St	Capistrano Ave & 9th St	West	13	0	0	0	0	0	0	0	0	1	2	33k	12	12	0	0	0	33k	
		East	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		West	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		East	8	0	0	0	0	0	0	0	0	0	8	10k	10	10	0	0	0	10k	
		West	6	0	0	0	0	0	0	0	0	0	6	5	83k	5	5	0	0	83k	
		East	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		West	23	0	0	0	0	0	0	0	0	0	23	23	100k	23	23	0	0	100k	
		East	9	0	0	0	0	0	0	0	0	0	9	6	67k	8	8	0	0	67k	
		West	38	0	0	0	0	0	0	0	0	0	38	70	0	0	0	0	0	70	218k
		East	13	0	0	0	0	0	0	0	0	0	13	15	35k	12	12	0	0	35k	
Walnut Ave	Capistrano Ave & 9th St	West	7	0	0	0	0	0	0	0	0	1	2	33k	12	12	0	0	0	33k	
		East	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		West	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		East	8	0	0	0	0	0	0	0	0	0	8	10k	10	10	0	0	0	10k	
		West	6	0	0	0	0	0	0	0	0	0	6	5	83k	5	5	0	0	83k	
		East	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		West	23	0	0	0	0	0	0	0	0	0	23	23	100k	23	23	0	0	100k	
		East	9	0	0	0	0	0	0	0	0	0	9	6	67k	8	8	0	0	67k	
		West	38	0	0	0	0	0	0	0	0	0	38	70	0	0	0	0	0	70	218k
		East	13	0	0	0	0	0	0	0	0	0	13	15	35k	12	12	0	0	35k	
On-Street	Capistrano Ave & 9th St	West	13	0	0	0	0	0	0	0	0	1	2	33k	12	12	0	0	0	33k	
		East	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		West	7	0	0	0	0	0	0	0	0	0	7	10k	10	10	0	0	0	10k	
		East	8																		

Parking Occupancy Counts, Wednesday, August 14, 2019

[illegible]

Parking Occupancy Counts, Saturday, August 17, 2019

[illegible]

三

Walker Consultants

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ATTACHMENT B

Public Survey Results

Question #

1 What is the main reason you visit Downtown Carpinteria?

Response	Count	Percentage
Employee in Downtown	3	5.08%
Business Owner	3	5.08%
Business Meeting	1	1.69%
Shop	24	40.68%
Dine	17	28.81%
Walk Around	7	11.86%
Other	4	6.78%
Total	59	100.00%

Other (please specify)

I live Downtown
Shopping/dining/events at the Alcazar and Farmers Market
Errands
Shopping, dinning and walking around. Most of the time I ride my bike or walk.

Question # 1



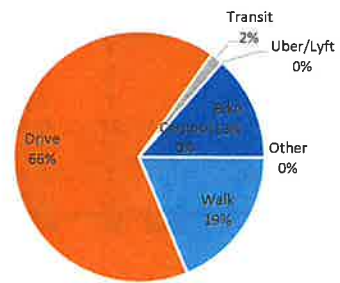
Question #

2

How do you normally travel to
Downtown Carpinteria?

Response	Count	Percentage
Walk	11	18.64%
Drive	39	66.10%
Transit	1	1.69%
Uber/Lyft	0	0.00%
Bike	8	13.56%
Carpool	0	0.00%
Other	0	0.00%
Total	59	100.00%

Question # 2

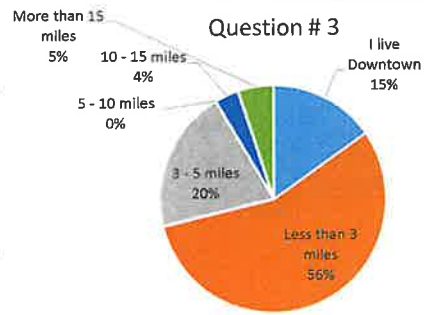


Question #

3

How far do you typically travel to
get to Downtown Carpinteria?

Response	Count	Percentage
I live Downtown	9	15.25%
Less than 3 miles	33	55.93%
3 - 5 miles	12	20.34%
5 - 10 miles	0	0.00%
10 - 15 miles	2	3.39%
More than 15 miles	3	5.08%
Total	59	100.00%



Question #

4

When you visit Downtown, how long do you typically stay?

Response	Count	Percentage
Less than 1 hour	13	22.03%
1 to 3 hours	39	66.10%
3 to 5 hours	6	10.17%
More than 5 hours	1	1.69%
Total	59	100.00%

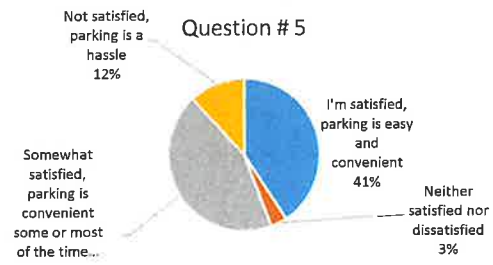
Question # 4



Question #

5 How would you describe parking in
Downtown Carpinteria?

Response	Count	Percentage
I'm satisfied, parking is easy and convenient	24	40.68%
Neither satisfied nor dissatisfied	2	3.39%
Somewhat satisfied, parking is convenient some or most of the time	26	44.07%
Not satisfied, parking is a hassle	7	11.86%
Total	59	100.00%



Question #

6

How long does it take you to find parking in Downtown Carpinteria?

Response	Count	Percentage
Immediately	15	25.42%
2 to 5 minutes	31	52.54%
5 to 10 minutes	11	18.64%
More than 10 minutes	0	0.00%
I don't drive	2	3.39%
Total	59	100.00%

Question # 6

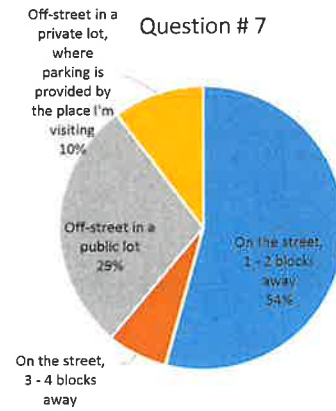


Question #

7 When visiting Downtown
Carpinteria, where do you typically
park relative to your destination?

Response	Count	Percentage
On the street, 1 - 2 blocks away	32	54.24%
On the street, 3 - 4 blocks away	4	6.78%
Off-street in a public lot	17	28.81%
Off-street in a private lot, where parking is provided by the place I'm visiting	6	10.17%
Total	59	100.00%

Question # 7



Question #

8

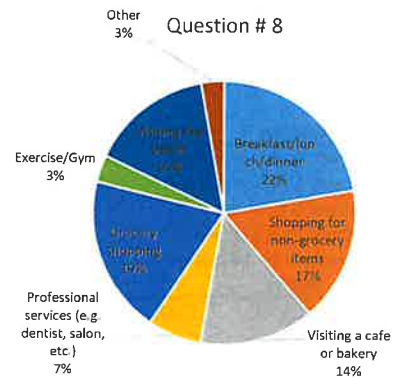
Do you enjoy visiting multiple locations in one outing in Downtown Carpinteria? If so, which types of activities do you like to do in one trip?

Response	Count	Percentage
Breakfast/lunch/dinner	47	22.17%
Shopping for non-grocery items	35	16.51%
Visiting a cafe or bakery	30	14.15%
Professional services (e.g. dentist, salon, etc.)	14	6.60%
Grocery shopping	41	19.34%
Exercise/Gym	7	3.30%
Visiting the beach	32	15.09%
Other	6	2.83%
Total	212	100.00%

Other (please specify)

Meeting with clients
Alcazar Theater Events
Window shopping, people watching, events, art center, etc.
Work
Showing off the town to out of town visitors
Visit the Carpinteria Marsh Nature Park

Question # 8

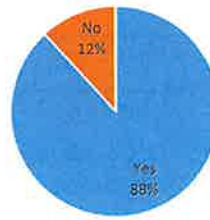


Question #

9 When you visit multiple businesses/activities in one outing in Downtown Carpinteria, do you typically walk between places?

Response	Count	Percentage
Yes	52	88.14%
No	7	11.86%
Total	59	100.00%

Question # 9

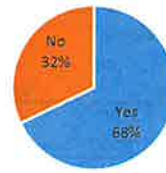


Question #

10 Do you think there is enough parking in Downtown Carpinteria?

Response	Count	Percentage
Yes	40	67.80%
No	19	32.20%
Total	59	100.00%

Question # 10



Question #

11

Do you ever leave or decide not to visit Downtown Carpinteria due to the lack of available/convenient parking?

Response	Count	Percentage
Yes	23	38.98%
No	36	61.02%
Total	59	100.00%

Question # 11



Question #

How important are the following when you are making parking decisions in Downtown? Rank 1, 2, 3, and 4 with 1 being the most important and 4 being the least important.

12

Response	Most Important		Important		Not Important		Least Important	
	Rank 1	%	Rank 2	%	Rank 3	%	Rank 4	%
Distance from parking space to your destination	30	50.85%	20	33.90%	6	10.17%	3	5.08%
Ability to quickly and easily find parking	21	35.59%	29	49.15%	7	11.86%	2	3.39%
Ability to park for a long period	5	8.47%	8	13.56%	41	69.49%	5	8.47%
Park on the outer edge of Downtown because I like to walk	3	5.08%	2	3.39%	5	8.47%	49	83.05%
Total	59	100.00%	59	100.00%	59	100.00%	59	100.00%

Question #

The City is considering a variety of parking management strategies and recommendations that can be used to meet parking needs for visitors, residents, employees, business owners, and potential new development. Some of these are related to new policies the City could implement. Please rank your level of support for the following parking policy strategies (1 = completely unsupportive, 5 = completely in support of).

13

Response	Completely Unsupport		Disagree		Neutral		Agree		Completely Support	
	Rank 1	%	Rank 2	%	Rank 3	%	Rank 4	%	Rank 5	%
Implement policies that would allow new development to not provide all their parking on-site and potentially use some underutilized Downtown parking supply to accommodate parking demand for their project.	11	39.29%	9	20.00%	22	26.19%	12	11.54%	5	14.71%
Reduce development impact fees to support and incentivize new development or development in Downtown	6	21.43%	10	22.22%	20	23.81%	16	15.38%	7	20.59%
Maintain existing time-limited spaces on Linden Avenue & Carpinteria Aveue (90-minutes)	2	7.14%	5	11.11%	9	10.71%	32	30.77%	11	32.35%
Convert a space or two to short-term, 24-minute spaces on Linden Avenue to be used for quick pickup/drop-off space, for delivery service, carshare, etc.	2	7.14%	7	15.56%	17	20.24%	25	24.04%	8	23.53%
Implement time-limited parking in unrestricted parking spaces in Lot 1, 2, 3 as demand for Downtown spaces increases (would require monitoring demands over time along with plans for employee and residential parking)	7	25.00%	14	31.11%	16	19.05%	19	18.27%	3	8.82%
Total	28	100.00%	45	100.00%	84	100.00%	104	100.00%	34	100.00%

Question #

In order to provide more parking in Downtown, the City may consider opportunities to enter in public-private partnerships to use underutilized private parking lots or construct new parking on City-owned land. Please indicate on a scale of 1 to 5 (1 = completely unsupportive, 5 = completely in support of) how supportive you would be of the City pursuing these opportunities.

14

Response	Completely Unsupportive		Disagree		Neutral		Agree		Completely Supportive	
	Rank 1	%	Rank 2	%	Rank 3	%	Rank 4	%	Rank 5	%
Lease private parking lots for additional public parking or Downtown employee parking (public-private partnerships)	7	50.00%	7	33.33%	18	39.13%	23	28.40%	4	26.67%
Construct new parking lots on City-owned land	3	21.43%	8	38.10%	13	28.26%	29	35.80%	6	40.00%
Convert some parallel parking spaces to angled on-street parking	4	28.57%	6	28.57%	15	32.61%	29	35.80%	5	33.33%
Total	14	100.00%	21	100.00%	46	100.00%	81	100.00%	15	100.00%

Question #

The City may consider additional opportunities to manage parking demand in Downtown. This may include operating a valet service or Downtown businesses, a residential permit program to prevent spillover from Linden Avenue as Downtown continues to grow, and developing an employee permit program. Please rank how supportive you would be, on a scale of 1 to 5, of the following management strategies.

15

Response	Completely Unsupport		Disagree		Neutral		Agree		Completely Support	
	Rank 1	%	Rank 2	%	Rank 3	%	Rank 4	%	Rank 5	%
Valet parking for Downtown businesses	12	44.44%	21	60.00%	18	42.86%	8	12.90%	0	0.00%
Residential parking permits	11	40.74%	10	28.57%	15	35.71%	19	30.65%	4	36.36%
Employee parking management plan that would designate areas for employees to park	4	14.81%	4	11.43%	9	21.43%	35	56.45%	7	63.64%
Count	27	100.00%	35	100.00%	42	100.00%	62	100.00%	11	100.00%

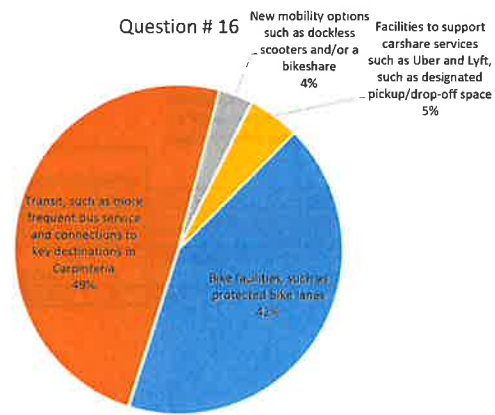
Question #

Parking demand can also be alleviated by providing transportation options beyond driving to access Downtown. What travel options would you most like to see improved or enhanced in Downtown?

16

Response	Count	Percentage
Bike facilities, such as protected bike lanes	25	42.37%
Transit, such as more frequent bus service and connections to key destinations in Carpinteria	29	49.15%
New mobility options such as dockless scooters and/or a bikeshare	2	3.39%
Facilities to support carshare services such as Uber and Lyft, such as designated pickup/drop-off space	3	5.08%
Total	59	100.00%

Question # 16



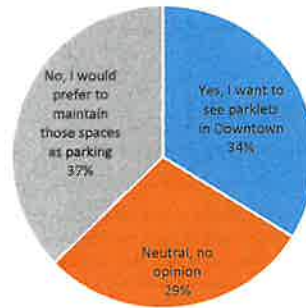
Question #

The City is considering allowing parklets in Downtown Carpinteria. Would you be supportive of permanent parklets on Linden Avenue and if so, what locations do you think they would be most appropriate?

17

Response	Count	Percentage
Yes, I want to see parklets in Downtown	20	33.90%
Neutral, no opinion	17	28.81%
No, I would prefer to maintain those spaces as parking	22	37.29%
Total	59	100.00%

Question # 17



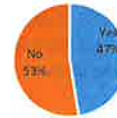
Question #

18

Anything else you want us to know about parking and access to Downtown Carpinteria?

Response	Count	Percentage
Yes	28	47.46%
No	31	52.54%
Total	59	100.00%

Question # 18



Yes Response Details

Beach traffic is much to high and parking in neighborhoods at such volume is dangerous. Visitors often park on lawns or crowd the street and make visibility impossible.
I think monitoring the parking situation one day during the week and one weekend day was not sufficient! I would have thought you'd monitor it for at least a full week including evenings. Some days are busier than others. This study seems meaningless to me as I have circled Lot 1 on more than one occasion and not found a parking spot.
Study parking lot number one to redesign to include 9th street from Elm to Linden as closed to traffic. Beach area parking could include parking areas on undeveloped street ends just south of railroad at Ash, Holly, and Elm. They would function like the beach street ends.
Access is good and easy most of the time.
Looks like a total disregard of the S&F lot (was Von's Safeway)-most people using it don't realize it is private - Yet many park there all day - if they were all kicked out, how would that impact lot/street parking? Things have changed at the BoA lot too - how has that closure added to street parking? Might not be City inventory but worker/citizens used/use them as such - and of course there is the market day - all employees and owners should be using Lot 3 - why not tagged spaces added with business licenses?
It would be nice if the sensors for the stoplights at the Linden/Carpinteria Ave. intersection were updated to be triggered for bicycles. Efforts to make bicycling to - and within the Downtown safer and more convenient seems like low hanging fruit for many of the locals who live within - 1 mile of Linden Ave. Filling in gaps in sidewalks with surrounding neighborhoods and increasing pedestrian connections into the Downtown could also support alternative transportation to/from the Downtown.
Double up on the Trolleys
Carpinteria is ideal for small vehicles like bicycles, tricycles, e-bikes, e-trikes, street-legal golf cart vehicles, dockless scooters and bikeshare, etc. These are the future and would encourage residents to purchase them for downtown trips, leaving the parking lots for tourists/visitors. These could be encouraged by dividing two adjacent parking spaces into multiple small vehicle parking spaces, even allowing perpendicular or diagonal parking. Bike theft is a huge problem so better bike racks in visible areas are also useful. Consider making Cactus Ln one-way, with only entry to Cactus Ln from Wullbrandt Way. This would improve traffic from Carp Ave near Rincon Brewery, which is dangerous now. Also allow only right turn from Cactus Ln by Rincon Brewery, no left turn allowed. 8th St by Middle School needs "T" parking. Too many campers, trailers, RVs and other large vehicles have discovered this area.
Parking has historically not been an issue Downtown, except perhaps the lot by Lemos. In my opinion, we should continue to monitor and encourage alternative transportation methods of getting around Carpinteria, both for locals and visitors from the State Parks, etc.

I would like to see Linden closed to all traffic between Carp Ave and the Beach.
USE the space where Austin's Home Center used to be to build a two story parking center. It's exactly where it needs to be, the city doesn't need more businesses with already severely limited parking. With much better access to parking, the street parking on Linden nearby could be used to promote outdoor seating, and more beach access that brings the people through town and back to businesses before and after the beach visit, making the whole area MUCH more attractive to both visitors and residents. Think 3rd street promenade in Santa Monica, and Santa Barbara State Street. There are large parking structures nearby and no direct on street parking, thriving businesses (sans COVID-19 anyway).
I think we should convert parking lot 1 to a 2 story lot and add a lot on the vacant land by the railroad tracks. Leave the rest of the parking as is. That would be more than enough parking for all. It wouldn't be fair to give permits to those who live by the beach unless you gave them to all Carpinteria residence. Why should you be penalized for driving to the beach if you are elderly or just live too far to walk? We all pay taxes and should have equal rights to the beaches and our town. No cost parking is a major part of the charm Carpinteria offers. I bring guests from out of town to shop, eat and walk. Shorter limits on spaces make it very difficult to do these things and add the much needed revenue.
1) Parking is easier here than just about any beach town on the Southern California coast. 2) Except in circumstances where there is no other choice, new developments in the downtown core should be required to provide their own on-site parking so that it does not burden the public parking system.
The potential construction of a railroad Inn would negatively impact not only the ability to find a place to park downtown, but would increase the amount of traffic which would be horrible, especially during the summer months when it is too heavy to begin with.
Most the year it's not a big deal, ANYTHING to help out the businesses and restaurants would be a focus. We are one of the last beach towns without parking meters and am glad to hear the study isn't considering that. Many times I see employees or owners parked for extended times right in front or next to their restaurants, it is like they don't want me to shop or eat there.
More walking and biking amenities less car based. The best part of COVID has been the increase walkability.
The number 12 question in this survey did not respond. I am generally against designating parking spots for this or that special person/designation. We already have handicapped, van handicapped, electric, parking permits.. what not spaces removed from availability for everyone. In addition to this, each "new & improving," and hacking down trees seems to subtract yet more parking for the regular person. What are "parklets"? Yet another special designation to take more spaces out of general circulation? To keep our warm small town charm, I would look to solutions that do not add yet more picayune regulations, but solutions which gently increase the inventory of parking spaces. I am not in favor of metered parking. I am older. Cannot ride a bike. And the most critical of my parking needs is for essentials which tend to require schlepping. I view this as survival, more than convenience. I live about 1/2 mile from nearest bus stop; that is ok (for now) for walking, but not schlepping. Think 20 or 30 or 50 years in the future.... things keep speeding up, it seems. We will be looking at different options for getting around. Perhaps, owning a car will be less and less a need. Self driving electric pod cars? The parking spaces acquired by the city today, will be land for valuable conversions for other purposes in the future. The value and need for such space will only get more expensive in the future, so acquiring now for present parking needs will be a valuable investment & save money in the future.
Overall I think you are doing a good job of managing what at times must seem like a thankless task. Keep up the good work. I'm also for the development of the train depot/hotel/restaurant and the expansion of the city lot there.
Strongly recommend against scooter/bikeshare being set up in Carpinteria.

I find this survey to be unrealistic as it pertains to 2020, when trips to the downtown area is much less than normal. There are fewer trips to eat out and visit the breweries, fewer functions and less visitors to the area.
What public land is available in the downtown T area for future parking construction?
If the City stopped tarding up parking lots and eliminating parking spots that would help. This study was made without mention of all the empty stores on Linden. Many of us do our major shopping in SB or Ventura because we do not need tourist trinkets.
Please please do not permit the building of a hotel next to the train station. The parking is bad enough especially during the avocado festival, holidays, and tourist season.
Keep Carpinteria as "traditional" & homey as possible to attract TOURISTS & VISITORS!
I rarely have an issue parking in downtown. If i do, i park on the periphery and walk. If permitting were enforced, should be open to all residents to obtain a permit. It was disappointing permit parking was enforced when the beaches were closed and I had to worry about 90mts.
Limit the amount of cars that drive down Linden. More areas for walking, biking and restaurant seating on Linden.
On weekend and holidays in the summer downtown streets are over run with beach goers - both in and out of towners. DT residents who don't have off street parking are unable to find a space near their home and often choose not to use their car for an errand because they have no assurance of a space near their home when they return.
I frequently rely on parking at the train station and leaving my car for 24 hours or more. Do not take that parking away. Keep scooters OUT of Carpinteria. I cannot stress this enough. They ruin cities and are extremely dangerous for riders, pedestrians and cars.



SUN	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SAT
	CC Council Chamber CR Council Meeting Room LR Lobby Room ZM Zoom Meeting	Happy Birthday  4/29 ROBERT HOWARD		1 9am Parks Staff Mtng. CR 2pm All CDD Staff Mtng. ZM	2	3
4	5 5:30pm Planning Commission CC-TV	6 10am Supervisors Staff Meeting ZM 2:30pm Planning Staff Meeting ZM	7 2pm PW Staff Meeting ZM	8 9am Parks Staff Mtng. CR 2:30pm Code Comp Mtng. CR 3:30pm PW Coordination Mtng. CC	9	10 9am Carp Beautifu 9am/1pm ABOP
11	12 5:30pm City Council Meeting CC-TV	13 10am Supervisors Staff Meeting ZM 2:30pm Planning Staff Meeting ZM	14 2pm PW Staff Meeting ZM 5:30am Water District ZM	15 9am Parks Staff Mtng. CR 10:30am IDAG Meeting CC 2:30pm Code Comp Mtng. CR 5:30pm ARB CC	16	17
18	19 5:30pm General Plan Update CC-TV	20 10am Supervisors Staff Meeting ZM 2:30pm Planning Staff Meeting ZM	21 2pm PW Staff Meeting ZM 5:30pm Traffic Sfty Committee CC	22 9am Parks Staff Mtng. CR 2:30pm Code Comp Mtng. CR	23	24 9am 1pm ABOP
25	26 5:30pm City Council Meeting CC-TV	27 10am Supervisors Staff Meeting ZM 2:30pm Planning Staff Meeting ZM	28 2pm PW Staff Meeting ZM	29 9am Parks Staff Mtng. CR 2:30pm Code Comp Mtng. CR 5:30pm ARB CC	30	

City of Carpinteria
Planning Activity Summary

March 2021

1. In 30-day review process
2. Incomplete
3. Schedule for ARB
4. Director's Decision

5. Schedule for PC
6. PC approved
7. Schedule for CC
8. CC Approved

9. Schedule for final ARB
10. Final ARB Approval
11. Schedule for CCC
12. In plan check

13. BP issued
14. Under construction
15. C of O issued

Last Edited 04/01/2021

Project #	Owner / Applicant	Address	Street	Project Description	Activity	Planner	Status	Code Violation
21-2098-TUP	Joel Reed, Howard School	1532	Linden Ave	TUP for operation of Howard School at St Joseph's Church	Submitted 3/11/2021. Under review.	Nick	1	
21-2087-ARB	Paul & Michelle Sanchez	1481	Sterling Avenue	SFD remodel, 391sf of add'ns, new front porch, & full re-roof	Submitted 2/9/2021. Incomplete 3/5/2021. Resubmitted 3/26/2021. Tentatively scheduled for ARB 4/15/2021.	Syndi	1	
20-2057-DP/CUP/CDP	Martha Marquez	4684	Seventh Street	Construct a 258 SF addition and new entry porch to Unit A on the existing duplex.	Submitted 7/22/2020. Incomplete 8/21/2020. Resubmittal 3/23/2021.	Syndi	1	
20-2050-TUP	St. Joseph Church	1532	Linden Ave	Annual Festival	Submitted 4/6/2020. Under review. On hold due to pandemic, possible resubmittal for alternative event.	Marysol	1	
21-2096-CUPR/CDP	AT&T / Eukon Group	4558	Carpinteria Ave	Modification to (E) wireless facility, including construction of 3 (N) cupolas	Submitted 3/4/2021. Incomplete 3/18/2021.	Nick	2	
21-2094-DPR/CDP	Carpinteria Valley Historical Society	956	Maple Avenue	Construct new storage shed	Submitted 3/2/2021. Incomplete 4/1/21.	Nick	2	
21-2086-ARB	Frank & Christine Isaac	5410	Cameo Road	SFD remodel, 70sf add'n., and new deck/trellis	Submitted 2/8/2021. Incomplete 3/5/2021. Awaiting resubmittal.	Syndi	2	
21-2085-ARB/CDP	Forrest Carter	5251	Sixth Street	6' fence & gates	Submitted 2/4/21. Incomplete 2/25/21.	Nick	2	
21-2083-DP/CDP/ARB	Jerry & Lisa Zins	4905	Eighth Street	New 3-unit apartment building	Submitted 1/13/2021. Incomplete 2/12/2021.	Syndi	2	
21-2080-CDP	Mike Weil, CA Dept. of Water Resources		Eighth Street Pedestrian Bridge	New stream gage over Carpinteria Creek and equipment box	Submitted 1/6/2021. Incomplete 2/5/2021.	Syndi	2	
20-2073-SIGN	Ramiro Vega	830	Maple Avenue	New illuminated sign (as-built)	Submitted 11/6/2020. Incomplete 12/3/2020. Pending resubmittal.	Marysol	2	yes
20-2067-DP/CUP/CDP	Jens Amlie	845	Concha Loma Drive	460 sf master bedroom addition to (e) SFD	Submitted 10/1/2020. Incomplete 10/30/2020.	Syndi	2	
20-2059-DP/CDP	Barton Myers	6175	Carpinteria Ave	Construct (N) 2-story office building.	Submitted 7/30/20. Incomplete 8/28/20. Resubmitted 11/25/20. Incomplete 12/24/20.	Nick	2	
20-2047-DP/CDP	Chevron	5663	Carpinteria Ave	Seal rookery overlook improvements	Submitted 3/26/2020. Under review. Incomplete 4/23/2020. Awaiting resubmittal.	Syndi	2	
20-2045-LM	Rafael Hernandez	4950 & 4954	Fifth Street	Voluntary lot merger	Submitted 3/11/2020. Sent to City Surveyor for review 3/23/2020. 1st corrections received & sent to applicant 4/9/2020.	Syndi	2	
20-2033-SIGN	Yummy Yogurt	1005	Casitas Pass Road	New sign	Submitted 2/7/2020. Incomplete 3/6/2020. Resubmitted 4/10/2020. Under review. Pending resubmittal.	Marysol	2	Yes

20-2030-CUP	Procore	6395 B&C	Cindy Lane	Convert 2 warehouse buildings to a business training center. Total square footage is 60,522 sf, and includes a new kitchen and mezzanine	Submitted 1/8/2020. Incomplete 2/7/2020. Awaiting resubmittal.	Syndi	2	
19-2018-FENCE	Ernesto Verburgt	4516	El Carro Lane	7 foot side yard fence (resulting from grade difference)	Submitted 10/25/2019. Incomplete. Partial resubmittal 12/10/2019. Building Permit in plan check. Awaiting solution for last incompleteness item.	Marysol	2	Yes
18-1954-DPR/CDP	Winfred Van Wingerden	4180	Via Real	New gazebo, paint colors, and landscaping	Submitted 12/27/18. Incomplete 1/25/19. Resubmitted 2/11/19; under review. Revised scope; complete 3/7/19. Revised scope, resubmitted materials 4/19/19. Roy H. advised applicant new gazebo triggers ADA issues.	Syndi	2	Yes
18-1916-CUP/CDP	Crown Castle	1222	Cravens Lane	Wireless Telecommunications Facility	Submitted 4/19/18. Incomplete 5/17/18. Resubmitted 6/25/18. Incomplete 7/23/18.	Nick	2	
18-1915-CUP/CDP	Crown Castle	5315	Foothill Road	Wireless Telecommunications Facility	Submitted 4/19/18. Incomplete 5/17/18. Resubmitted 6/25/18. Incomplete 7/23/18.	Nick	2	
15-1783-SIGN/FENCE	Arbor Trailer Park	4677	Carpinteria Avenue (Ninth Street)	New frontage fences and signage	Submitted 08/05/15. Need survey from PW. Incomplete 08/17/15. See Matt M for PW status.	Marysol	2	
15-1781-DP/CDP	Bernardo Cruz	4675	Carpinteria Ave	Construct (N) 2-story mixed use building	Submitted 07/09/2015. Incomplete 8/06/15. Concept ARB review 03/29/20. Resubmittal 07/22/20. Incomplete 8/21/20. Resubmitted 2/8/21. Incomplete 3/8/21.	Nick	2	
21-2091-CON	Caltrans		West end of Carpinteria Ave	Santa Claus Ln Bike Path	Submitted 2/24/2021. Scheduled for ARB concept review 4/15/21.	Nick	3	
21-2090-DP/CDP	CHT, LLC	700	Linden Ave	Rehabilitate & Remodel (E) buildings; new 2nd floor addition	Submitted 2/17/21. Incomplete 3/19/21. Tentatively scheduled for prelim ARB 4/29/21.	Nick	3	
20-2070-ARB/CDP	Manuel Martinez	1147	Vallecito Road	Remodel (e) SFD & construct 2nd story addition	Submitted 10/15/2020. Under review. Incomplete 11/13/2020. Resubmittal 11/24/2020. Incomplete 12/10/2020. Resubmittal 12/10/2020. Complete 12/11/2020. Prelim ARB on 2/11/2021, continued. Resubmittal 3/26/2021. Tentatively scheduled for ARB 4/15/2021.	Syndi	3	
19-2006-CON	Richard Smith	5510	Callejon Dr	Remodel (E) SFD, construct 2nd story addition, & addition of ADU	Submitted 9/6/19. ARB concept review 11/21/19. Revised ARB concept review 8/27/20.	Nick	3	
19-1986-LCPA	City of Carpinteria		Citywide	Development Design and Housing Regulation Changes	Initiated by the City Council on 5/28/19. Ad-Hoc Committee inaugural meeting 5/9/19. Last Meeting 10/24/2019. Nex meeting 4/8/2021.	Steve	3	

18-1942-DP/CDP	Carp Unified School Dist	5201	Eighth Street	Replace portables with Modulares	Submitted 10/15/2018. Incomplete 11/14/18. Resubmitted 3/6/19, Complete 4/4/19. Waiting for requested materials for ARB.	Steve	3	
21-2092-SDU/CDP	J. Bradley Stein	1315	Casitas Pass Road	Validate (E) guest house as SDU & permit remodel of SDU & attached accessory structures	Submitted 2/26/2021. Complete 3/19/21. Prelim ARB approved 3/25/21. To Director for decision.	Nick	4	
21-2084-ARB	Mike Wiltshire	1550	Myra Street	As-built 12'-8" tall storage shed	Submitted 1/22/2021. Complete 2/19/2021. To ARB on 3/25/2021 for prelim/final.	Syndi	4	
20-2060-CDP	County Flood Control		City Creeks	Annual Routine Maintenance	Submitted 7/01/20. Under Review.	Nick	4	
20-2048-ARB	City of Carpinteria	101	Ash Avenue	Mural	Submitted 3/16/2020. Prelim ARB 7/11/2020. Director approval 08/11/2020.	Marysol	4	
20-2046-ARB	Sukone Sriprajittichai	901	Linden, Suite B	Add three new windows to exterior wall to create a new storefront.	Submitted 3/16/2020. Complete 04/13/2020. Prelim ARB 06/11/2020, continued. Schedule for prelim ARB 7/30/2020. Director Approval 10/13/2020. Final ARB 10/15/2020. Pending Building Permit submittal.	Marysol	4	
20-2037-ARB/CDP	John Cervini	5586	Retorno Dr	Remodel (E) SFD & construct 2nd story addition	Submitted 2/21/20. Incomplete 3/20/2020. Resubmittal 9/29/2020. Incomplete #2 10/27/2020. Resubmittal 11/12/2020. Complete 12/3/2020. Prelim ARB on 2/11/2021.	Syndi	4	
20-2036-SIGN	American Indian Health Services	5412	Carpinteria Ave	New Sign	Submitted 2/13/2020. Incomplete 3/2020. Resubmittal 04/27/2020. Approved, pending Building Permit.	Marysol	4	
18-1935-ARB	Gerardo Celio	1466	Azalea Drive	Demo of structures, new California roof over flat roof garage, addition of 181 sf	Submitted 08/30/2018. Incomplete 9/28/2018. ARB 10/11/2018. Pending resubmittal. Resubmitted 05/14/2019. Complete 06/13/2019. Resubmittal 10/14/2019. Pending another resubmittal for Director-level final review. BP submitted for demo of unpermitted construction only.	Marysol	4	
20-2072-CUP/CDP	Ben Paul	4652	Fourth Street	Exterior and interior remodel of two existing detached dwelling (as-built).	Submitted 10/20/2020. Incomplete 11/19/2020. Resubmittal 01/08/2021. Prelim/Final ARB 01/14/2021. Incomplete 2/4/2021. Resubmittal 3/8/2021. Complete 3/25/2021. Schedule for PC.	Marysol	5	yes

19-2015-CUP/CDP	City of Carpinteria		Carpinteria Ave	Construct Carpinteria Rincon Trail	Submitted 10/17/19. AB52 Notification 10/29/19. Release of public draft MND 11/1/19. To ERC 11/14/19. PC acceptance & certification of MND 1/6/20. Appeal of PC filed 1/15/20. Appeal set aside. NOP Released for EIR 10/30/20. NOP Scoping Hearing 11/17/20. NOP Scoping Period closed 11/30/20. Draft EIR released for 45-day review period 3/12/21. To ERC 4/13/21.	Nick	5	
16-1822-DP/CDP	Via Real Hotel	4110	Via Real	New 110-room hotel	Submitted 4-19-16. Incomplete 5-18-16. Resubmittal 7/14/16. Incomplete 8/11/16. Resubmittal 9-12-16. Incomplete 10/11/16. Resubmitted 10/31/16. Complete 11/30/16. Prelim ARB 12/15/16, cont'd to future meeting. In-progress ARB review 2/16/17. Prelim ARB approval 3/30/17. Env. review underway. Reviewed updated biological/wetland reports; CCC determined creek regulations apply. Site visit w/ CCC 6/8. Revised project submitted 7/24/19; under review. Revised preliminary ARB review 8/29/19; continued to 11/21/19 ARB meeting. Revised prelim ARB approval 11/21/19. Revised CEQA review underway.	Nick	5	
16-1810-LCPA	City of Carpinteria		Citywide	General Plan/Coastal Land Use Plan Update	kick off meeting April 27, 2016. Ongoing through 2022.	Steve	5	
05-1210-ZTA/LCPA	City of Carpinteria		Citywide	Zoning Code Update	Kick-off meeting 4/20/05. Joint Study Session 5/16/05. All administrative draft chapters delivered 5/12/06. Final Draft meeting with consultant 9/14/07. Now connected to the New 3-year Principal Planner position work effort through a CCC grant and contract with Elise Dale.	Steve	5	
21-2089-GC	Santa Barbara County		Chaney Ave	SB 65402 request. Caltrans acquisition of drainage easement.	Submitted 2/9/2021. PC 3/1/2021.	Marysol/ Steve	6	

19-2023-LLA	Lockwood/Segall	5139 & 5157	Eighth Street	LLA, demo and rebuild garage.	Submitted 11/15/2019. Incomplete 12/13/19. Resubmitted 3/10/2020. 2nd Incomplete 4/2/2020. Resubmitted 4/13/2020. Complete 4/16/2020. Corrections sent to City Surveyor 4/27/2020. ARB on 5/28/2020. Approved by PC on 7/6/2020. City Surveyor corrections to applicant 7/13/2020. 4th review to City Surveyor 10/8/2020. Corrections to applicant 11/2/2020.	Syndi	6	
19-2016-DP/CDP	City of Carpinteria	5775	Carpinteria Avenue	New skate park and amenities	Submitted 10/22/2019. Complete 11/20/2019. Prelim review at ARB on 1/30/2020. Approved at PC on 6/1/2020.	Syndi	6	
18-1926-DP/CDP	Steadfast Grand Vida II	5464	Carpinteria Ave	Phase II Assisted Living Facility expansion	Submitted 7/12/18. Incomplete 8/10/18. Resubmitted 1/28/19; incomplete 3/7/19. Resubmitted 3/21/19; incomplete 4/18/19. Resubmitted 6/11/19; complete 7/11/19. To prelim ARB 10/17/19; continued to ARB 12/12/19. Prelim ARB approval 12/12/19. To PC 1/6/2020-approved. To ARB for in-progress review 1/30/2020. TEX requested 5/26/2020. TEX approved by PC on 8/3/2020.	Syndi	6	
14-1722-TPM/CDP	Godfrey	1056	Eugenia Place	Subdivide (e) mixed use building into three condominiums	Submitted 6/19/14. Incomplete 7/17/14. Resubmitted 10/20/14. Complete 10/29/14. PC approved 11/3/14. FLAN sent 11/18/14.	Nick	6	
19-1982-MCA	City of Carpinteria		Citywide	Seismic Retrofitting of Soft-Story Buildings	Initiated by the City Council on 5/13/19. To City Council for first read on 1/13/2020. Public Workshop held 2/22/2020. Second first read yet to be scheduled due to public interest.	Dan / Steve	7	
19-1962-CON	Thom Vernon	550	Maple Avenue	Concept review for mixed use development	Submitted 2/06/19. Under review; comments back to applicant 3/13/19. Awaiting abatement of Zoning Violations before scheduling for Joint ARB/PC/CC meeting. Violations cleared; to joint ARB/PC/CC meeting 7/15/19. Revised concept plans submitted 5/11/20; under review.	Nick	7	
20-2042-ARB	Scouras Family Trust	1493	Trenora Street	SFD remodel, 89.5 sf addition to 1st floor, 451 sf addition to 2nd floor	Submitted 3/5/2020. Incomplete 3/31/2020. Resubmitted 5/21/2020. Complete 6/18/2020. Prelim ARB on 7/16/2020. Resubmittal 8/27/2020. In-progress ARB on 10/29/2020. Approval letters sent 11/25/2020.	Syndi	9	

20-2041-ARB/DP/CDP	Kyle & Andrea Zuvella	4756	Fifth Street	Remodel and 431 sf master suite addition	Submitted 3/4/2020. Incomplete 3/31/2020. Resubmittal 6/11/2020. To ARB 8/13/2020. Resubmittal 8/31/2020. To ARB for in-progress review 9/17/2020. To PC on 3/1/2021.	Syndi	9	
19-2012-DPR	Mac Partners / Jeremy Rogers	6384	Via real	Building facade renovation, addition of new patio areas, new permeable area for future parking area.	Submitted 10/7/2109. Incomplete 11/6/19. Partial resubmittal 12/4/19; under review. Incomplete 12/16/2019. Resubmitted 01/14/2020. Incomplete 02/13/2020. Complete 06/03/2020. Prelim ARB 06/25/2020. In Progress ARB 10/29/2020. PC 12/7/2020. Pending Final ARB.	Marysol	9	
18-1919-ARB	Leland Walmsley	1455	Azalea Drive	Garage remodel and one-story addition to SFD	Submitted 5/7/18. Incomplete 6/5/18. To ARB 7/12/18 and 8/16/18 for Prelim review, cont'd to future hearing w/revisions. Resubmitted 6/29/2020. Complete 7/29/2020. To ARB 8/13/2020. Revised project scope to ARB on 10/1/2020. Director approved 1/13/2021. Tentatively scheduled for Final ARB on 5/13/2021.	Syndi	9	
17-1883-DP/CDP/TPM	Michael Haber	4716	Seventh St	remodel (E) SFD, construct carport, construct 2 (N) 2-story residential units, subdivide property for condominium purposes.	Submitted 6/22/17. Incomplete 7/20. Resubmitted 10/2/17. Incomplete 11/1/17. Resubmitted 1/11/18, under review. Prelim ARB approval 3/15/18. PC approved 6/4/18. FLAN sent to CCC 06/21/18. Submitted for Final ARB 11/20/20. Final Parcel Map submitted for review 2/1/21.	Nick	9	

16-1849-CUPR/TTM/CDP	Faith Lutheran Church	1335	Vallecito Place	7-lot subdivision & 5 new SFDs	Submitted 12/22/16. Complete 10/31/17. ARB Preliminary approved 3/15/18 with comments for suggested revisions. PC approval 8/6/18. CC Approval of CUP/TM/CDP on 12/10/18. CC review of Affordability Covenant and Final Map Acceptance 2/8/2021. Final map submitted on 3/26/2020. Sent to City Surveyor for review on 3/26/2020. 1st map check corrections to applicant 4/30/2020. 2nd submittal to City Surveyor 6/3/2020. 2nd corrections to applicant 8/21/2020. 3rd submittal to City Surveyor 9/21/2020. Corrections to applicant. 4th submittal to City Surveyor 10/28/2020. To ARB for in-progress review 10/29/2020. 5th submittal to City Surveyor 11/23/2020. Other docs under review with City Atty. Final Map, documents, and street name to CC for acceptance on 2/8/2021. Map recorded 3/8/2021.	Steve / Syndi	9	
21-2079-ARB	Lynette & Jason Fernandes	1330	Vallecito Place	New entry porch, exterior updates, & interior remodel	Submitted 1/8/2021. Incomplete 2/5/2021. Resubmittal 2/19/2021. Complete 3/18/2021. To ARB for prelim/final 3/25/2021.	Syndi	10	
19-1980-ARB	Stengel	5420	Cameo	Remodel SFD & 1st floor addition	Submitted 4/19/19. Comments back to applicant 5/13/19. Complete 5/22/19. Prelim ARB approval 6/13/19. Director approved 7/30/19. Final ARB approval 9/26/19. Applicant submitted Time Extension Request granted 12/11/20.	Nick	10	

14-1719-CUP/CDP 07-1407-ARB	City of Carpinteria 6380 Via Real, LLC		Carpinteria Ave Bridge Via Real	Replace Carpinteria Ave Bridge over Carpinteria Creek Revised new office complex	NOP & Scoping Document released 7/3/14. Scoping Hearing 7/22/14. Project overview to PC 9/2/14. Project update to CC 11/10/14. ARB CON 2/12/15. EIR released for public comment 3/25/16. ERC 4-26-16. Public Comment Period closed 5-9-16. Prelim ARB approval 9/15/16. PC approved 11/7/16. Sent to CCC 11/18/16. PW completing 65% drawings 3/17. Utility relocation coordination underway 3/17. Construction easement acquisition underway Spring 2018. Entitlements expired, need CEQA Addendum to address CSD Siphon relocation. Final ARB 11/21/19. PC approval for reauthorization of CUP/CDP and acceptance of CEQA Addendum 6/01/20. Revised Final ARB 10/17/2019.	Nick Syndi	10 10	
17-1896-LCPA/ORD	City of Carpinteria			citywide commercial cannabis regulations	12/11/17 briefing to CC. 1/22/18 briefing to CC. 4/23/18 CC initiates Ord development. PC 10/1/18 cont'd. 11/5/18 PC recommended approval to CC. CC approved 1st reading 11/26/18. CCC Approved LCPA 2/7/19. Ordinance 2nd reading approved by CC 3/25/19. Consultant contract for licensing program awarded by CC 4/08/19. CCC acceptance of LCPA 5/9/19. Drafting of Licensing program underway.	Nick	11	
20-2061-ARB/CDP	Brandon and Julia Wheatley	1150	Vallecito Road	Master bedroom addition	Submitted 7/31/2020. Under review. Incomplete 8/25/2020. Incomplete 10/9/2020. Prelim/Final 10/29/2020 ARB. Incomplete 11/16/2020. Complete 01/14/2021. Director Approval 2/2/2021. BP in plan check.	Marysol	12	
20-2056-ARB	Rod Herman	1423	Camino Trillado	Exterior updates, new porch overhang, new curbs and 3' garden wall, new hardscape and landscaping.	Submitted 7/2/2020. Complete 7/30/2020. To ARB for prelim/final 9/17/2020. Director approved 9/23/2020. In Building Plan Check.	Syndi	12	
20-2043-DP/CDP	Strickland- Wahl	4854	Sandyland Road	Remodel & convert 2 apartments into 1 SFD	Submitted 03/06/20. Incomplete 4/3/20. Resubmitted 04/30/20. Complete 05/28/20. Preliminary ARB Approval 06/25/2020. PC Approved 9/8/20. CCC Appeal Period Ended 10/8/20. Final ARB approval 2/11/21. BP submitted 3/25/21.	Nick	12	

19-2029-DPR/CDP	Carpinteria Arts Center (Norman Arnold)	855	Linden Avenue	Courtyard improvements: new hardscape, landscaping, a living wall, storage, utility sink, fencing, and trash enclosures	Submitted 12/20/2019. Complete 01/16/2020. Prelim ARB 2/27/2020. Approvals pending. BP submitted 10/23/2020. In plan check.	Marysol	12	
19-1958-DP/CDP previously 14-1733-DP/CDP/TPM	Sanctuary Beach Condominiums (Norman's Tennis Court)	4925	Carpinteria Avenue	Four residential condominiums	Planning Commission Approved 11/2/15. DP/CDP Time Extension approved 12/5/16. Project stalled. Map is still alive. New DP/CDP submitted 1/3/19 and 1/28/16. Complete 2/1/19. DP/CDP approved by PC 3/4/19. Final Map Clearance to CC 5/13/19. Map recorded, building permit approval underway. new ownership.	Steve; Nick	12	
18-1909-ARB/CDP	Able, John	477	Concha Loma Dr	Addition & remodel to SFD, new pool, new ADU	Submitted 3/13/18. Incomplete 4/11/18. Resubmitted 6/11/18. Incomplete 7/11/18. Resubmitted 10/01/18. Incomplete 10/31/18. ARB conceptual review 11/15/18. Resubmitted 6/7/19; incomplete 7/5/19. Resubmitted 7/12/19. Incomplete 8/8/19. Resubmitted 9/12/19. Complete 10/10/19. Prelim ARB approval 11/21/19. Scheduled for In-progress ARB Review 4/30/20. CDD Director approval 6/23/20. Final ARB 6/25/20. CCC appeal period ended. BP submitted 10/1/20. BP issuance pending Eng Permit approval.	Nick	12	
18-1903-DP/CDP	Procore	6303	Carpinteria Ave	Renovation of exterior building facade, landscape and driveway/parking lot	Submitted 1/16/18. Incomplete 02/14/2018. Resubmitted 08/15/2018. Incomplete 9/14/2018. Concept ARB review 10/11/18. Continued Conceptual ARB review 11/15/2018. Complete 01/11/2018. Prelim ARB 02/13/2019. PC 07/01/2019. Final ARB 9/12/2019. In plan check, pending resubmittal.	Marysol	12	
17-1888-CDP	Finnigan	4775	Seventh St	construct (N) 728 sq ft 3-car garage	Submitted 9/6/17. Incomplete 9/20/17. Resubmitted 9/26/17. Complete 10/3/17. Approved by Director 10/9/17. In BP Plan Check.	Nick	12	
15-1788-CDP	Gobbell	5398	Star Pine Road	Convert (E) accessory building into a second dwelling unit	Submitted 8/19/15. Incomplete 9/4/15. Resubmittal 9/11/15. Complete 9/28/15. Prelim/Final ARB 10/15/15. CDD Director approved 10/29/15. 1-year time extension approved 10/11/16. Submitted for Building Permits 10/4/17. In Plan Check.	Nick	12	

15-1767-CDP	Wood	650	Concha Loma Drive	New Single Family Residence	Submitted 4/28/15. Incomplete 5/27/15. Resubmitted 7/13/15. Complete 8/10/15. CEQA Initial Study underway. ARB concept review 10/15/15. Draft MND public review period 7/15- 8/15/16. To ERC 8/4/16. Prelim ARB 8/11/16, continued with revisions. Revised plans submitted; Prelim ARB approved 9/14/17. PC Approved 8/5/19. FLAN sent to CCC 8/23/19. BP application submitted 12/24/19. Final ARB approved 5/28/20. In BP review.	Nick	12	
19-1989-CUP/CDP	Laurie Neal	4836	Fifth Street	Remodel & construction addition to (E) cottage	Submitted 7/12/19. Incomplete 8/7/19. Resubmitted 11/14/19. Complete 12/9/19. Approved at PC on 5/4/2020. Building permit issued.	Syndi	13	
19-1985-ARB	Brian Pera, HLW for Procore	6303	Carpinteria Ave	Renovation of exterior facade of an existing 1,315 accessory structure	Submitted 5/15/2019. Complete 6/12/2019. Substantial Conformity Determination 8/1/2019. Building Permit Application submitted 9/4/2019. BP issued, pending pickup.	Marysol	13	
17-1894-DP/CDP	M3 Multifamily, LLC	4819	Carpinteria Avenue	construct new 2-story mixed use building	Submitted 11/30/17. Incomplete 12/19/17. Resubmitted 2/22/18. Complete 2/23/28. PC approved 4/2/18. BP issued 2/19. PC approved 36-mo. Time Extension 5/4/20.	Nick	13	
21-2082-SIGN	Procore Technologies	6303	Carpinteria Ave	Reface existing monument sign and new illuminated wall sign	Submitted 01/13/2021. Approved 1/26/2021. BP issued 2/24/2021.	Marysol	14	
21-2081-SIGN	Rincon Mountain Winery	4187	Carpinteria Ave	Wall sign, non-illuminated	Submitted 1/11/2021. Approved 1/26/2021. BP issued 2/3/2021.	Marysol	14	
20-2078-SIGN	Union Bank	5420	Carpinteria Ave	New signs	Submitted 12/7/2020. Incomplete. Resubmitted 03/04/2021. Complete. Approved 3/9/2021. BP issued. Under construction.	Marysol	14	
20-2066-SIGN	Singing Springs	5455	Eighth Street	New monument sign	Submitted 8/17/2020. Director approval 9/15/2020. Building Permit issued 1/2021. Under construction.	Marysol	14	
20-2051-SIGN	Coordinated Signs for LinkedIn	6410	Via Real	Campus-wide wayfinding signs	Submitted 3/30/2020. Incomplete 04/24/2020. Approved 5/19/2020. Pending BP Submittal. Minor revision to approved sign permit submitted. Revision approved. BP issued 9/29/2020. Under construction.	Marysol	14	

20-2032-ARB/CDP	Dave Moore	5550	Calle Ocho	A 970 sf addition to an existing SFD	Submitted 1/24/2020. Complete 2/21/2020. ARB on 5/14/2020. Resubmitted and R-1 letters sent 8/26/2020. Building permit issued. Under construction.	Syndi	14	
19-2022-LM	Steven L. Donovan	5042	Alvarado Street	Voluntary lot merger	Submitted 11/14/2019. Sent to Surveyor for review on 11/19/2019. Corrections received on 12/6/2019 and sent to applicant. Resubmitted & sent to Surveyor on 2/25/2020. 2nd corrections received & sent to applicant on 2/28/2020. Resubmitted & sent to Surveyor 6/25/2020 & 7/13/2020. VM recorded 8/11/2020.	Syndi	14	
19-2021-ARB	Marsha Ota	5273	Cambridge Lane	Remodel and addition of 460 sq. ft.	Submitted 11/7/2019. Complete 12/18/19. To CDD Director for action. Approved by CDD 2/24/2020. Building permit issued.	Syndi	14	
19-2017-CDP	Lauren Kasmer	5637	Calle Pacific	Remodel and 352 sf addition	Submitted 11/13/2019. Complete 12/11/19. Awaiting revised plans prior to CDD Director action. Approved by CDD on 2/14/2020. CCC appeal period ended 3/9/2020. Awaiting applicant satisfaction of COAs. Building permit issued. Under construction.	Syndi	14	
19-2009-ARB	Jesse Bustillos / The Spot	389	Linden Ave	Remodel dinning room structure, new outdoor patios, upgrades to parking and lighting	Submitted 9/24/2019. Complete 10/28/2019. Pending resubmittal for Prelim ARB. Resubmitted 01/08/2020. Prelim ARB 2/27/2020. In Progress Review 05/14/2020. Director Approval 7/7/2020. Final ARB 7/30/2020. BP Submitted 8/27/2020. In plan check. BP issued 3/31/2021.	Marysol	14	Yes
19-1996-DP/CDP/PM	Justin Klentner	1075	Cramer Road	Demolish (E) units; construct (N) 4-unit condo development	Submitted 8/28/19. Incomplete 9/26/19. Resubmitted 10/24/19. Complete 11/22/19. Prelim ARB approval 12/12/19. PC approved 2/3/20. ARB In-Progress 2/27/20. Final ARB Approval 3/12/20. Revised Final ARB Review 4/30/20. Building Permit submittal 4/14/20. Final Map recorded. BP ready to issue 8/31/20. Under construction.	Nick	14	

19-1983-DP/TPM/CDP	Phari LLC	1112	Linden Avenue	Remodel and add 251 sf to an (E) SFD and detached garage with 2nd dwelling unit to create a project with four condominium units and a carport with associated parking and landscaping	Submitted 6/5/19; Incomplete 7/3/19. Resubmitted 7/3/19; complete 7/23/19. Prelim ARB was 7/11/19; no recommendation. PC Approved 8/5/19. No appeal. Final Map Recordation 5.26/20. BP issued 7/23/2020. Under Construction.	Steve	14	
19-1972	Villa del Mar Homeowners Association	1055	Palmetto Way	Additions to existing sheds	Submitted 03/20/2019. Complete 4/18/2019. Revisions to applicant. Pending resubmittal. Update provided 01/2020. Resubmittal 2/4/2020. Approved 04/07/2020. Building Permits issued 11/2020. Under construction. Final inspection scheduled.	Marysol	14	Yes
19-1969-CUP/CDP	Ross Robins	5369	El Carro	Relocate garage door & driveway. Re-landscape front yard.	Submitted 3/12/19. Complete 4/11/19. ARB Prelim Approval 4/11/2019. Revised plans submitted 26/25/19. Director approved 7/17/19. Final ARB review 4/30/20. Submitted for Building Permits 7/06/20. Permits issued; under construction 10/5/20.	Nick	14	
19-1965-DPR/CDP	Carpinteria Business Park	4185-4195	Carpinteria Ave	Exterior architectural façade improvements to five of the buildings within the Flood Hazard and Coastal Appeals Overlay.	Submitted 2/5/2018. Incomplete 3/19/2019. Resubmitted 3/28/2019. Incomplete 4/25/2019. Prelim ARB 06/13/2019. Complete 6/21/2019. Resubmittal 8/23/2019. Director Approval 9/26/2019. Final ARB 10/31/2019. Building Permit application submitted 12/17/2019. Building Permit issued. Under construction. Revision to lights approved by ARB 1/14/2021, pending BP revision.	Marysol	14	
19-1957-DPR/CDP	Warmington Residential	1300	Cravens Lane	Revisions to approved Green Heron Spring project: Lot 2 SFD replacement & amendment to COAs	Submitted 01/03/2019. Complete 01/25/2019. ARB Prelim/Final approval 01/17/2019. PC Approved 02/04/2019. In Building Permit plan check. BP issued 5/9/19. Under construction.	Nick	14	
18-1938-CDP	CA State Parks	205	Palm Avenue	Sewer replacement, Santa Rosa Campground	Submitted 9/25/2018. Complete 10/23/2018. NOE submitted. Approved 3/1/2019. Conditions of Approval and final plans received. Under construction.	Marysol	14	

18-1929-DPR/CDP	Sinclair	4921	Sandyland Road	Remodel (E) detached Condo	Submitted 8/6/18. Incomplete 8/30/18. Resubmitted 12/14/2018. Incomplete 01/11/2019. Resubmitted 2/26/2019. Incomplete 3/28/2019. Resubmitted 4/1/2019. Complete 5/1/2019. ARB 06/13/2019. PC 8/5/2019. Final ARB 8-29-2019. BP issued 1/21/2020. Under construction. Revision proposed 11/18/2020. Matters by Staff 1/14, 1/28, 2/11. Partial ARB approval 2/11/2021. Partial Building Permit revision issued 2/23/2021. Final ARB approval of colors and materials 03/25/2021.	Marysol	14	
18-1920-CUP/CDP	Caltrans		Citywide	Highway 101 HOV Lanes	Submitted 5/18/18. Incomplete letter 6/14/18. Applicant resubmittal 7/20/18. Complete 8/17/18. ARB Prelim/Final 10/11/2018. To PC 3/4/19, continued to 4/1/19. PC Approved 4/1/19. Under construction.	Steve	14	
17-1868-DP/CDP	Carpinteria Sanitary District	5300	Sixth Street	Demolition of existing modular offices and the construction of a new 4,118 square foot one-story office building.	Submitted 4/12/2017. IDAG 4/20/2017. Incomplete 5/12/2017. Resubmitted 8/8/2017. Incomplete 9/7/2017. Resubmitted 10/10/2017. Complete 10/31/17. Prelim ARB 1/25/18. Continued Prelim ARB 03/15/2018. Planning Commission approved 06/04/2018. FLAN sent to CCC 6/14/18. Resubmittal 10/23/2019, under review. Pending PW determination. Final ARB 2/27/2020. BP issued 12/2021. Under Construction.	Marysol	14	
17-1850-CDP	CA Dept. of Parks and Recreation	205	Palm Avenue	State Beach Phase II ADA Improvements	Submitted 1/3/2017. Incomplete 1/31/2017. Resubmittal 5/22/2017. Complete 6/15/2107. Director Approval 9/13/2017. Pending resubmittal of minor modifications and signed Conditions of Approval. Received 9/6/2018. Time Extension approved 7/31/2019. Under construction.	Marysol	14	

16-1847-CUP/CDP	Zerlin	5305	Eighth Street	Abate Zoning/Building Violations & construct (N) 2nd floor addition.	Submitted 11/15/2016. Incomplete 12/15/2016. Resubmittal 2/3/2017. Incomplete 2/15/2017. Resubmittal 4/24/2017. Complete 5/24/2017. To Prelim ARB 06/15/2017; cont'd with direction for redesign. Resubmitted 09/11/2017. Preliminary ARB 2/15/18. PC 05/07/2018. Approved. Plan resubmitted 10/23/2018. Final ARB 02/13/2019. BP issued. Under construction. Landscape/hardscape revision proposed 3/24/2021, under review.	Marysol	14	Yes
16-1840-DP/CDP	Cravens Lane, LLC	1300	Cravens Lane	Green Heron Springs Project-Demo (E) SFD; construct 30 new condominium units	Submitted 8/24/16. Incomplete 9/14/16. To Concept ARB 11/17/16. Resubmitted 1/12/17, under review. Incomplete 2/10/17. Concept ARB 3/16/17. Resubmittal 6-02-17. Incomplete 6/30/17. Resubmittal 8/1/17. Complete 8/28/17. To Prelim ARB approval 8/31/17. MND public review 9/14/17. ERC approval 9/28/17. PC approved 11/6/17. FLAN sent to CCC 11/17/17; appeal period ends 12/5/17. Final ARB approved 3/15/18. In Building Permit plan check. Final Map Acceptance CC 11/13/18. Construction staging, fencing & demolition underway 2/12/19. Grading underway 3/19/19. Final Map, Subdivision Imp. Agmt, & Notice Docs recorded 4/23/19. Afford Agmt & CCRs recorded 5/2/19. BP issued 5/9/19. Under construction.	Nick	14	
16-1839-CDP	Thom Vernon	500	Maple Avenue	Install new windows & replacement roll-up doors	Submitted 8/12/16. Incomplete 9/8/16. Complete 9/14/16. To ARB 9/15/16, continued to 10/13/16. ARB approved 10/13/16. Director Approved 10/21/16. FLAN sent to CCC 11/1/16. BP application submitted 10/20/16. BP issued 2/2/17, under construction.	Nick	14	

15-1804-CDP	Hawkins	5567	Calle Arena	Construct (N) SFD w/ attached two-car garage	Submitted 12/29/15. Incomplete 1/28/16. Meeting w/ new agent 6/26/17. Concept ARB 8/17/17. Revised submittal 12/13/17. Incomplete 1/12/18. Concept ARB 2/15/18. Resubmitted 4/13/18. Incomplete 5/3/18. Resubmitted 5/9/18. Scheduled for Prelim ARB Review 5/31/18. Cont'd to Prelim 7/12/18. Cont'd to Prelim 7/26/18. ARB Prelim Approval 7/26/18. Complete 9/27/18. Revised ARB Prelim Approval 11/15/18. Director approval issued 12/18/18. Appeal filed 12/28/18. PC denied appeals 3/4/19. Appeal of PC decision filed 3/14/19. CC denied acceptance of appeal 4/22/19. FLAN sent to CCC 4/24/19. Appeal filed with CCC 5/9/19. CCC Appeal hearing 7/10/19, CCC found no substantial issue. City approvals stand. Final ARB approval 8/29/19. BP submitted 4/2/19. BP issued 12/19/19, under construction.	Nick	14	
15-1791-ARB	Bush	4310	La Quinta Drive	211 sf addition to, and remodel of, (E) 2-story SFD	Submitted 9/10/15. Incomplete 9/23/15. Prelim ARB 10/15/15. CDD Director approved 10/29/15. Final ARB approval 3/17/16. BP submitted 4-13-16. BP issued 5-16. Under construction.	Nick	14	
09-1522-CUP/CDP/LCPA/ORD	Caltrans		Linden-Casitas Interchanges and Via Real Extension	Reconstruct overcrossings and extend Via Real across Carpinteria Creek	Submitted 2009. PC recommended approval 05/18/15. CC first reading and recommended approval of ORD and LCPA 06/22/15 and 07/27/15. Submitted to CCC 08/21/15. CCC hearing in October in Orange County. CC approved CUP/CDP 11/23/15. FLAN sent to CCC 12/1/15. No appeal. ARB Final 3/17/16. Construction underway 9/12/16.	Steve	14	
08-1483-CDP	Salzgeber	447	Concha Loma Drive	Install water well and storage tank for agricultural purposes	Submitted 12/18/08. Incomplete 1/16/09. Resubmitted 3/20/09. Incomplete. Resubmitted 9/1/09. Director approved 5/7/10. Permit issued 10/19/10. Well constructed and sealed 11/10. Awaiting installation of pump and storage tank.	Nick	14	

04-1172-DP/CDP	Franssen	750	Palm Avenue	Construct one new SFD and create two condominiums	Revised plans submitted 9/15/06. Incomplete 10/9/06. Resubmitted 10/30/06. Prelim ARB 11/30/06. Complete 12/21/06. To PC 1/2/07. Revised Prelim ARB 1/25/07. PC approved 2/5/07. CC approved map clearance 12/10/07. PC approved one year TEX 2/4/08. Grading Permit issued 2/4/09. Final ARB for Unit 2 10/1/09. BP issued, under construction. CofO issued on rear unit.	Nick	14	
21-2088-TUP	CUSD	5201	Eighth Street	TUP for relocation of Summerland School to Carpinteria Main School for 2021-22 school year	Submitted 2/9/21. Complete 2/22/21. PC Approved 3/1/21.	Nick	15	
20-2065-ARB	850 Linden, LLC	850	Linden	Roof restoration	Submitted 8/19/2020. Complete 9/16/2020. P/F ARB 10/15/2020. Director approval 11/19/2020. Building Permit submitted 11/18/2020. Issued 1/8/2021. Final inspection scheduled.	Marysol	15	Yes
19-2019-ARB	Dylan Chappell for Jonathan Lewis	764	Oak Ave	Remodel and addition of 290 square feet	Submitted 10/25/2019. Complete 12/18/19. Prelim & Final ARB on 1/16/2020. CDD Director approval on 2/10/2020. In final processing for BP. Revised scope submitted 5/14/2020. To ARB for revised prelim/final 6/11/2020. Revised CDD Director approval on 6/24/2020. BP issued. Final planning inspection 3/17/2021.	Syndi	15	
19-1976-DPR	Justin Marsh/G6 Hospitality	5550	Carpinteria Avenue	Repair and replace landscaping & irrigation Last updated	Submitted 4/9/19. Incomplete 5/9/19. Resubmitted 12/5/2019. Incomplete 12/30/2019. Resubmitted 01/29/2020. Incomplete 2/18/2020. Resubmitted 3/2/2020. Complete 3/24/2020. Prelim ARB 05/28/2020. Continued. Pending resubmittal. Compliance Order sent 1/2021 with deadline. Applicants informed City of new project team. Pending resubmittal of new project application. 4/1/2021 16:33	Marysol	x	Yes

BUILDING PERMIT REPORT: Applications Received

03/01/2021 - 03/31/2021



Permit #	Permit Date	Parcel #	Site Address	Owner Name	Project Description	Valuation	Status	Issued Date	Code Compliance Violation	Fire Permit Required
13280	3/31/2021	003-383-002	5511 Calle Arena	Cynthia Hall	Install 11 rooftop mounted all black LG360 solar modules (3.960kW) with new rapid shut down inverter.	15,868	In Review Building			
13279	3/30/2021		5353 Eighth Street		New exterior openings, interior renovations in kitchen, master bedroom, and bathrooms, replace existing stair with new stair, replace existing front porch with new trellis, replace existing courtyard patio cover with balcony, add new bedroom to existing rec room, add new wet bar to existing rec room, no new area added.	75,000	In Review Planning			

13278	3/26/2021	004-011-025	1478 Theresa Street	Torgersen, Kristoffer T	Resurfacing of existing master bath, new recessed lighting in bedrooms and garage, drywall and insulate garage space, replace water heater with tankless, add utility sink to garage, upgrade main electrical panel to 200 amp	5,000	In Review Building			
13277	3/25/2021	003-291-012	775 Calle Rey Mar	Gardner Family Trust	Remodel with small rear addition	75,000	In Review Planning			
13276	3/25/2021	003-303-014	4756 5th Street	Kyle Zuvela	Remodel and a 500 sq. ft. addition. Adding additional bedroom and bathroom. Remove stucco, replace with new lap siding. Remove chain link fence and arbor and replace with white picket fence. No change to parking or drainage.	300,000	In Review Planning			
13275	3/25/2021	001-190-038	1030 Cindy Lane, Unit A	BBH Holdings, LLC	Remove office partition, install new walk-in refrigerator and install new LED lighting.	61,000	In Review Building			

13274	3/24/2021	003-351-009	5655 Fiesta Drive	Tyler Matson	Installation of 8 Flush roof mounted solar PV panels. 3.2 KW	2,000	Building Dept. Approved			
13273	3/24/2021	003-481-017	4854 Sandyland Road	JACOBS ALLAN W/JOHANNA C TRUSTEES (for) JACOBS REV TR 4-14-90	Conversion of existing two-unit, two story residential building into single family dwelling. Addition to master bedroom, new roof deck, exterior siding, replace existing roofing, reconfigure interior spaces. Replace existing patio paving, fencing, gate at street.	425,000	In Review Planning			
13272	3/24/2021	001-360-013	6027-A Jacaranda Way	DOWD, DENISE C LIVING TRUST 11/12/2014	Remove tile, replace plywood and fascia over hangs. Install 30 and 90 pound underlayment. Reinstall tiles. 4	4,200	Issued	2/10/2021		
13271	3/23/2021	001-380-021	6008 H Jacaranda Way	MARTINS, NADINE	Remove tile, replace plywood and fascia over hangs. Install 30 and 90 pound underlayment. Reinstall tiles. 4 squares	4,300	Pending Pickup			
13270	3/19/2021	004-011-042	4725 El Carro Lane	Zachary and Julia Dominguez	Kitchen line repair 10 ft. of 2 inch ABS.	4,000	Final	3/19/2021		

13269	3/18/2021	004-012-021	5294 El Carro Lane	NORTON, DOUGLAS A/REBECCA L TRUST OF 2013 5/8/2013	Rough in waste vent and hot & cold water for wet-bar sink.	9,122				
13268	3/18/2021	004-010-011	1490 Manzanita Street	NANCARROW, MATTHEW C	Remove existing roof down to the bare wood. Install 30 year composition shingle over a layer of 30 # felt.	13,500	In Review Building			
13267	3/17/2021	001-272-008	5451 Shemara Street	David Becker	Minor bathroom remodel, (2) replacing like for like (face lift) 120 sq. ft., New toilets, new sinks and new baths.	6,000	Issued	3/18/2021		
13266	3/17/2021	003-263-016	890 Cactus Lane	BARBIERI FAMILY TRUST 9/23/04	Demo old storage shed, add on to existing shed in same style	6,000	In Review Planning			
13265	3/15/2021	003-200-026	4264 Carpinteria Avenue #4	RICH, PAMELA J 2008 TRUST 3/17/08	C/O blown in coming insulation fiberglass r38 pink in attic (70 sq. ft.) Knee wall (80 sq. ft.).	4,529	Final Processing	3/17/2021		
13264	3/15/2021		1469 Camino Trillado		Replace outdated 100 amp electrical panel with updated 200 amp panel in the same location.	0		1/1/1900		
13263	3/11/2021	001-242-004	1328 Camino Trillado	OLSON, ERIK	Remove and replace existing tile shower.	7,000	Issued	3/15/2021		

13262	3/10/2021	003-331-002	5353 Eighth St	Mathers Family Trust 5/27/17	Interior repair and replace: demo existing finish floor and replace, demo and repair drywall where needed, remodel all baths except mater (4 total bathrooms), replace bathroom fixtures in existing locations, replace kitchen cabinets, fixtures, appliances, replace finishes in bathrooms and kitchen.	75,000	Void			
13261	3/9/2021	001-070-049	5420 Carpinteria Ave	ROIC California, LLC	Update of all signage of Union Bank to match current company branding and colors. [Casitas Plaza Shopping Center; Project 20-2078-SIGN]	3,000	Issued	3/18/2021		
13260	3/9/2021	003-261-010	4945 Carpinteria Avenue	MALIBU CASITAS II, LP	Install new walk-in cooler. Extend existing storage closet and replace the public counter.	17,000	In Review Building			
13259	3/8/2021		1155 Vallecito		Upgrade existing 125A meter/main to 200A. Same location, staying overhead.	3,500	Final Processing			

13258	3/3/2021		1135 Eugenia Place, Suites 5-7		Commercial interior tenant improvement of ground floor of existing 2-story building. Scope includes construction of new partition walls to accomodate (5) offices, (1) kitchen, (2) restrooms, (1) conference room and (1) meeting room. No work on second floor or stair	159,000	In Review Building			Yes
13257	3/3/2021	003-212-026	4213 Carpinteria Avenue	COSTA, JOSEPH S	Addition of a toilet room 3' 6" x 5' 6" to an existing garage. Access from the exterior. Also an outdoor shower with grey water drainage svstem	5,000	In Review Planning		Yes	
13256	3/3/2021	004-010-053	1480 Azalea Drive	KELLEY JAMES C/TERRY M	Tear off existing composition roof and install Lifetime composition. 20 squares. Rear off existing flat rooting and install 60 mil PUC membrane 3 squares.	23,360	Final	3/3/2021		
13255	3/3/2021	004-027-021	4956 Nipomo Drive	KEPHART, DAVID & DENISE LIVING TRUST	Tear off existing roof and install Lifetime composition. 23 squares.	23,000	Issued	3/3/2021		

13254	3/3/2021	003-280-009	891 Concha Loma Drive, Unit #2	John E. & Ann Barnes and Pauline W. Hemingway	Repair siding and subfloor, waterproofing and drainage the foundation.	20,000	In Review Building			
13253	3/2/2021	003-436-014	4759 Dorrance Way	Pinewood West LLC	50K BTUS Furnace change out in attic. Like for like. (8) Ducts.	5,000	Pending Pickup	3/26/2021		
13252	3/2/2021	004-013-027	1222 Cravens Lane	MCCANN MINI-STORAGE LLLP	Re-roof of 26 gauge rib panel, replacing with 24 gauge butler rib panel, one large building, approximately 135 squares.	125,000	Issued	3/15/2021		
13251	3/1/2021	003-340-005	5540 Callejon Dr	DAWIDZIAK, JOSEPH/ANN 2011 TRUST 5/12/11	Remodel of (E) residence, aproximately 1,094 square feet. Addition to (E) residence of 523 square feet.	300,000	In Review Building			

Total Records: 29

4/1/2021

BUILDING PERMIT REPORT: Final Inspections

3/1/2021 - 3/31/2021

Permit #	Issued Date	Parcel #	Site Address	Owner Name	Project Description	Valuation	Status	Final Inspection Date	Code Compliance Violation	Fire Permit Required
13270	3/19/2021	004-011-042	4725 El Carro Lane	Zachary and Julia Dominguez	Kitchen line repair 10 ft. of 2 inch ABS.	4,000	Final	3/29/2021		
13256	3/3/2021	004-010-053	1480 Azalea Drive	KELLEY JAMES C/TERRY M	Tear off existing composition roof and install Lifetime composition. 20 squares. Rear off existing flat roofing and install 60 mil PUC membrane 3 squares.	23,360	Final	3/23/2021		

13241	2/17/2021	001-272-006	5437 Shemara Street	Eckert & Hubeny 2018 Living Trust	Reroof, like for like. 7.5 squares. Existing composition shingle roof will be removed. Install one layer of diamond deck synthetic underlayment and one layer of winterguard synthetic underlayment in another area due to low slope. Install new Class A composition Landmark 30 shingle roof in Moire Black to match existing roof.	6,000	Final	3/8/2021		
13218	2/3/2021	004-027-052	1369 Limu Drive	ENSIGN, KAREN	Installation of 10 flush roof mounted solar PV panels. 3.25 KW. ***REVISION 3/16/21*** Slight Layout change.	7,150	Final	3/24/2021		
13177	11/19/2020	004-006-063	1581 Meadow Circle	Hans K. G. Betzholtz	Installation of retrofit bynl patio door system.	3,132	Final	3/15/2021		

13166	11/13/2020	004-009-038	1488 Chapparral Drive	GIMBEL, HANNAH 2005 IRREVOCABLE TRUST 1/1/05	Kitchen Remodel Existing Footprint, remove softs, all walls remaining the same hook up sink faucet, garbage disposal, dishwahr, range and ducting. Minor drywall repair.	14,000	Issued	3/30/2021		
13112	9/18/2020	003-640-004	5455 8th Street, # 4	SCHROEDER STEVEN E TRUSTEE (for) SCHROEDER TR 1/23/90	Retrofit 5 windows and 2 patio door, same size and locations.	10,851	Final	3/16/2021		
13104	10/12/2020	001-430-011	6410-6460 Via Real; 1000 Mark; 6402 Cindy (LinkedIn Campus)	SOUTH COAST BUSINESS PARK OWNERS ASSOC	Install (7) Emergency Alert System Kiosks throughout the LinkedIn property. Install electrical conduits and communication conduits from existing electrical panels and communication rooms. Install 120 volt wiring for kiosk lighting controlled by a dawn to dusk photocell. Install Cat 6 low voltage connections for communications. Install concrete footings for each sign with anchor bolts.	38,000	Final	3/1/2021		

13095	9/29/2020	001-430-011	6410 - 6460 Via Real, 1000 Mark, 6402 Cindy - LinkedIn Campus	SOUTH COAST BUSINESS PARK OWNERS ASSOC	Installation of illuminated and non-illuminated wayfinding signage. Per Revision to 20-2051-SIGN. LinkedIn Campus.	250,000	Final	3/1/2021		
13047	8/4/2020	004-101-007	4825 Sandyland Road # 7	MULLINS KATHERYN A TRUSTEE (for) MULLINS MARITAL TR 1/20/96	Repair water damaged areas including insulation, drywall, change plumbing fixtures to water efficiency standards, etc. (kitchen, 2 bedrooms)	74,928	Final	3/3/2021		
13013	8/21/2020	004-006-072	1539 Meadow Circle	LINDEN MEADOW OWNERS ASSOCIATION	Demo all existing overhead structures and footings. The proposed construction includes (2) wood overhead structures (15'-6" X 13'-0" and 12'-0" X 9'-6") with line voltage lighting.	20,000	Final	3/26/2021		Yes
12998	4/29/2020	003-600-044	1466 Azalea Dr	CELIO, GERARDO	Removed unpermitted construction: roof on front and right side of the garage and the partial walls on the right side of garage. Pictures attached.	500	Final	3/24/2021	Yes	

12948	3/16/2020	003-382-018	5595 Calle Arena	PENTLAND/BARAS H LIVING TRUST	Remodel a portion of garage space to build 2 bathrooms	10,000	Final	3/16/2021		
12894	9/3/2020	003-333-021	764 Oak Ave	LEWIS, JONATHAN D	An addition of 326 net square feet and 803 net square feet remodel to an existing 958 net square foot home. There is a detached 726 net square foot garage/accessory structure that will require no change. Mechanical, electrical, and plumbing work throughout the residence. ***REVISION #1 - scope of work reduced to a 118 net sq. ft. addition and a 195 net sq. ft. remodel. Mechanical, electrical and plumbing work throughout the residence.	150,000	Final	3/17/2021		Yes

Total Records: 14

4/1/2021